

WELCOME

Please sign in and:

- Explore the exhibits
- Submit a comment form
- Fill out a community survey
- Ask questions



HOW TO SUBMIT COMMENTS

Today at the Open House:



Give comments verbally to the court reporter



Fill out a comment form

Electronic Method:



Go to the website: ***www.MoPacSouth.com***



Send a fax to 512-996-9784

Mail:



Central Texas Regional Mobility Authority

c/o MoPac South Environmental Study

3300 North I-35, Suite 300

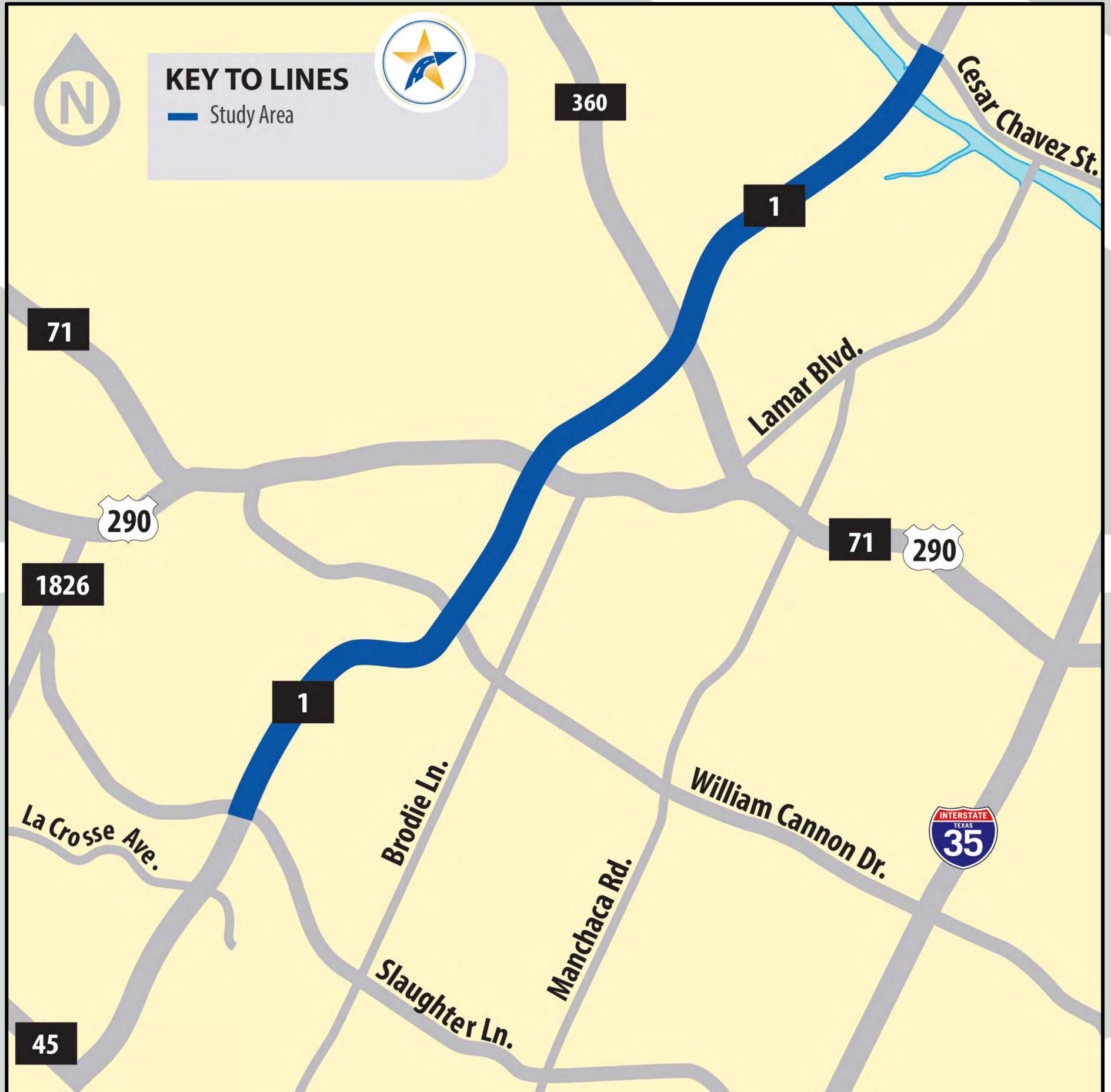
Austin, Texas 78705

All comments must be received by **November 20, 2015** to be part of the official record of the Open House.

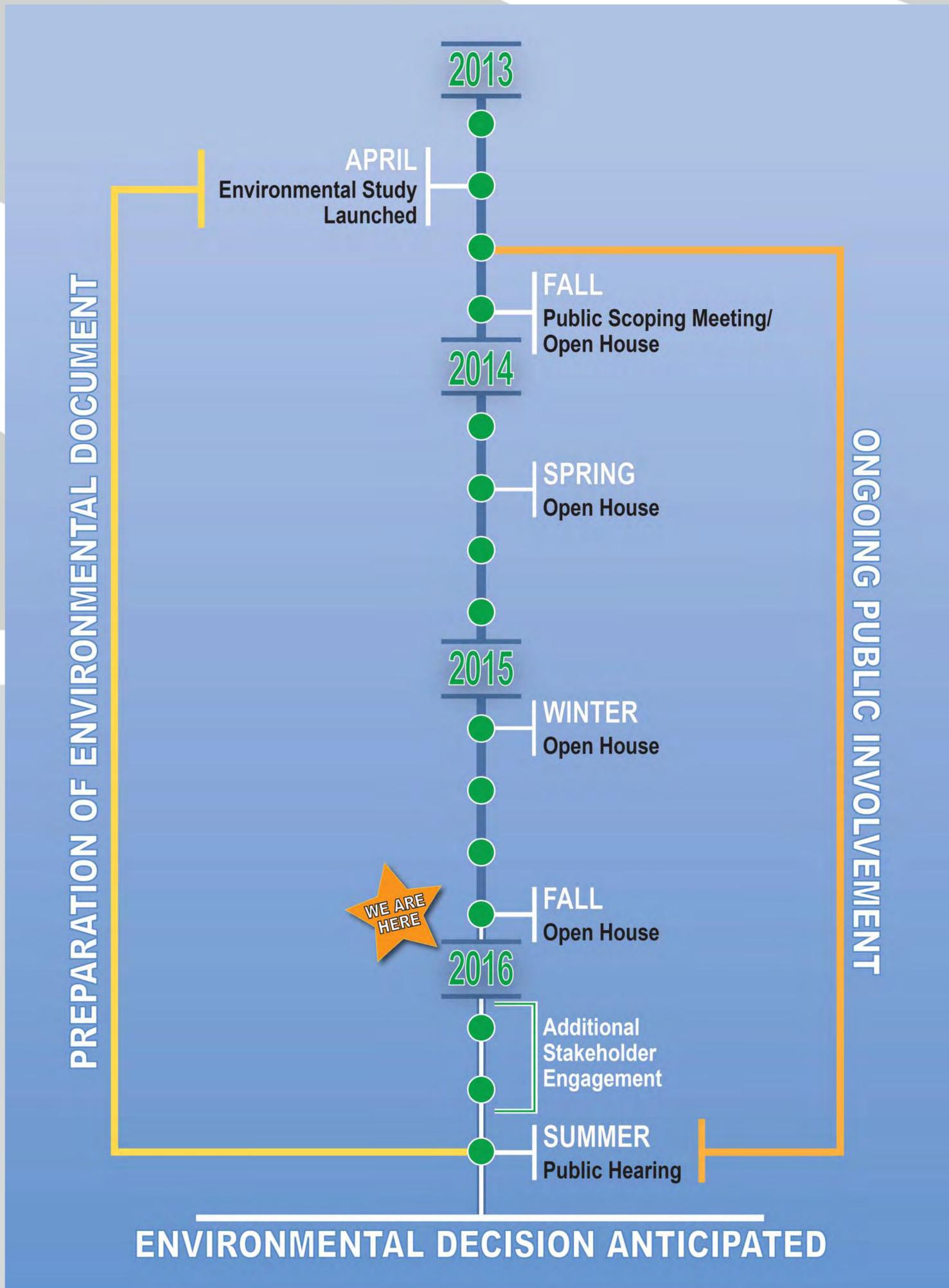


MoPac South
ENVIRONMENTAL STUDY

STUDY LOCATION



ANTICIPATED TIMELINE



PURPOSE OF THE OPEN HOUSE

- Learn more about the MoPac South Environmental Study
- Review and provide input on operational configurations for the Express Lanes Alternative

The Mobility Authority responded to the community's call for more analysis of the Express Lanes Alternative and extended the project schedule to look at additional operational configurations and conduct more detailed analyses.



COMMUNITY INPUT WAS INCORPORATED

- Added a direct connection at US 290 – *City of Austin*
- Added a new collector-distributor road at Loop 360 – *City of Austin*
- Shifted direct connection touchdown farther east on Cesar Chavez Street – *Austin ISD*
- Added a Texas Turnaround at Barton Skyway – *City of Rollingwood*
- Lengthened the Texas Turnaround at Loop 360 to increase capacity – *Stakeholder Comment*
- Reconfigured RM 2244 southbound exit ramp – *City of Rollingwood and Stakeholder Comment*
- Made ramp improvements at William Cannon Drive – *Stakeholder Comment*
- Added a third southbound general purpose lane south of William Cannon Drive – *Stakeholder Comment*
- Incorporated improvements at Lake Austin Boulevard – *Travis County*
- Added more Bike/Pedestrian facilities north of RM 2244 – *City of Rollingwood*



PUBLIC & AGENCY OUTREACH ACTIVITIES TO DATE

- 1 Agency Scoping Meeting
 - October 29, 2013
- 3 Open Houses
 - November 7, 2013
 - April 29, 2014
 - February 26, 2015
- 3 Virtual Open Houses
- 387 official comments
- 4 Technical Work Group Meetings
 - April 16, 2014
 - December 3, 2014
 - February 17, 2015
 - October 16, 2015
- 2 Community Workshops
 - October 22, 2015
 - November 5, 2015
- 62 Stakeholder Meetings



AGENCIES & THEIR ROLES IN THE ENVIRONMENTAL PROCESS

Who They Are	What They Do
<p>Decision Making Agency TxDOT Environmental Division</p>	<ul style="list-style-type: none"> • Review and approve the Environmental Assessment and technical reports
<p>Lead Agencies Central Texas Regional Mobility Authority TxDOT Austin District</p>	<ul style="list-style-type: none"> • Manage environmental and engineering process • Provide technical review and guidance
<p>National Environmental Policy Act Technical Work Group</p> <ul style="list-style-type: none"> • U.S. Army Corps of Engineers • Texas Historical Commission <p>Texas Parks and Wildlife Department Barton Springs Edwards Aquifer Conservation District Capital Area Metropolitan Planning Organization* Capital Metro City of Austin City of Rollingwood City of West Lake Hills</p> <p>Invited:</p> <ul style="list-style-type: none"> • U.S. Fish and Wildlife Service • U.S. Department of Agriculture <ul style="list-style-type: none"> - Natural Resources Conservation Service • U.S. Department of Interior <ul style="list-style-type: none"> - Office of Environmental Policy and Compliance <p>U.S. Environmental Protection Agency <ul style="list-style-type: none"> • Texas Commission on Environmental Quality Lower Colorado River Authority Travis County City of Sunset Valley LBJ Wildflower Center</p>	<ul style="list-style-type: none"> • Provide input on the: Purpose and Need for the project; screening and development of alternatives; methodologies to define impacts; and identification of the preferred alternative. • Review the draft and final EA
<ul style="list-style-type: none"> • Agencies that provide potential permits and other approvals for this project. <p>* Capital Area Metropolitan Planning Organization prepares the Long-Range Transportation Plan that identifies potential projects and allocates state and federal funding for both environmental studies and construction projects.</p>	

WHAT ARE WE TRYING TO DO? (PROJECT PURPOSE)

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

85% of respondents agree or strongly agree that the Draft Purpose and Need for this project are appropriate.

Source: Community Survey, spring 2014



MoPac South
ENVIRONMENTAL STUDY

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 and ridesharing
 - Increase opportunities for pedestrians and bicyclists

**Major theme identified through public input provided via fall 2013 and spring 2014 Community Surveys.*



MoPac South
ENVIRONMENTAL STUDY

WHAT PROBLEMS NEED TO BE ADDRESSED? (PROJECT NEED)

- Current and forecasted congestion levels are creating unreliable travel times
- Under the No Build Alternative (Do Nothing), it could take an **additional 35 minutes** to drive from Cesar Chavez Street to Slaughter Lane in 2035

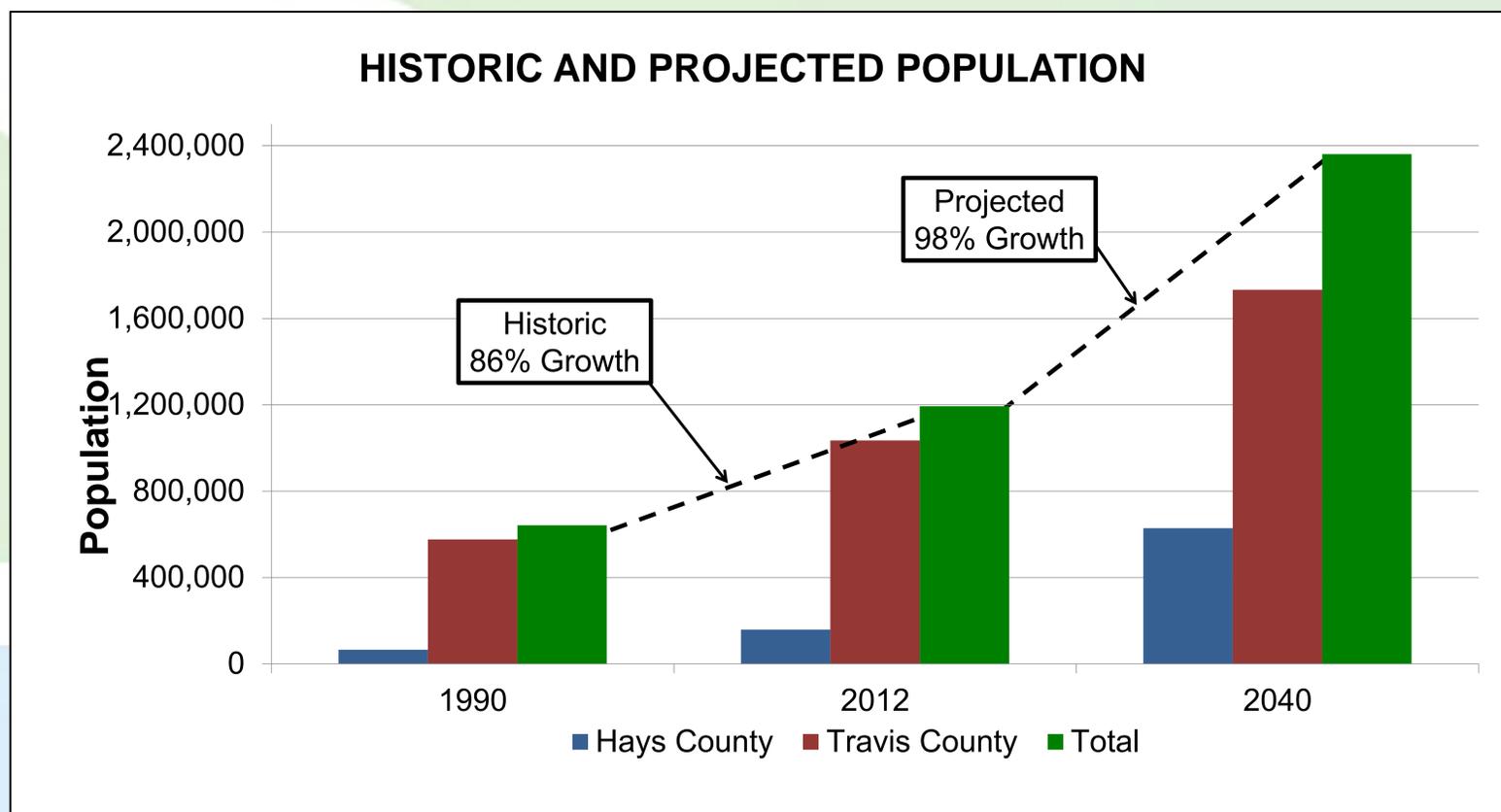
TRAVEL TIME (IN MINUTES) between Cesar Chavez Street and Slaughter Lane			
	2015	2035 (NO BUILD)	ADDITIONAL TRAVEL TIME
 Northbound			+29
 Southbound			+35
 Morning peak period northbound (7-9 a.m.)		 Evening peak period southbound (4-6:30 p.m.)	
Source: CDM-Smith 2015 using Bluetooth data			

- Emergency response times are impacted by traffic congestion

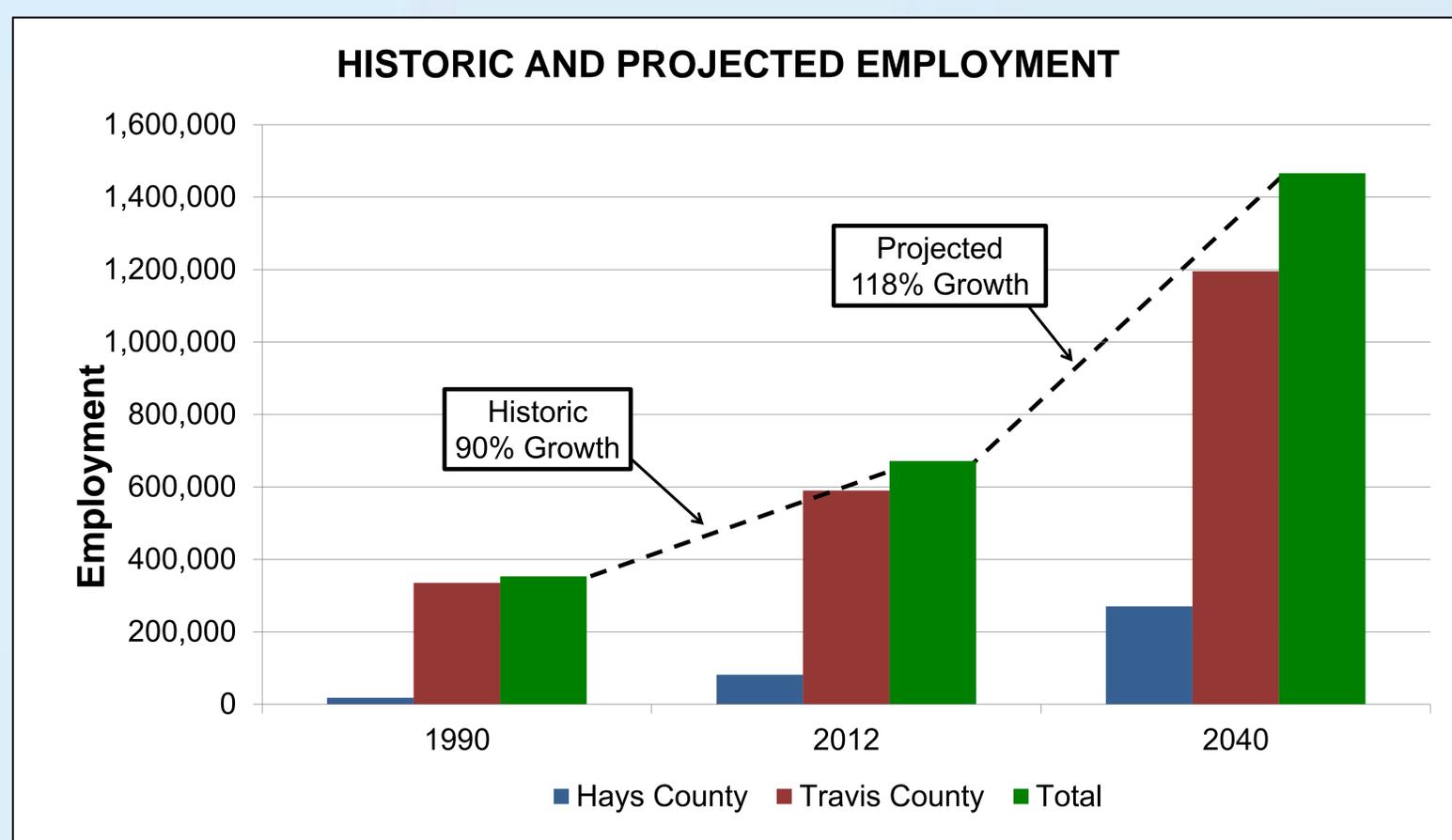


WHAT PROBLEMS NEED TO BE ADDRESSED? (PROJECT NEED)

Forecasted population and employment growth in Travis and Hays counties



Source: U.S. Census Bureau: 1990 Census & 2008-2011 American Community Survey; CAMPO 2040 Forecast



Source: U.S. Census Bureau: 1990 Census & 2008-2011 American Community Survey; CAMPO 2040 Forecast



EXPRESS LANES

EXPRESS LANES ALTERNATIVE is recommended for the following reasons:

- 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
- Configurations with two Express Lanes in each direction and a downtown direct connection reduce annual delay by over 3.5 million vehicle hours of travel; twice that of the HOV Lane Alternative and 15 times more than the Transit Only Lane Alternative. Configurations with one Express Lane in each direction or no downtown direct connection reduce annual delay by over 2.5 million vehicle hours of travel; 50% more than the HOV Lane Alternative and 10 times as much as the Transit Only Lane Alternative.
- Avoids unnecessary impacts to the natural and human environment, and avoids and minimizes impacts to water quality
- Delivers relief in a timely manner
- Increases opportunities for transit and ridesharing and includes new bicycle and pedestrian facilities

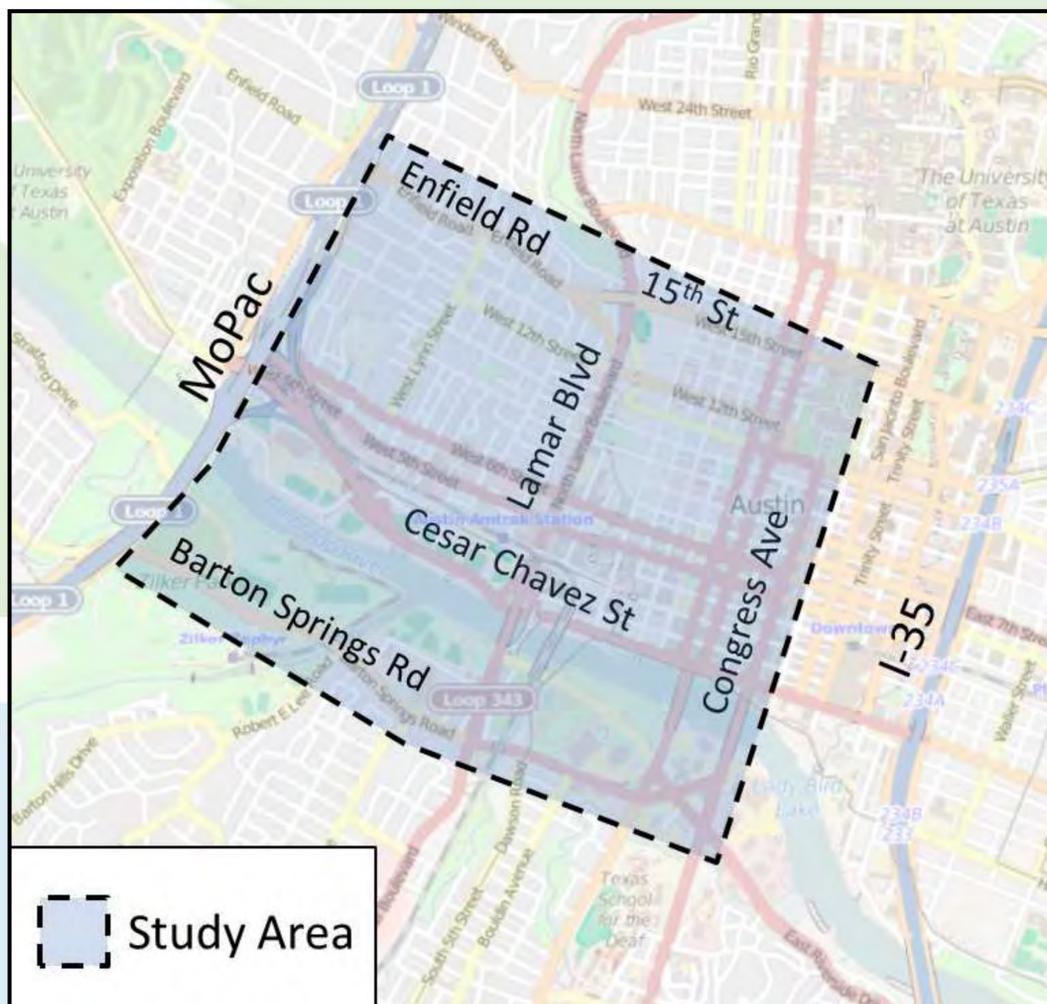
In accordance with the National Environmental Policy Act, the No Build (Do Nothing) Alternative will continue to move forward as a baseline for comparison.



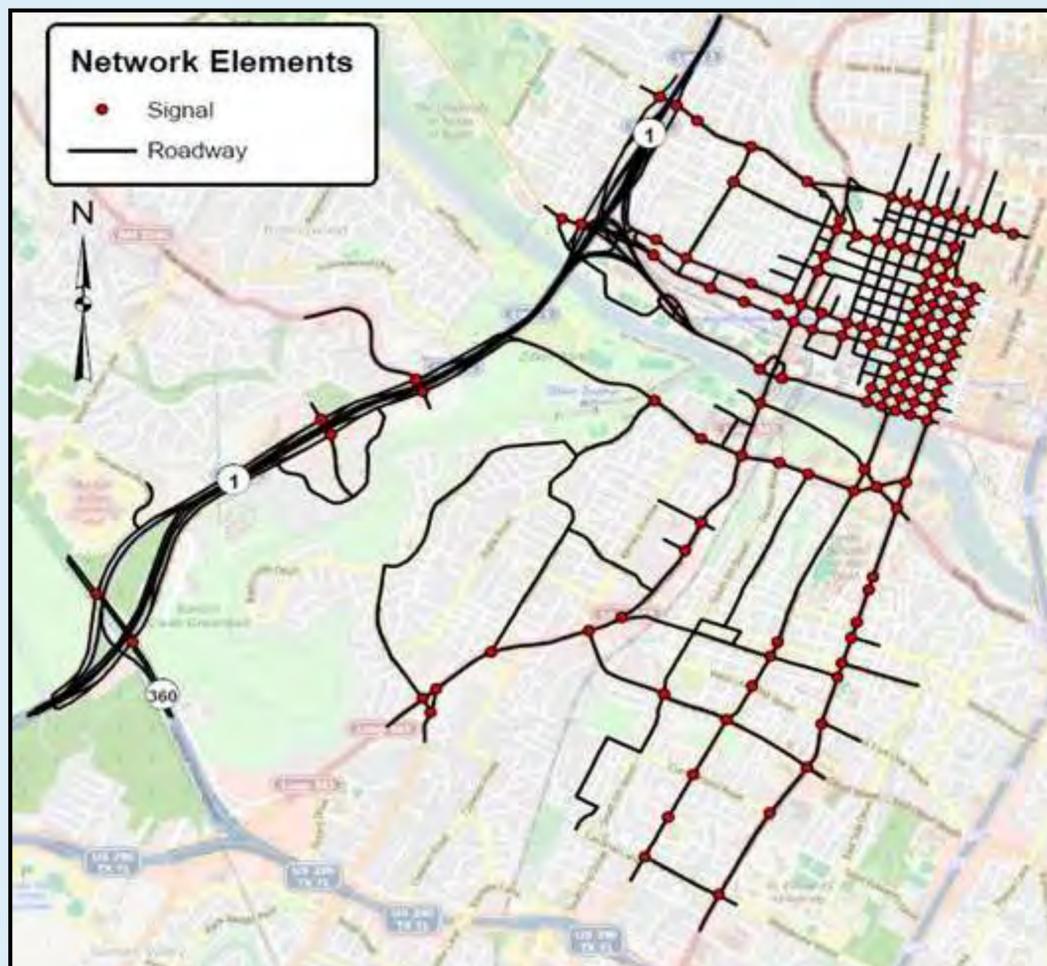
MOPAC SOUTH
ENVIRONMENTAL STUDY

DYNAMIC TRAFFIC ASSIGNMENT STUDY

University of Texas' Center for Transportation Research analyzed how the addition of Express Lanes might impact traffic patterns on downtown streets.

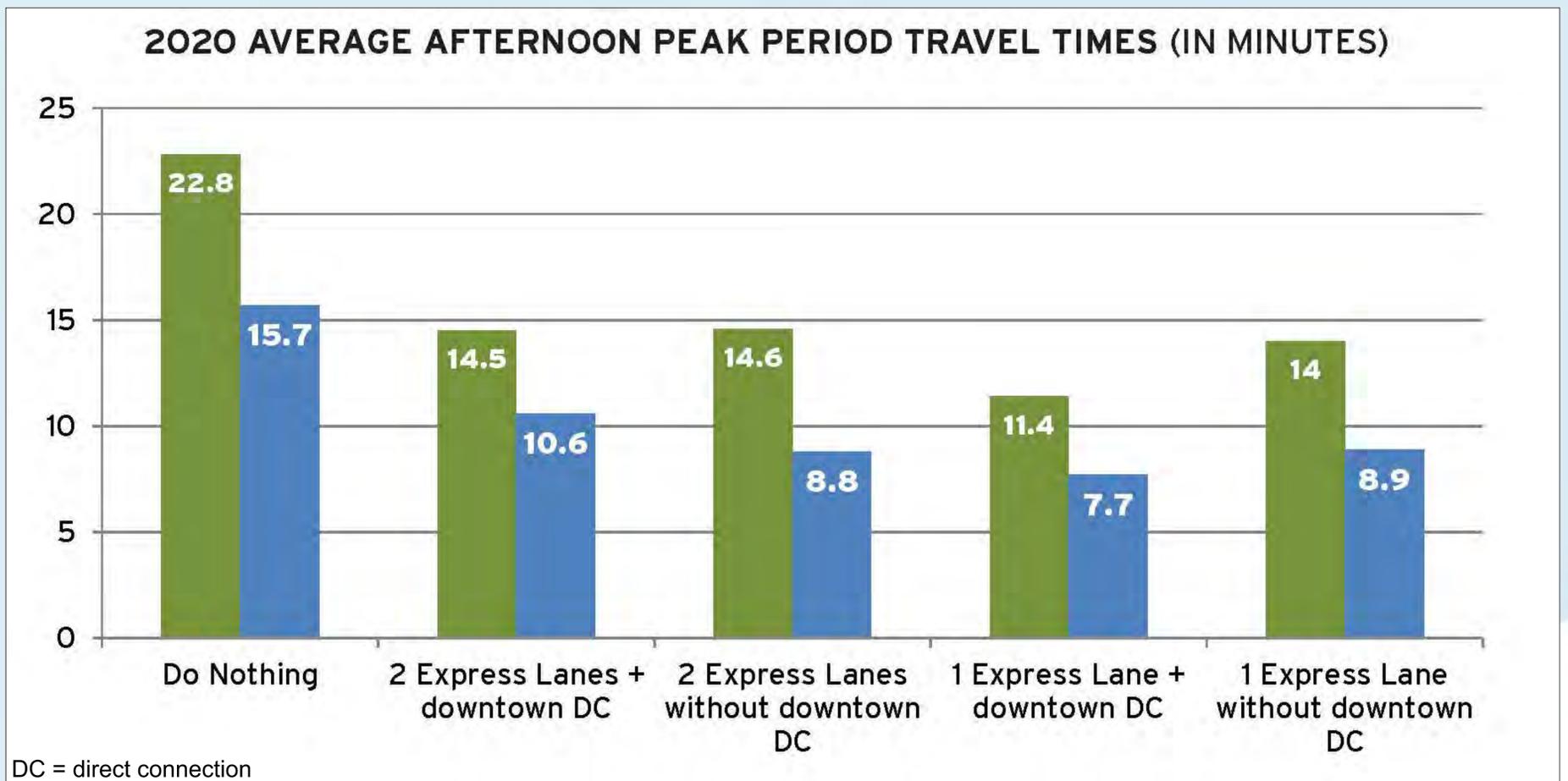
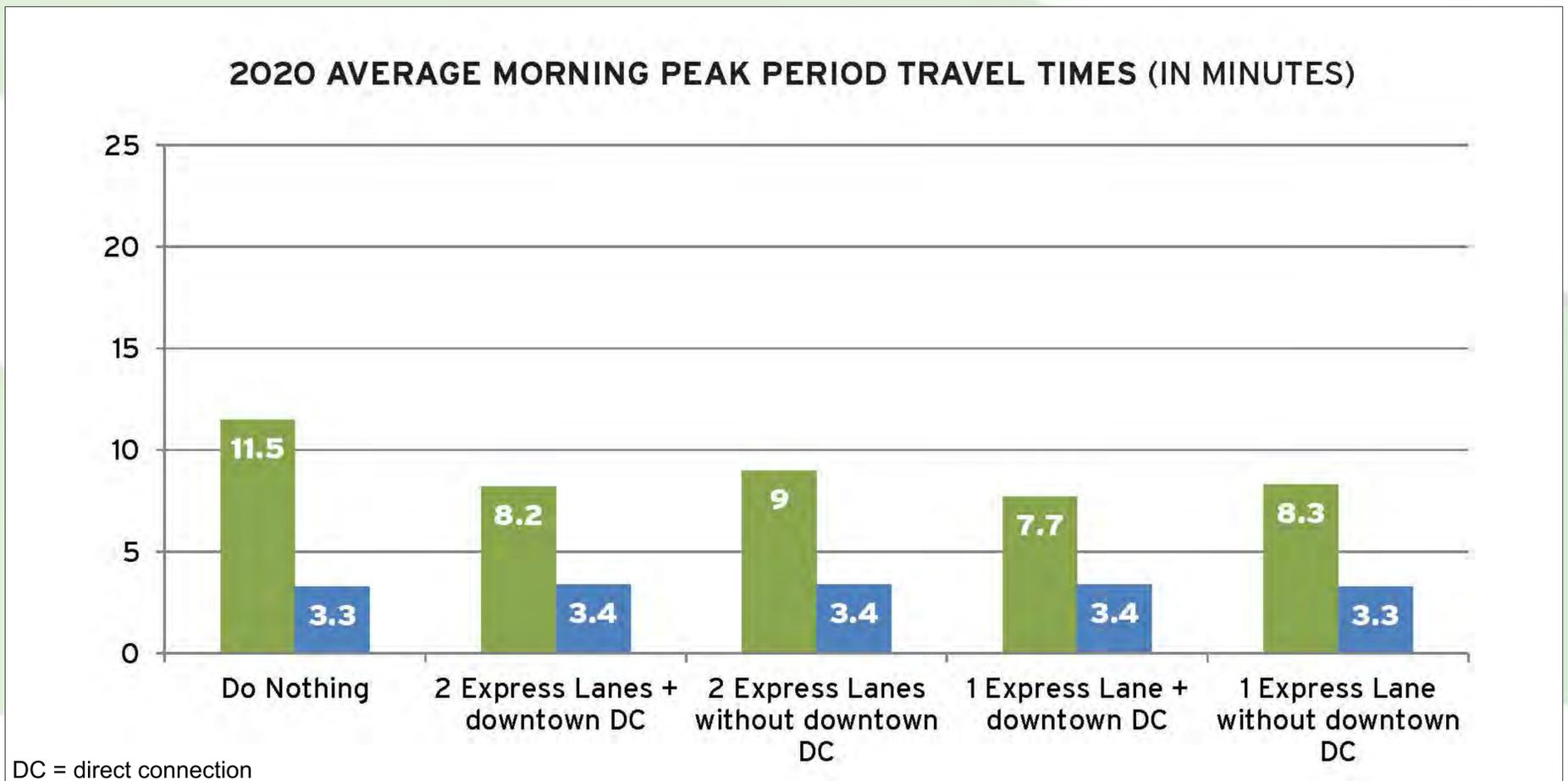


Downtown study area: Street-level travel time evaluations were conducted on the major streets in this zone.



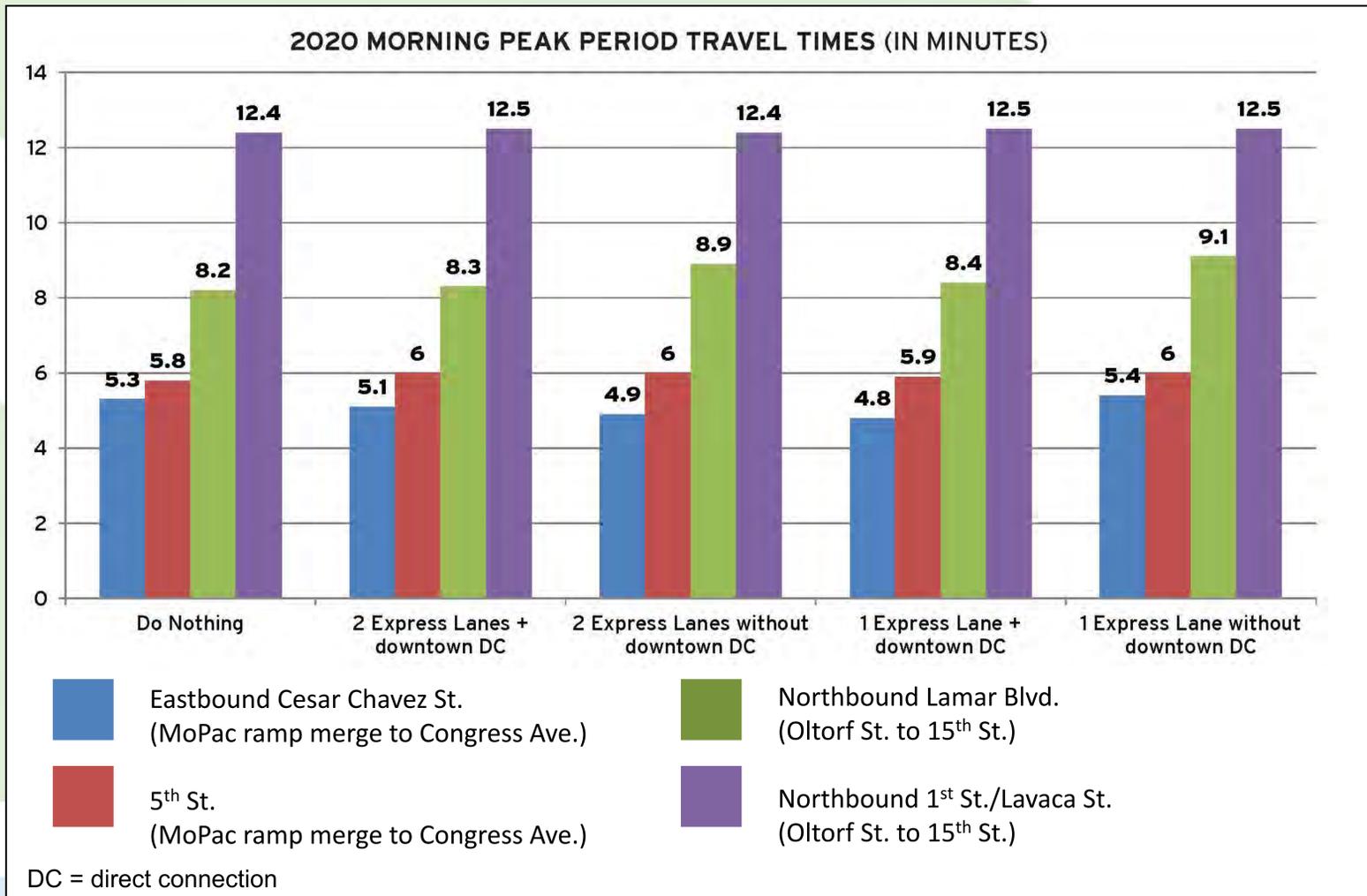
Model area: To properly analyze the impacts of the MoPac South Express Lanes on the study area, the limits of the model area extend beyond the Study Area boundaries.

DYNAMIC TRAFFIC ASSIGNMENT STUDY RESULTS

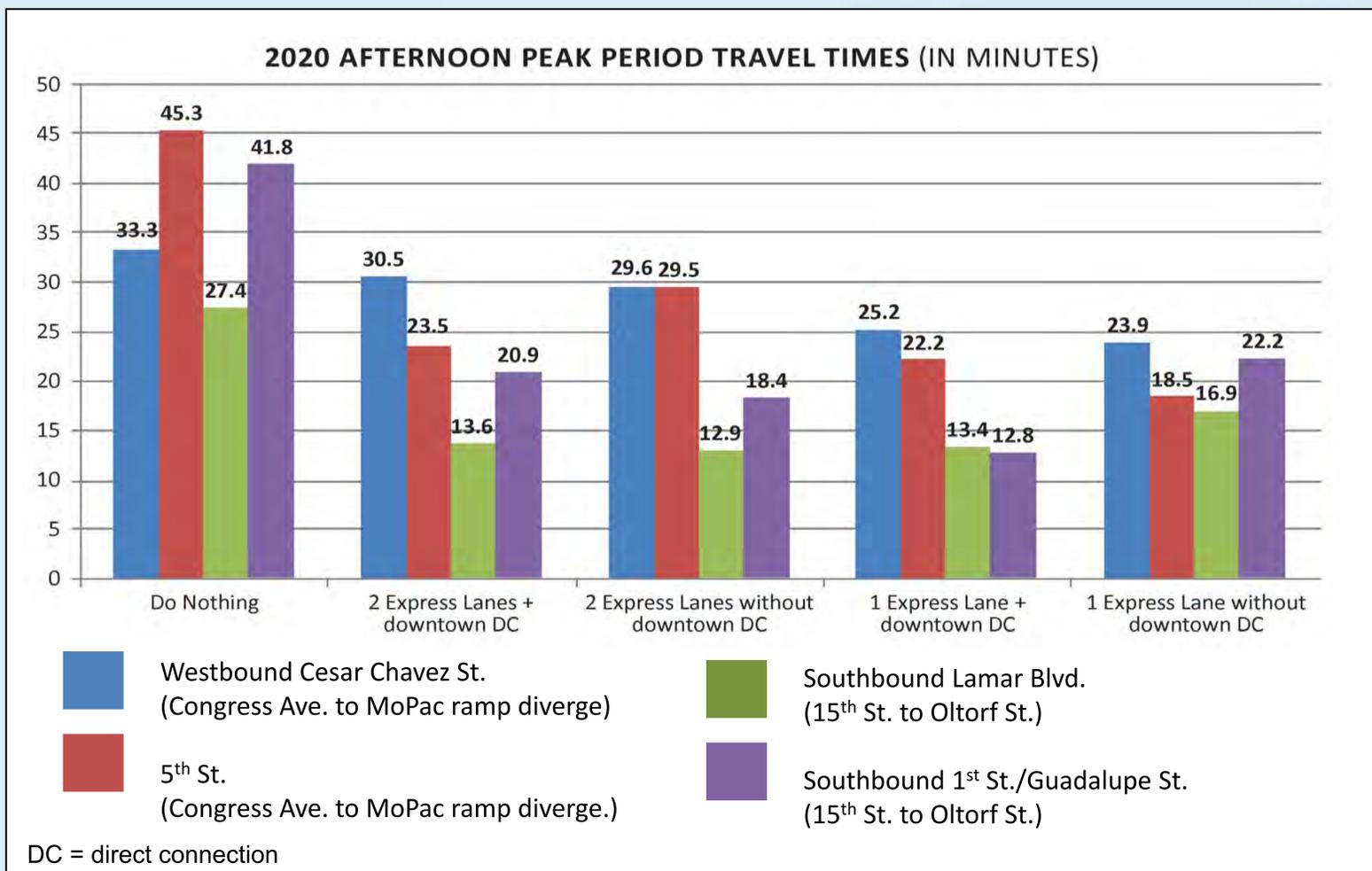


- Model Area
- Downtown Study Area

DYNAMIC TRAFFIC ASSIGNMENT STUDY RESULTS



Modeled configurations present travel times on all routes within one minute of the No Build (Do Nothing) Alternative.



Modeled configurations would result in lower peak period travel times when compared to the No Build (Do Nothing) Alternative.



WHICH OPERATIONAL CONFIGURATION WILL MOVE FORWARD?

The following goals and objectives will be used to further develop and evaluate the Express Lanes Alternative:

- Reduce congestion delay and provide travel time savings for all roadway users
 - Reduce congestion delay and optimize capacity utilization
 - Maximize travel time savings
 - Serve all roadway users
- Be constructible without unnecessary impacts to the natural and human environment
- Facilitate congestion management
 - Increase opportunities for transit and ridesharing



OPERATIONAL CONFIGURATIONS

**ONE EXPRESS LANE +
DOWNTOWN DIRECT CONNECTION**

**ONE EXPRESS LANE WITHOUT
DOWNTOWN DIRECT CONNECTION**

**TWO EXPRESS LANES +
DOWNTOWN DIRECT CONNECTION**

**TWO EXPRESS LANES WITHOUT
DOWNTOWN DIRECT CONNECTION**

**TWO EXPRESS LANES + ELEVATED
RAMPS NEAR BARTON SKYWAY**

CITY OF AUSTIN PROPOSAL



ONE EXPRESS LANE + DOWNTOWN DIRECT CONNECTION

- **Number of Express Lanes in Each Direction:** One
- **Access to Downtown:** One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- **New Elevated Structure:** One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)



2035 Travel Time

TRAVEL TIMES (peak period in minutes) between Cesar Chavez Street and Slaughter Lane		
	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	38	36
2035 Express Lanes	10	10

Morning peak period northbound (7-9 a.m.) Evening peak period southbound (4-6:30 p.m.)



Estimated Additional Right-of-Way

- From Zilker Park **none**
 - From Lady Bird Lake **none**
 - From Lamar Beach Park (along Cesar Chavez Street) **1.0 acre**
- Conversion of park land to transportation use would require approval by the City of Austin.*
- From commercial property (for Shared Use Path) **0.02 acres**
- | | |
|--------------------------------------|-------------------|
| Total additional right-of-way | 1.02 acres |
|--------------------------------------|-------------------|



Construction Cost Estimate: \$315 M*

* Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.



ONE EXPRESS LANE WITHOUT DOWNTOWN DIRECT CONNECTION

- **Number of Express Lanes in Each Direction:** One
- **Access to Downtown (Northbound):** Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- **Access from Downtown (Southbound):** Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- **New Elevated Structure:** None



2035 Travel Time

TRAVEL TIMES (peak period in minutes) between Cesar Chavez Street and Slaughter Lane		
	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	40	42
2035 Express Lanes	14	20

Morning peak period northbound (7-9 a.m.) Evening peak period southbound (4-6:30 p.m.)



Estimated Additional Right-of-Way

- *From Zilker Park* **none**
- *From Lady Bird Lake* **none**
- *From Lamar Beach Park* **none**
- *From commercial property (for Shared Use Path)* **0.02 acres**

Total additional right-of-way **0.02 acres**



Construction Cost Estimate: \$275 M*

** Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.*



BENEFITS OF PROVIDING TWO EXPRESS LANES IN EACH DIRECTION

There is sufficient right-of-way to add two Express Lanes in each direction along MoPac South. While adding one Express Lane would significantly improve mobility, adding two Express Lanes would better meet the Purpose and Need of the project of providing reliable travel times for vehicles, transit and emergency responders.

- More than double the number of vehicles would be able to move through the Express Lanes if two lanes in each direction are provided instead of one. (*FHWA 2003*)
- Building two Express Lanes would increase the cost of the project by less than 10%. Costs would be significantly higher to construct a second Express Lane in the future.
- A second Express Lane would require an additional 24 feet of pavement. This would not significantly change the environmental impacts of the project.
- The corridor would be disturbed again if a second Express Lane is constructed in the future, impacting the environment, traffic flow and neighboring homes and businesses.
- With two Express Lanes, toll rates would be lower because more vehicles would be able to use them.
- Facilities with two Express Lanes in each direction allow for more efficient and safer incident management.



TWO EXPRESS LANES + DOWNTOWN DIRECT CONNECTION

- **Number of Express Lanes in Each Direction:** Two
- **Access to Downtown:** One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- **New Elevated Structure:** One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)



2035 Travel Time

TRAVEL TIMES (peak period in minutes) between Cesar Chavez Street and Slaughter Lane		
	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	32	29
2035 Express Lanes	9	9
Morning peak period northbound (7-9 a.m.)		Evening peak period southbound (4-6:30 p.m.)



Estimated Additional Right-of-Way

- From Zilker Park **none**
- From Lady Bird Lake **none**
- From Lamar Beach Park (along Cesar Chavez Street) **1 acre**

Conversion of park land to transportation use would require approval by the City of Austin.

- From commercial property (for Shared Use Path) **0.02 acres**

Total additional right-of-way 1.02 acres



Construction Cost Estimate: \$350 M*

** Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.*



MOPAC SOUTH
ENVIRONMENTAL STUDY

TWO EXPRESS LANES WITHOUT DOWNTOWN DIRECT CONNECTION

- **Number of Express Lanes in Each Direction:** Two
- **Access to Downtown (Northbound):** Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- **Access from Downtown (Southbound):** Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- **New Elevated Structure:** None



2035 Travel Time

TRAVEL TIMES (peak period in minutes) between Cesar Chavez Street and Slaughter Lane		
	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	35	36
2035 Express Lanes	13	18

Morning peak period northbound (7-9 a.m.) Evening peak period southbound (4-6:30 p.m.)



Estimated Additional Right-of-Way

- *From Zilker Park* **none**
- *From Lady Bird Lake* **none**
- *From Lamar Beach Park* **none**
- *From commercial property (for Shared Use Path)* **0.02 acres**

Total additional right-of-way	0.02 acres
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Construction Cost Estimate: \$310 M*

* Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.



TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY

- **Number of Express Lanes in Each Direction:** Two
- **Access to Downtown (Northbound):** Exit Express Lanes using new elevated ramp near Barton Skyway and Bee Cave Road and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez Street/5th Street exit
- **Access from Downtown (Southbound):** Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway and Bee Cave Road
- **New Elevated Structure:** One northbound and one southbound ramp near Barton Skyway and Bee Cave Road (approximately 30 feet above existing pavement)



2035 Travel Time

TRAVEL TIMES (peak period in minutes) between Cesar Chavez Street and Slaughter Lane		
	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	33	31
2035 Express Lanes	9	9

Morning peak period northbound (7-9 a.m.) Evening peak period southbound (4-6:30 p.m.)



Estimated Additional Right-of-Way

- *From Zilker Park* **none**
- *From Lady Bird Lake* **none**
- *From Lamar Beach Park* **none**
- *From commercial property (for Shared Use Path)* **0.02 acres**

Total additional right-of-way **0.02 acres**



Construction Cost Estimate: \$340 M*

** Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.*



CITY OF AUSTIN PROPOSAL

Characteristics Unique to Concept:

- Westbound Lake Austin Boulevard turnaround to southbound collector-distributor road
- From Bee Cave Road, eastbound to northbound movement is only for access to downtown.
- Access to northbound MoPac via turnaround at Barton Skyway and northbound entrance ramp
- Northbound collector-distributor road for the Bee Cave Road entrance ramp, Express Lane and general purpose lane exit ramps trying to access Cesar Chavez Street/5th Street
- Southbound collector-distributor road for Cesar Chavez Street /5th Street and Lake Austin Blvd entrance ramps accessing the general purpose lane entrance ramp, Express Lane entrance ramp and Bee Cave Road exit ramp
- Southbound collector-distributor road for Bee Cave Road and Barton Skyway entrance ramps to southbound Express Lane, eastbound Loop 360 and southbound MoPac general purpose lanes
- Entrance and exit ramp between Barton Skyway and Loop 360 are reversed. No access from Loop 360 to northbound Express Lane
- No MoPac general purpose lane or ramp improvements south of US 290



CITY OF AUSTIN PROPOSAL

- **Number of Express Lanes in Each Direction:** Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- **Access to Downtown (Northbound):** Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector-distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez Street/5th Street exit
- **Access from Downtown (Southbound):** From Lake Austin Boulevard, enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- **New Elevated Structure:** One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake



2035 Travel Time

TRAVEL TIMES (peak period in minutes) between Cesar Chavez Street and Slaughter Lane		
	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	41	37
2035 Express Lanes	11	11
Morning peak period northbound (7-9 a.m.)		Evening peak period southbound (4-6:30 p.m.)



Estimated Additional Right-of-Way

- From Zilker Park **3.94 acres**
Conversion of Zilker Park Historic District land to transportation use would require the approval of the City of Austin and State Historic Preservation Officer.
- From Lady Bird Lake **0.33 acres**
Conversion of Lady Bird Lake to transportation use would require approval from the National Park Service.
- From Lamar Beach Park **none**
- From commercial property (for Shared Use Path) **0.02 acres**

Total additional right-of-way

4.29 acres



Construction Cost Estimate: \$335 M*

* Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.



CONNECTIONS TO DOWNTOWN

A downtown connection to/from the Express Lanes could be included with the project and is being evaluated as part of this study. It is not dependent on the number of Express Lanes that would be constructed in each direction (one or two).

- 40% of MoPac South traffic heads downtown in the morning. 51% of traffic leaving downtown is heading to MoPac South. This traffic utilizes Cesar Chavez Street, 5th/6th Streets, and Enfield Road. (CDM Smith 2014)
- A downtown connection eliminates a weaving condition that would be created by Express Lane traffic (including buses and emergency responders) that would merge into general purpose lane traffic to access downtown ramps. This weaving condition would negatively impact both Express Lane and general purpose lane traffic.
- A downtown connection would provide a more reliable trip for transit riders, emergency responders and drivers because it would eliminate the need to utilize the general purpose lanes for any portion of the trip.

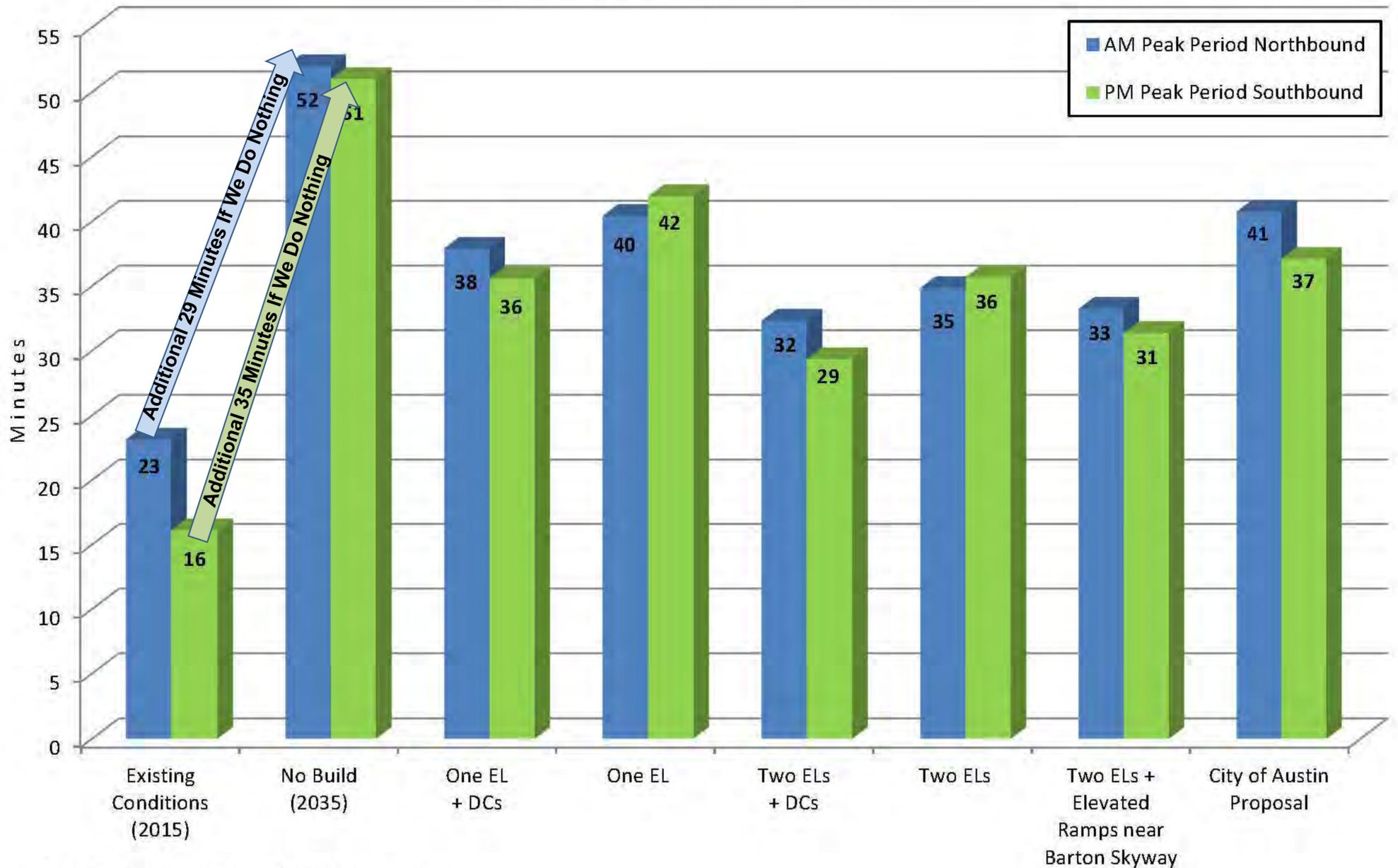
Direct connections into downtown would improve travel times for Express Lane drivers by **up to 4 minutes** in the morning and **10 minutes** in the evening.

Direct connections into downtown reduce weaving on the general purpose lanes, resulting in improved travel times for general purpose lane drivers by **up to 3 minutes** in the morning and **7 minutes** in the evening.



TRAVEL TIMES (2035)

General Purpose Lanes in 2035

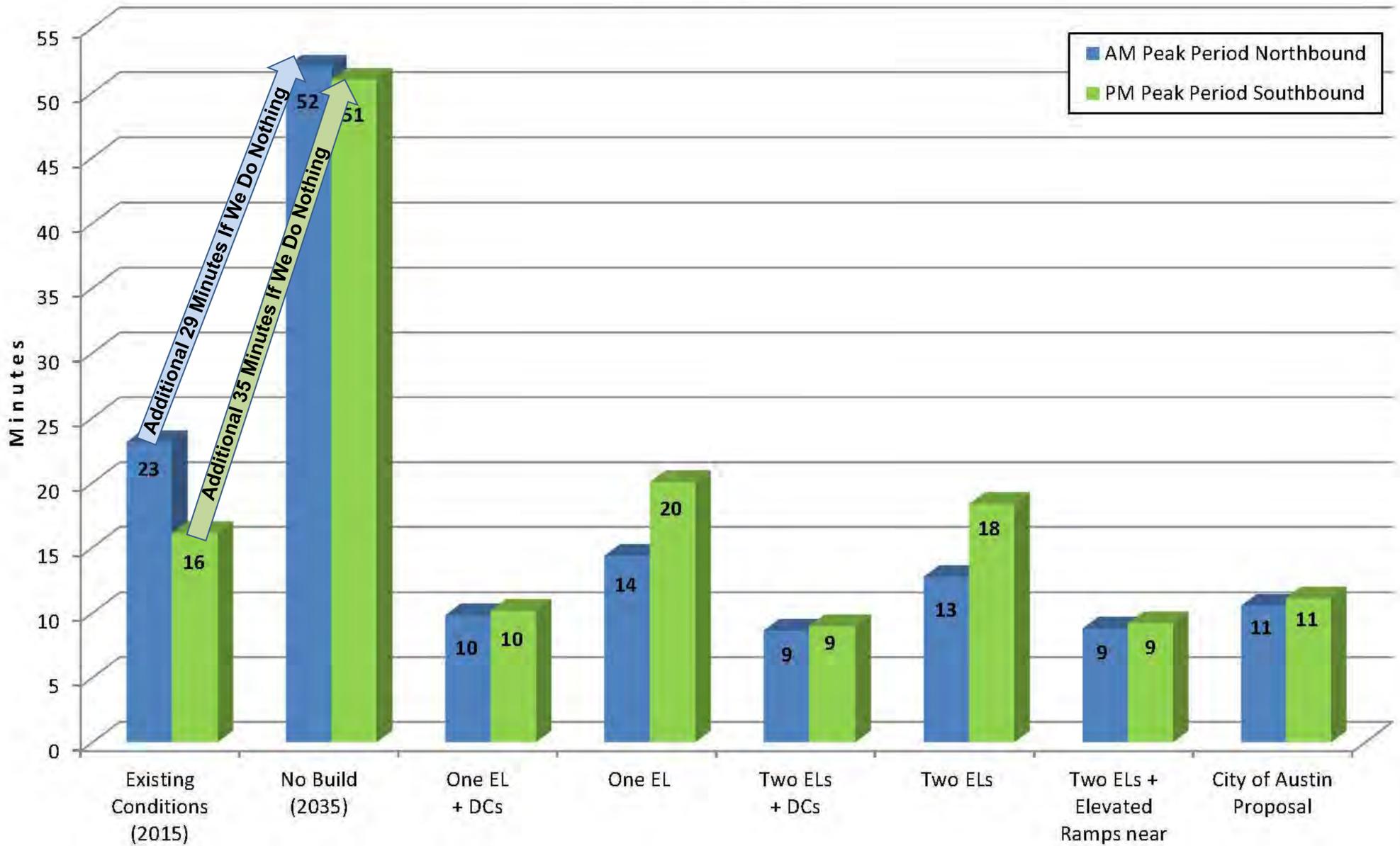


DC = Direct Connection to/from Downtown
 EL = Express Lanes
 AM Peak Period is 7-9 a.m.
 PM Peak Period is 4-6:30 p.m.



TRAVEL TIMES (2035)

Express Lanes in 2035



DC = Direct Connection to/from Downtown
 EL = Express Lanes
 AM Peak Period is 7 -9 a.m.
 PM Peak Period is 4-6:30 p.m.



BIKE AND PEDESTRIAN SYSTEM

Proposed bicycle and pedestrian improvements connect with existing city of Austin facilities and the Violet Crown Trail to provide a continuous bike/pedestrian system from Slaughter Lane to downtown.



ENVIRONMENTAL STUDIES

These social, economic, and environmental issues are being considered:



Air Quality & Traffic Noise



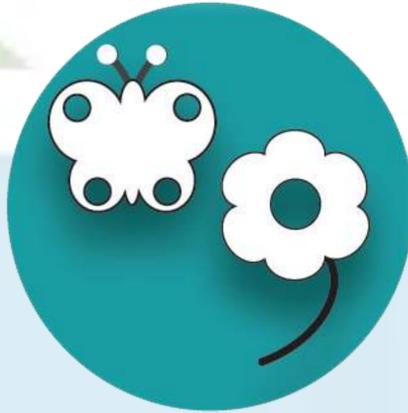
Water Resources



Archeological & Historic Resources



Land Use & Parkland



Vegetation & Wildlife



Threatened & Endangered Species



Indirect & Cumulative Impacts



Social & Community Impacts



Hazardous Materials

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



MOPAC SOUTH
ENVIRONMENTAL STUDY

THREATENED AND ENDANGERED SPECIES

Field surveys were conducted in the project area. **No listed threatened or endangered species were encountered.**

Birds



Photo by U.S. Fish & Wildlife Service

Golden-cheeked Warbler (*Dendroica chrysoparia*)

Karst species



Photo by Dr. Jean Krejca, Zara Environmental LLC

Harvestman (*Texella* sp.)

Fresh water mussels



Photo by Texas Parks and Wildlife Department

Texas Fatmucket (*Lampsilis bracteata*)

Salamanders



Photo by Dr. Jean Krejca, Zara Environmental LLC

Barton Springs Salamander (*Eurycea sosorum*)



CULTURAL RESOURCES

Section 106 of the National Historic Preservation Act and 36 CFR 800 requires Federal agencies to:

- Take into account the effects of their undertakings on historic properties (36 CFR 800.1)
- Complete the 106 process prior to the approval of the expenditure of funds or issuance of a license
- Seek and consider the views, comments and input of the public on effects on historic properties
- Involve consulting parties in findings, determinations and resolutions of any adverse effects made during the 106 process

Section 106 Consulting Parties identified for the MoPac South Environmental Study include:

- Texas Historical Commission
- City of Austin
- Preservation Austin

Several other organizations have expressed an interest in the Section 106 process. **If you or your organization would like to receive updates on this topic, please sign up for the project mailing list at www.MoPacSouth.com.**



MoPac South
ENVIRONMENTAL STUDY

CULTURAL RESOURCES

Tasks completed:

- Prepared the archeological background study
- Consulted with federally-recognized tribes
- Established areas of potential effect

Next Steps:

- Complete reconnaissance survey for non-archeological historic properties
- Eligibility consultation with Texas Historical Commission, city of Austin and Preservation Austin
- Identify a Build Alternative
- Effects consultation with Texas Historical Commission, city of Austin and Preservation Austin



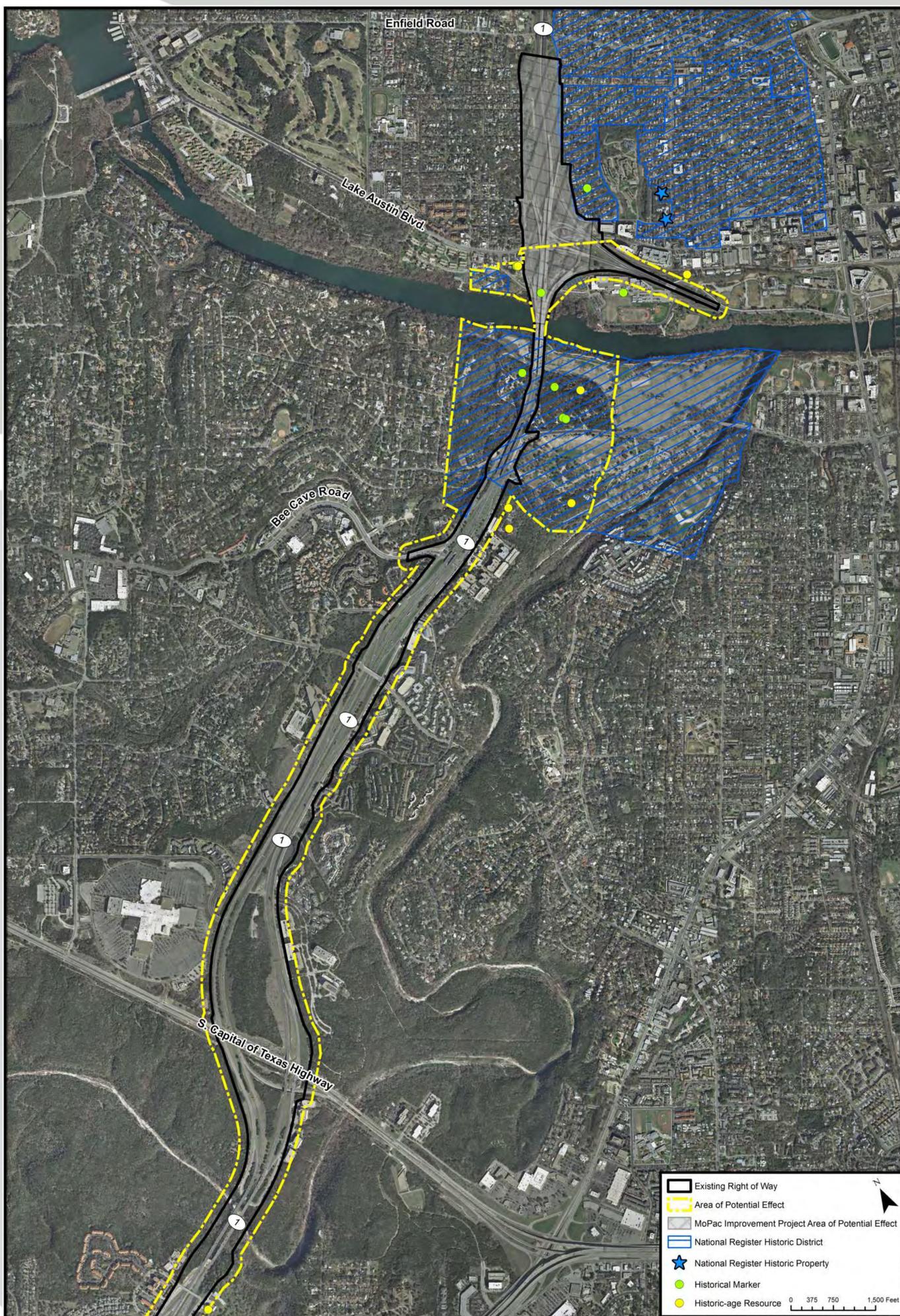
HISTORIC RESOURCES

This map is a zoomed in view of the historic resources within the Area of Potential Effect from Cesar Chavez Street to just north of Bee Cave Road.



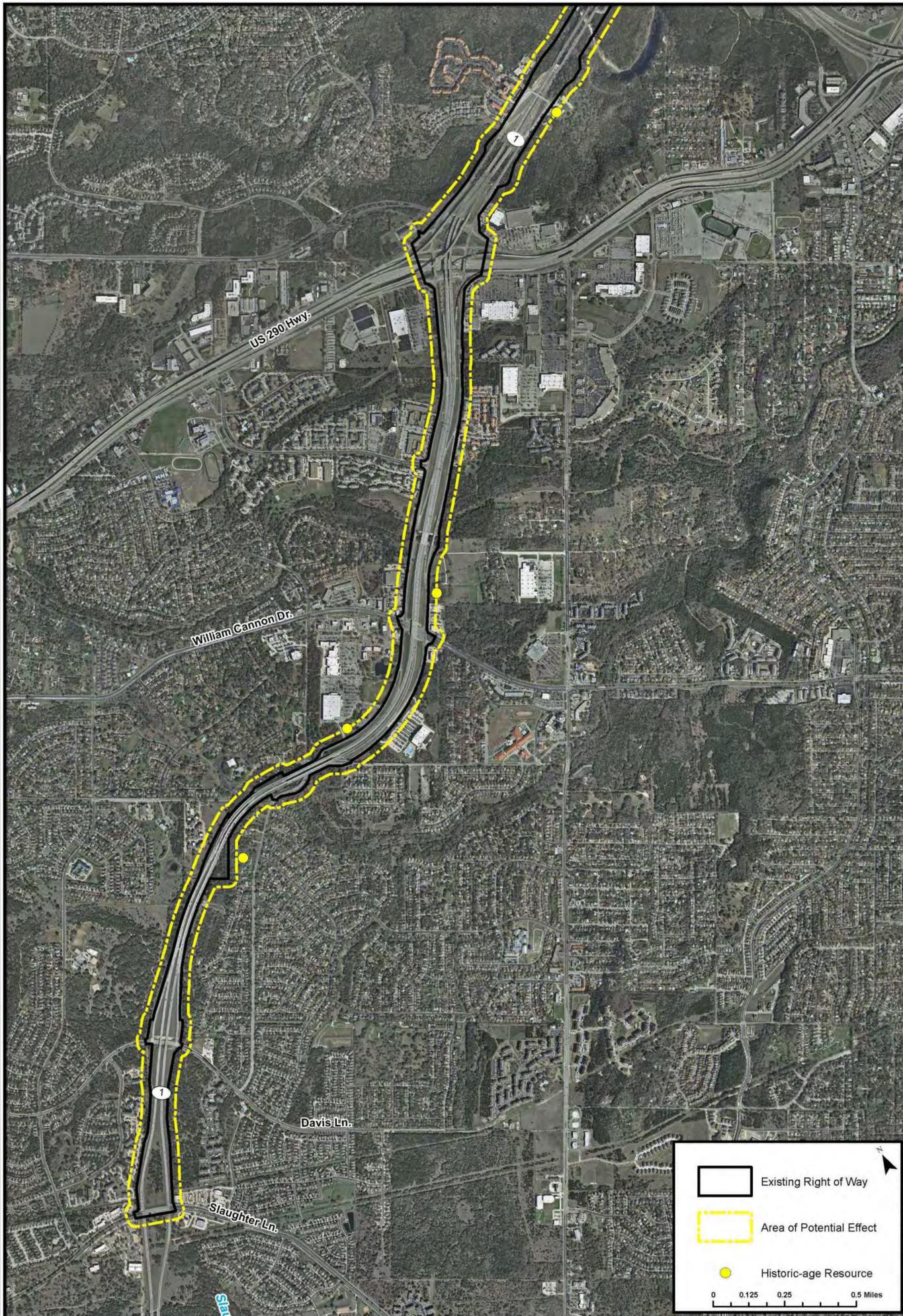
HISTORIC RESOURCES

This map shows the historic resources within the Area of Potential Effect from Cesar Chavez Street to just south of Loop 360.



HISTORIC RESOURCES

This map shows the historic resources within the Area of Potential Effect from Loop 360 to Slaughter Lane.



WATER QUALITY

The Mobility Authority plans to meet water quality standards on this project to protect the Barton Springs segment of the Edwards Aquifer Recharge Zone, as required by the Texas Commission on Environmental Quality.

Water quality treatment measures on MoPac could be enhanced by this project by implementing the latest, most modern technologies available:

- Permeable Friction Course (PFC) Pavement
- Water Quality Ponds
- Vegetative Controls
- Hazardous Materials Traps



BARTON CREEK

- All Operational Configurations feature travel lanes on new bridges over Barton Creek within the existing MoPac South right-of-way.
- New bridges would span the creek and columns would be placed outside the water channel.
- To protect water quality, a Stormwater Pollution Prevention Plan and a Water Pollution Abatement Plan will be developed for approval by the Texas Commission on Environmental Quality.
- The Study Team has been working with the MoPac Bicycle and Pedestrian Bridge Project Team to implement lessons learned from that project.
- If the project is approved for construction, a geotechnical investigation would be conducted to determine subsurface soil and rock conditions, determine if there are any karst features in the footprint of the proposed bridge foundations, and provide foundation recommendations for the bridge supports. Guidelines for karst feature protection would be developed, similar to the geotechnical investigation conducted for the MoPac Bicycle Bridge Project.



Photo by MoPac South Study Team

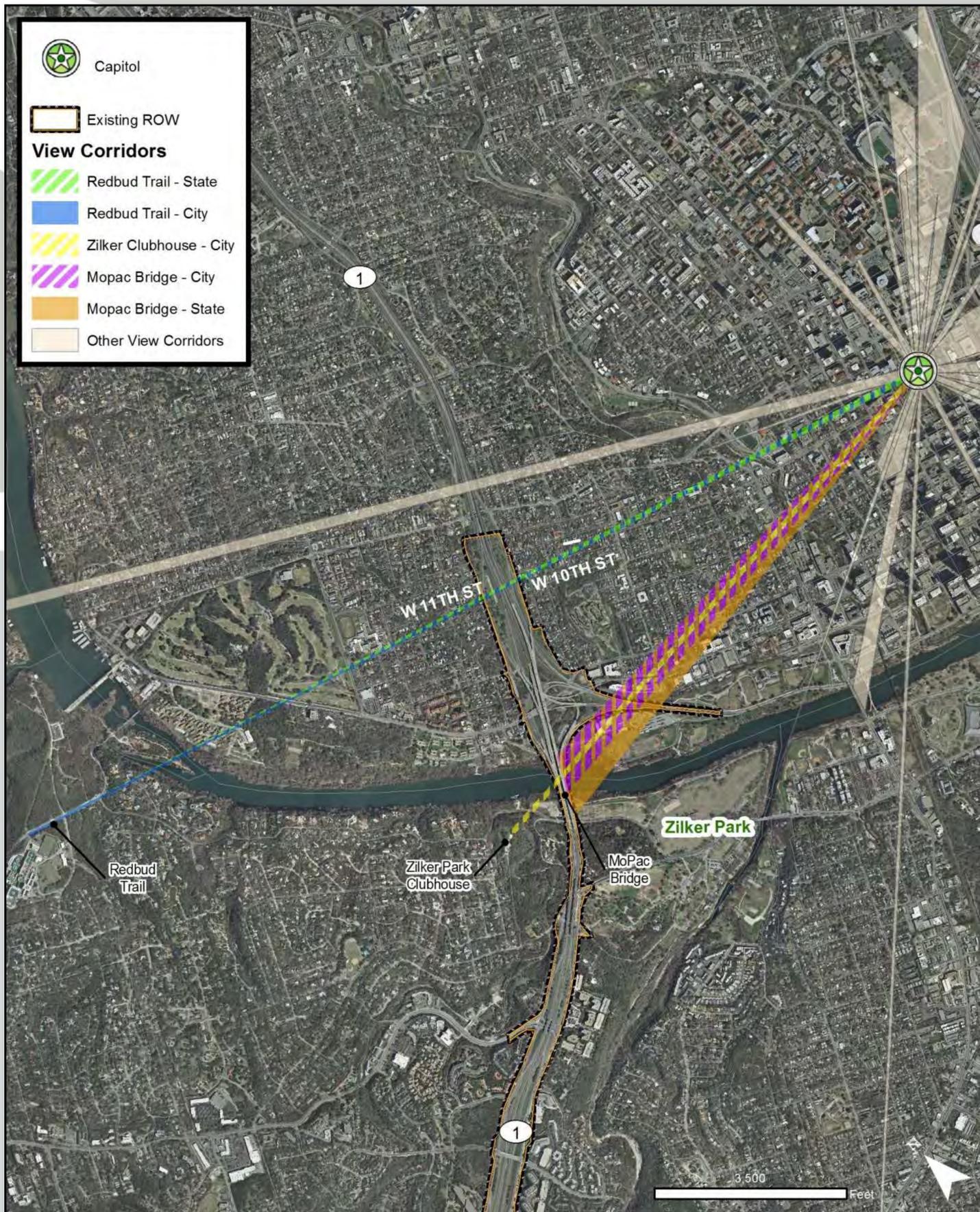


Photo courtesy City of Austin



CAPITOL VIEW CORRIDORS

None of the operational configurations under consideration would impact your view of the Capitol.



The Capitol View Corridor is a plane that extends from a defined viewpoint or points to the base of the Capitol dome.

In 1983, protections were placed on the remaining views of the Texas State Capitol building, called Capitol View Corridors.

(TEX. GOV. CODE ANN. § 3151.002: Texas Statutes – Section 3151.002)



MoPac South
ENVIRONMENTAL STUDY

TRAFFIC NOISE

Given the 98% projected population growth in Travis and Hays counties by 2040 (CAMPO 2015), traffic noise along MoPac is going to continue to increase over time, regardless of whether or not we build improvements. A detailed noise analysis will be conducted once a recommended Express Lane configuration has been determined. The community will be engaged in next steps after the analysis is complete.

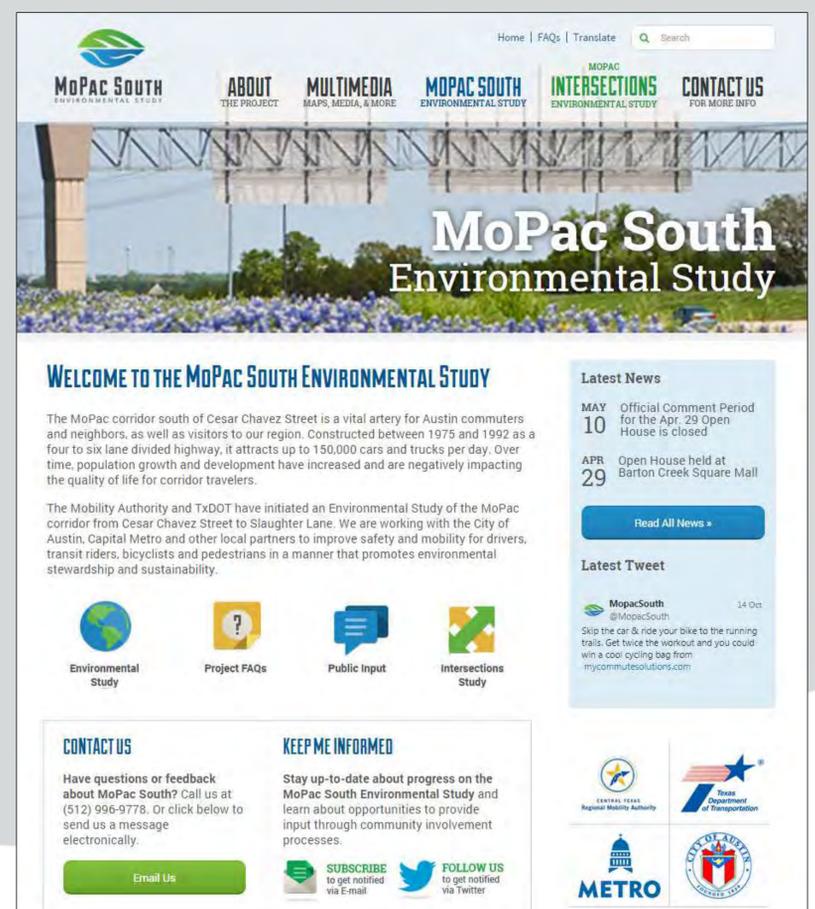


NEXT STEPS

- Compile and consider input from tonight's meeting
- Continue to listen to and engage the community
- Identify the best operational configuration for the Express Lanes Alternative based on the project's Purpose and Need, goals and objectives, and public comments

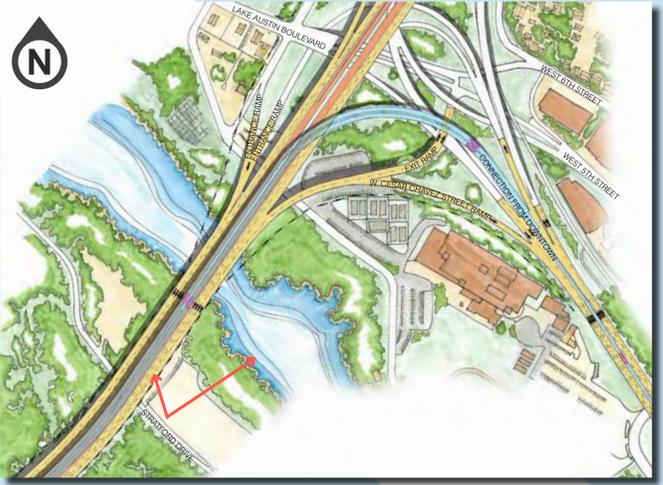
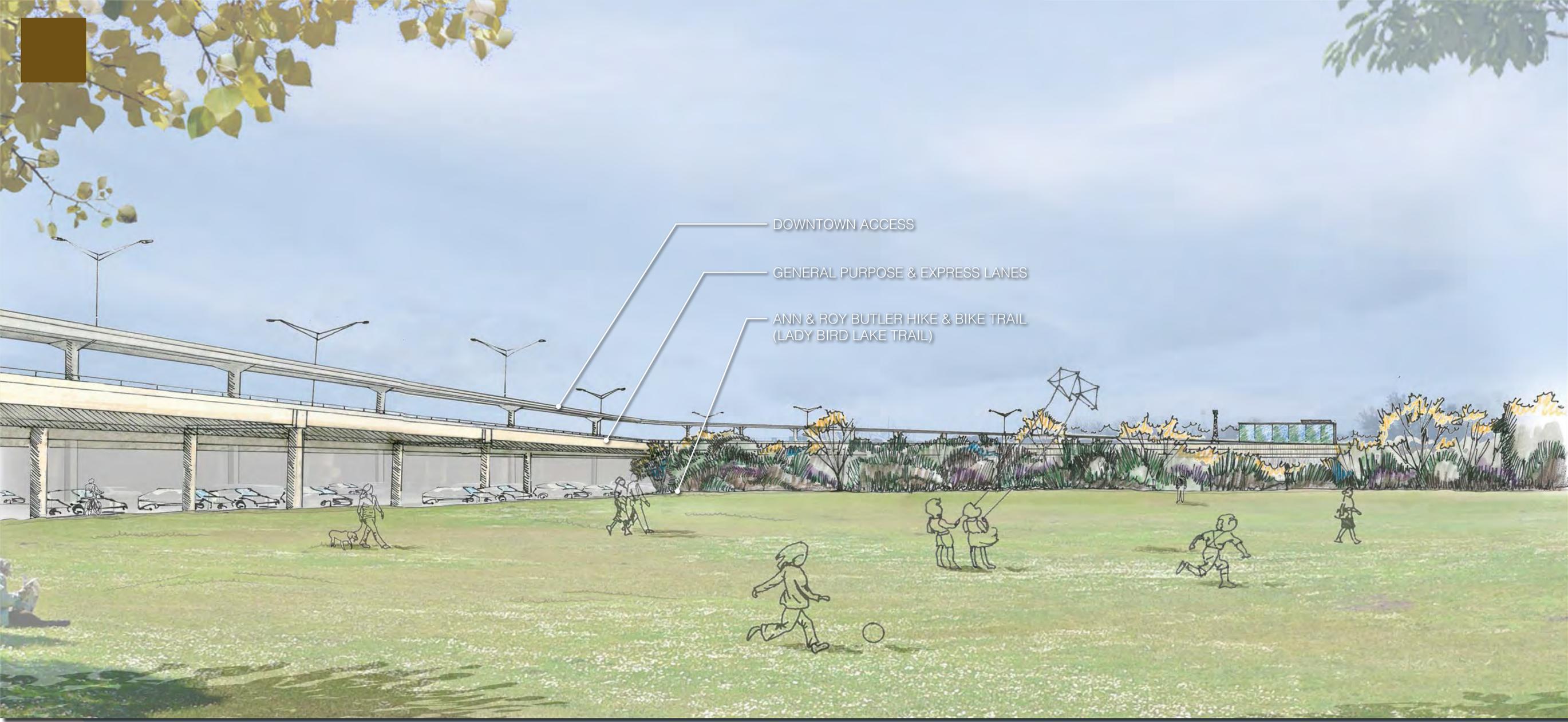
How to stay involved:

- Visit www.MoPacSouth.com
- Sign-up for the e-newsletter
- Follow us on  Twitter **@MoPacSouth**
- Call us:
512-996-9778
- Participate in meetings
- Invite us to meet with your group



VIEW FROM ZILKER PARK

ONE EXPRESS LANE IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



Looking North

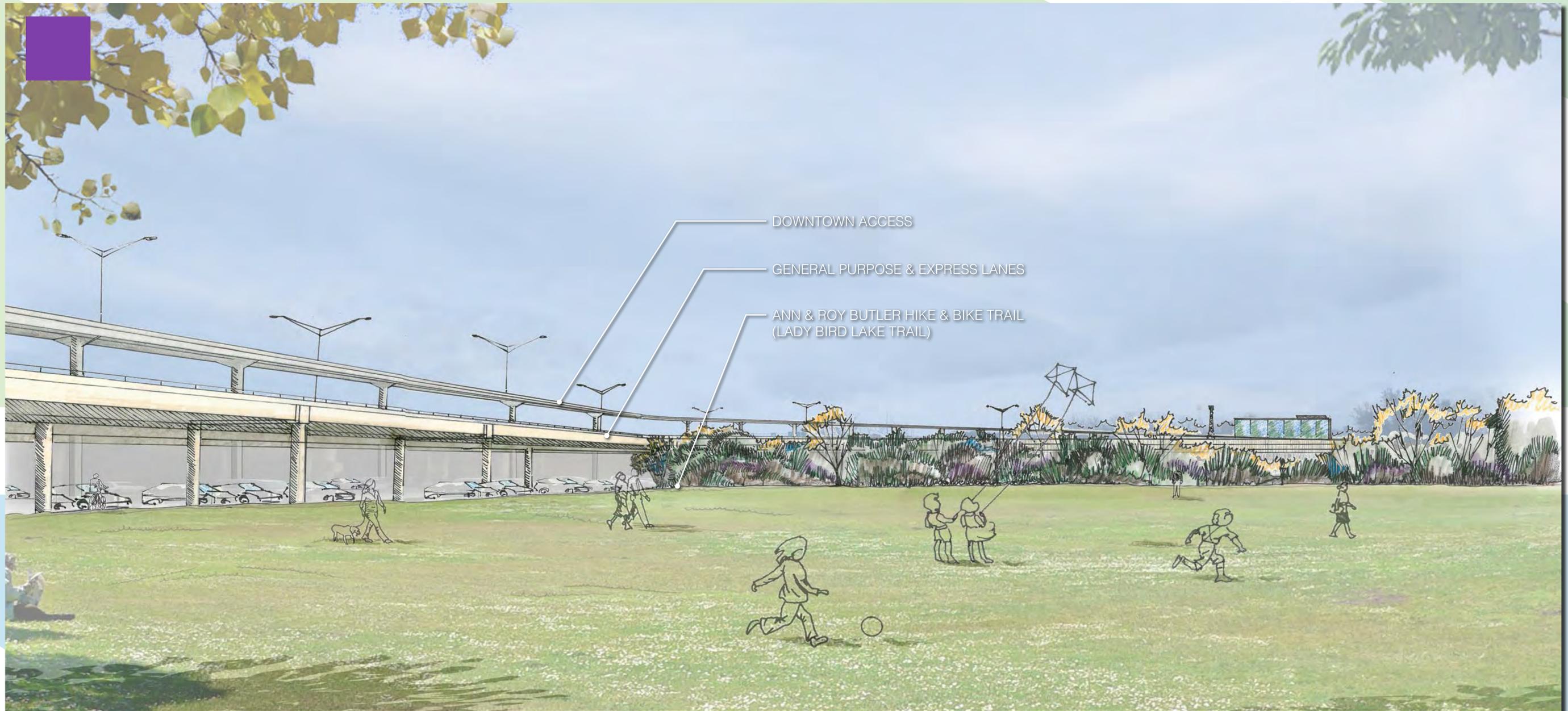


MoPac South
ENVIRONMENTAL STUDY

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VIEW FROM ZILKER PARK

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



Looking North

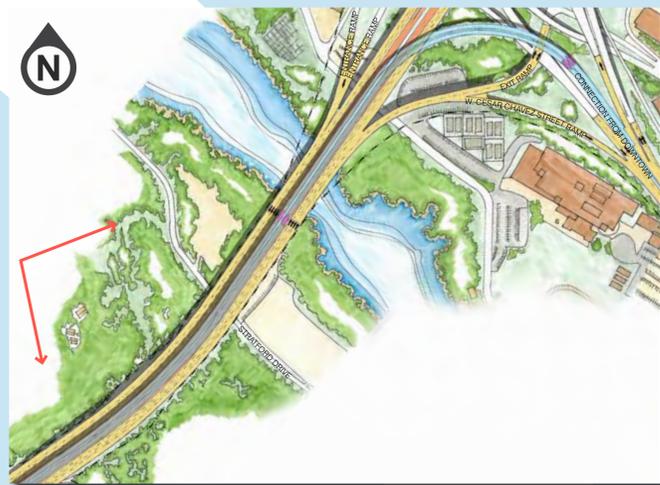


MOPAC SOUTH
ENVIRONMENTAL STUDY

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VIEW FROM ZILKER CLUBHOUSE

ONE EXPRESS LANE IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



Looking East

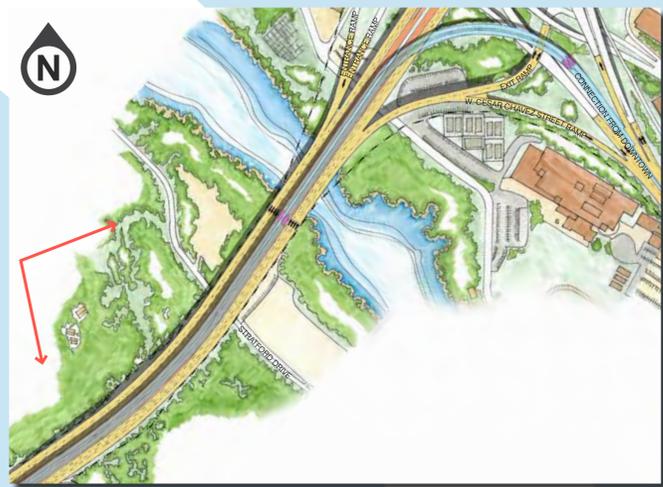


MOPAC SOUTH
ENVIRONMENTAL STUDY

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VIEW FROM ZILKER CLUBHOUSE

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



Looking East



MOPAC SOUTH
ENVIRONMENTAL STUDY

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OVER LADY BIRD LAKE

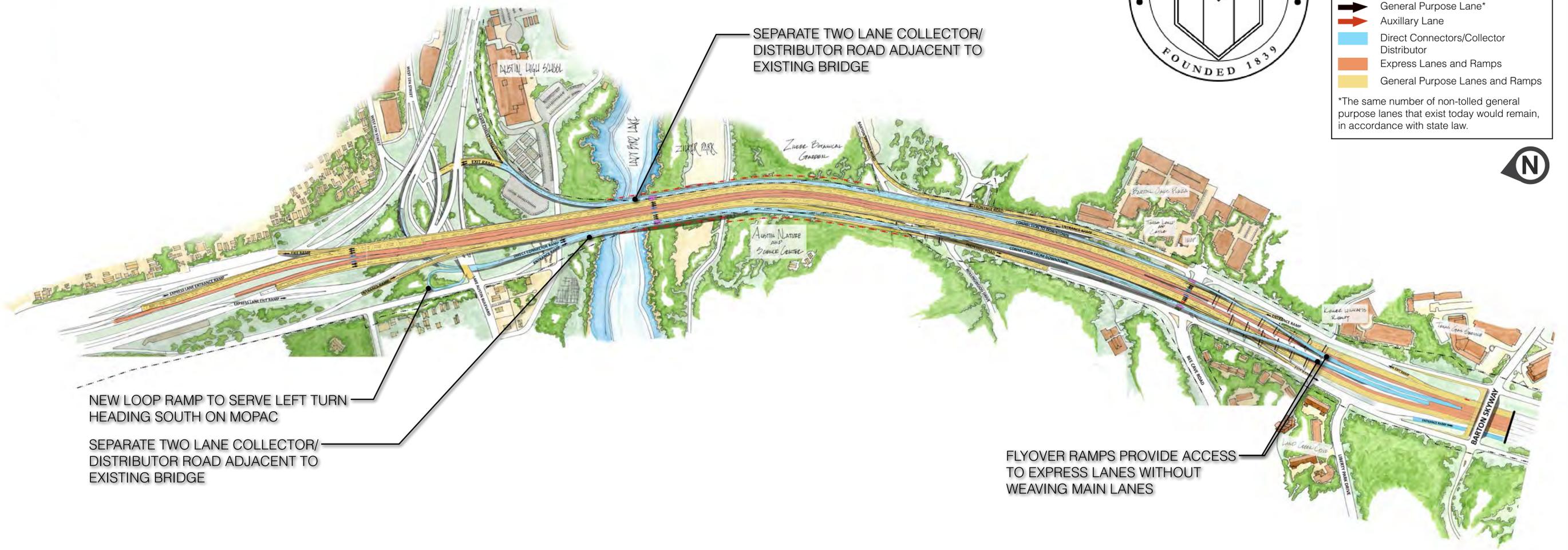
CITY OF AUSTIN PROPOSAL



LEGEND

- Proposed R.O.W.
- Existing R.O.W.
- Straddle Bent
- Direct Connector Lane
- Express Lane
- General Purpose Lane*
- Auxillary Lane
- ▭ Direct Connectors/Collector Distributor
- ▭ Express Lanes and Ramps
- ▭ General Purpose Lanes and Ramps

*The same number of non-tolled general purpose lanes that exist today would remain, in accordance with state law.



SEPARATE TWO LANE COLLECTOR/
DISTRIBUTOR ROAD ADJACENT TO
EXISTING BRIDGE

NEW LOOP RAMP TO SERVE LEFT TURN
HEADING SOUTH ON MOPAC

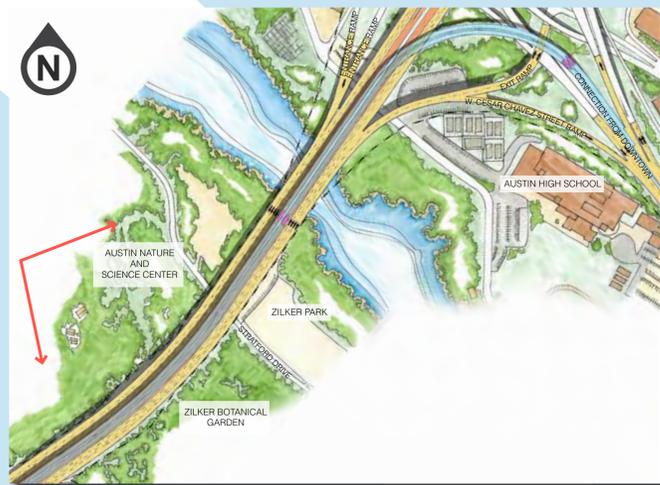
SEPARATE TWO LANE COLLECTOR/
DISTRIBUTOR ROAD ADJACENT TO
EXISTING BRIDGE

FLYOVER RAMPS PROVIDE ACCESS
TO EXPRESS LANES WITHOUT
WEAVING MAIN LANES



VIEW FROM ZILKER CLUBHOUSE

CITY OF AUSTIN PROPOSAL



Looking East



VIEW FROM ZILKER CLUBHOUSE

TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY



Looking East



MoPac South
ENVIRONMENTAL STUDY

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VIEW FROM ZILKER CLUBHOUSE

ONE EXPRESS LANE IN EACH DIRECTION + WITHOUT DOWNTOWN DIRECT CONNECTION



Looking East



MOPAC SOUTH
ENVIRONMENTAL STUDY

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VIEW FROM ZILKER CLUBHOUSE

TWO EXPRESS LANES IN EACH DIRECTION WITHOUT A DOWNTOWN DIRECT CONNECTION



Looking East

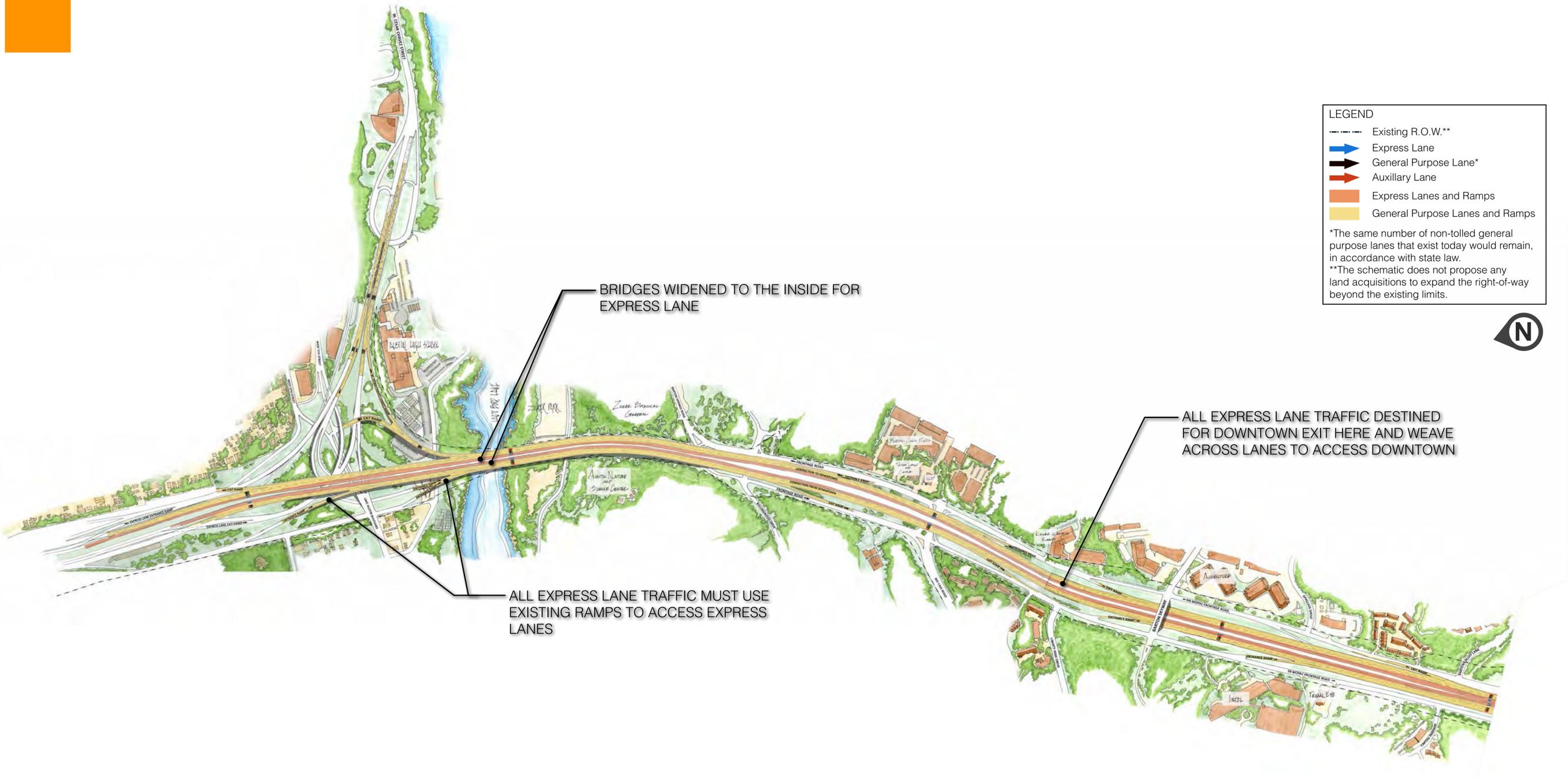


MOPAC SOUTH
ENVIRONMENTAL STUDY

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OVER LADY BIRD LAKE

ONE EXPRESS LANE IN EACH DIRECTION WITHOUT A DOWNTOWN DIRECT CONNECTION



LEGEND

- Existing R.O.W.**
- Express Lane
- General Purpose Lane*
- Auxillary Lane
- Express Lanes and Ramps
- General Purpose Lanes and Ramps

*The same number of non-tolled general purpose lanes that exist today would remain, in accordance with state law.
 **The schematic does not propose any land acquisitions to expand the right-of-way beyond the existing limits.



BRIDGES WIDENED TO THE INSIDE FOR EXPRESS LANE

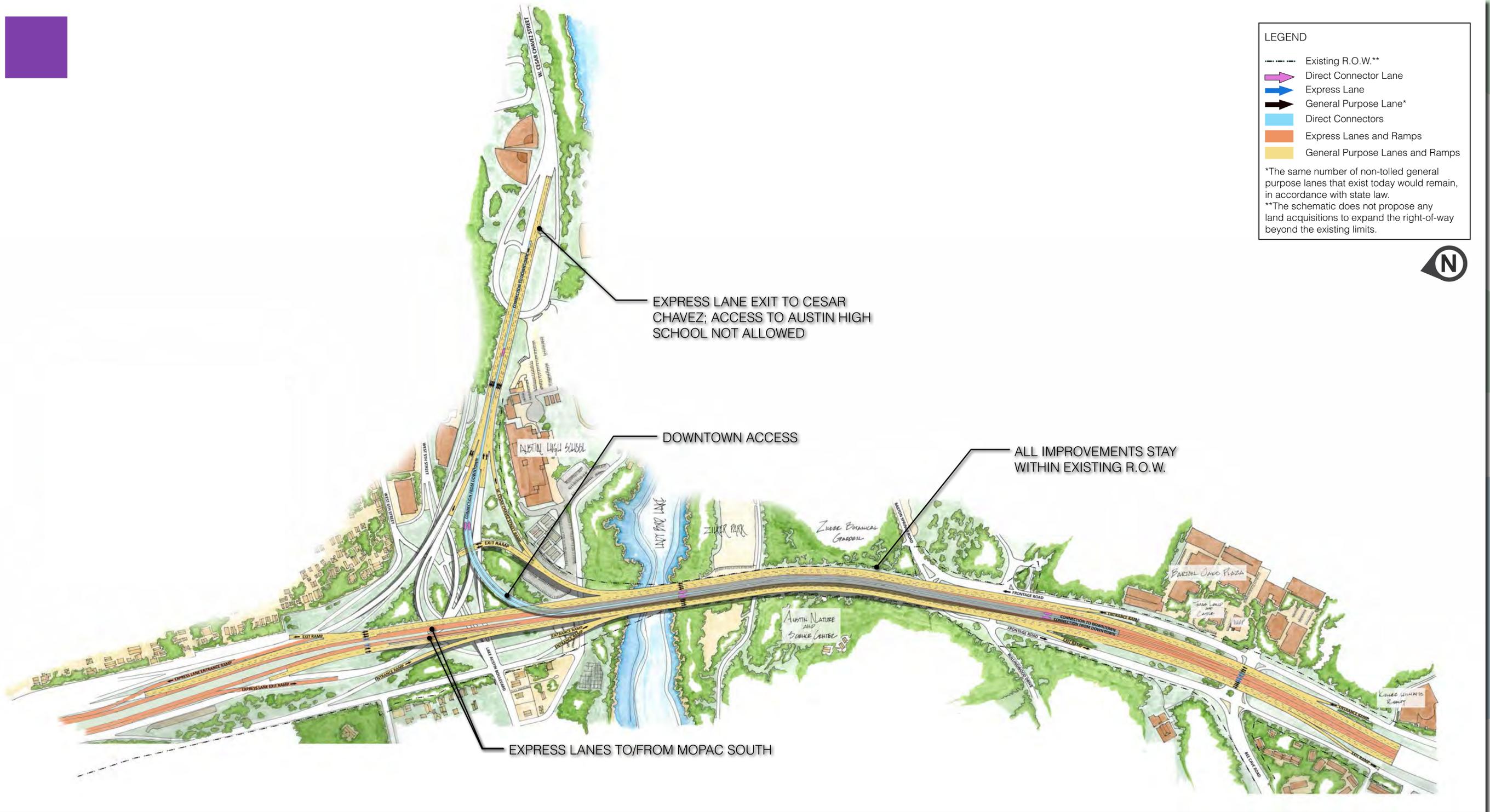
ALL EXPRESS LANE TRAFFIC MUST USE EXISTING RAMPS TO ACCESS EXPRESS LANES

ALL EXPRESS LANE TRAFFIC DESTINED FOR DOWNTOWN EXIT HERE AND WEAVE ACROSS LANES TO ACCESS DOWNTOWN

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OVER LADY BIRD LAKE

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



LEGEND

- Existing R.O.W.**
- Direct Connector Lane
- Express Lane
- General Purpose Lane*
- Direct Connectors
- Express Lanes and Ramps
- General Purpose Lanes and Ramps

*The same number of non-tolled general purpose lanes that exist today would remain, in accordance with state law.
 **The schematic does not propose any land acquisitions to expand the right-of-way beyond the existing limits.

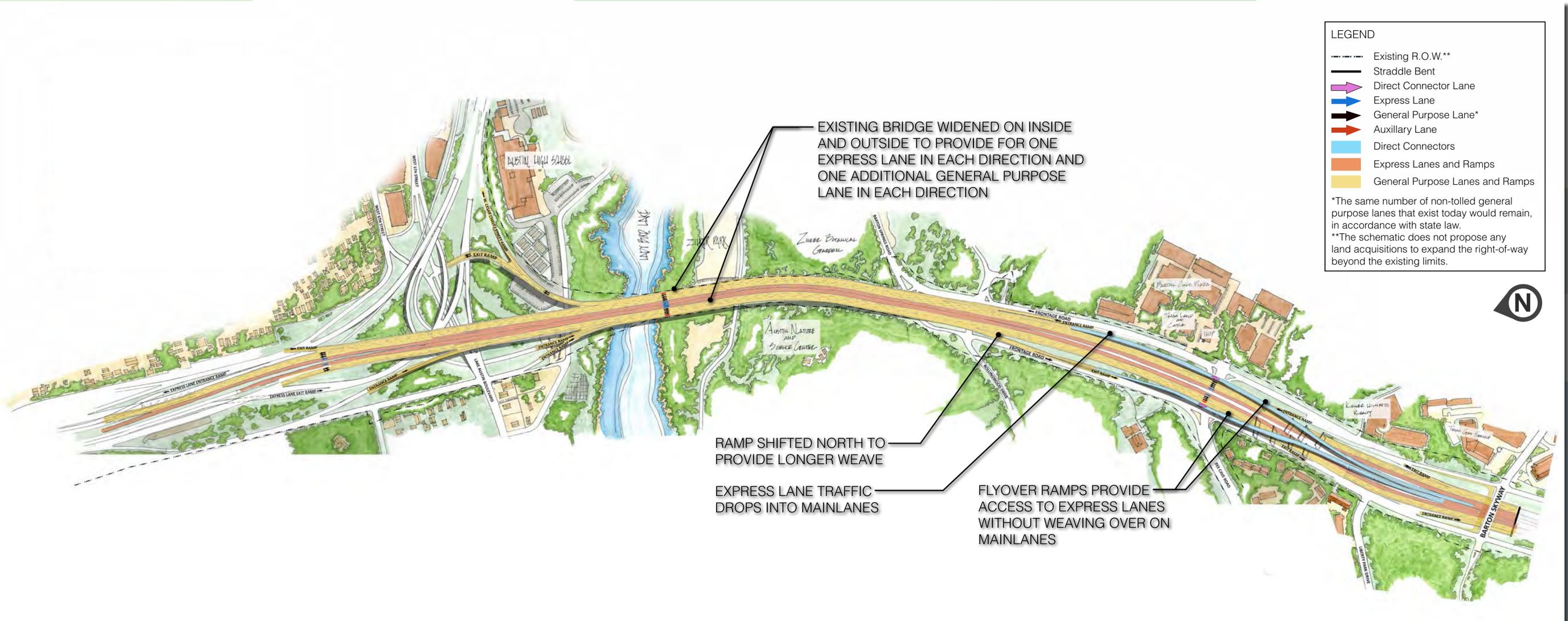


MOPAC SOUTH
 ENVIRONMENTAL STUDY

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OVER LADY BIRD LAKE

TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY



LEGEND

- Existing R.O.W.**
- Straddle Bent
- ↔ Direct Connector Lane
- ↔ Express Lane
- ↔ General Purpose Lane*
- ↔ Auxillary Lane
- Direct Connectors
- Express Lanes and Ramps
- General Purpose Lanes and Ramps

*The same number of non-tolled general purpose lanes that exist today would remain, in accordance with state law.
 **The schematic does not propose any land acquisitions to expand the right-of-way beyond the existing limits.



MOPAC SOUTH
 ENVIRONMENTAL STUDY

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UNDER THE BRIDGE OVER LADY BIRD LAKE

CITY OF AUSTIN PROPOSAL



Looking Southwest



NORTHBOUND VIEW AT BEE CAVE ROAD

TWO EXPRESS LANES IN EACH DIRECTION + ELEVATED RAMPS NEAR BARTON SKYWAY



Looking North



MOPAC SOUTH
ENVIRONMENTAL STUDY

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SOUTHBOUND VIEW AT BEE CAVE ROAD

TWO EXPRESS LANES IN EACH DIRECTION + ELEVATED RAMPS NEAR BARTON SKYWAY



BEE CAVE ROAD



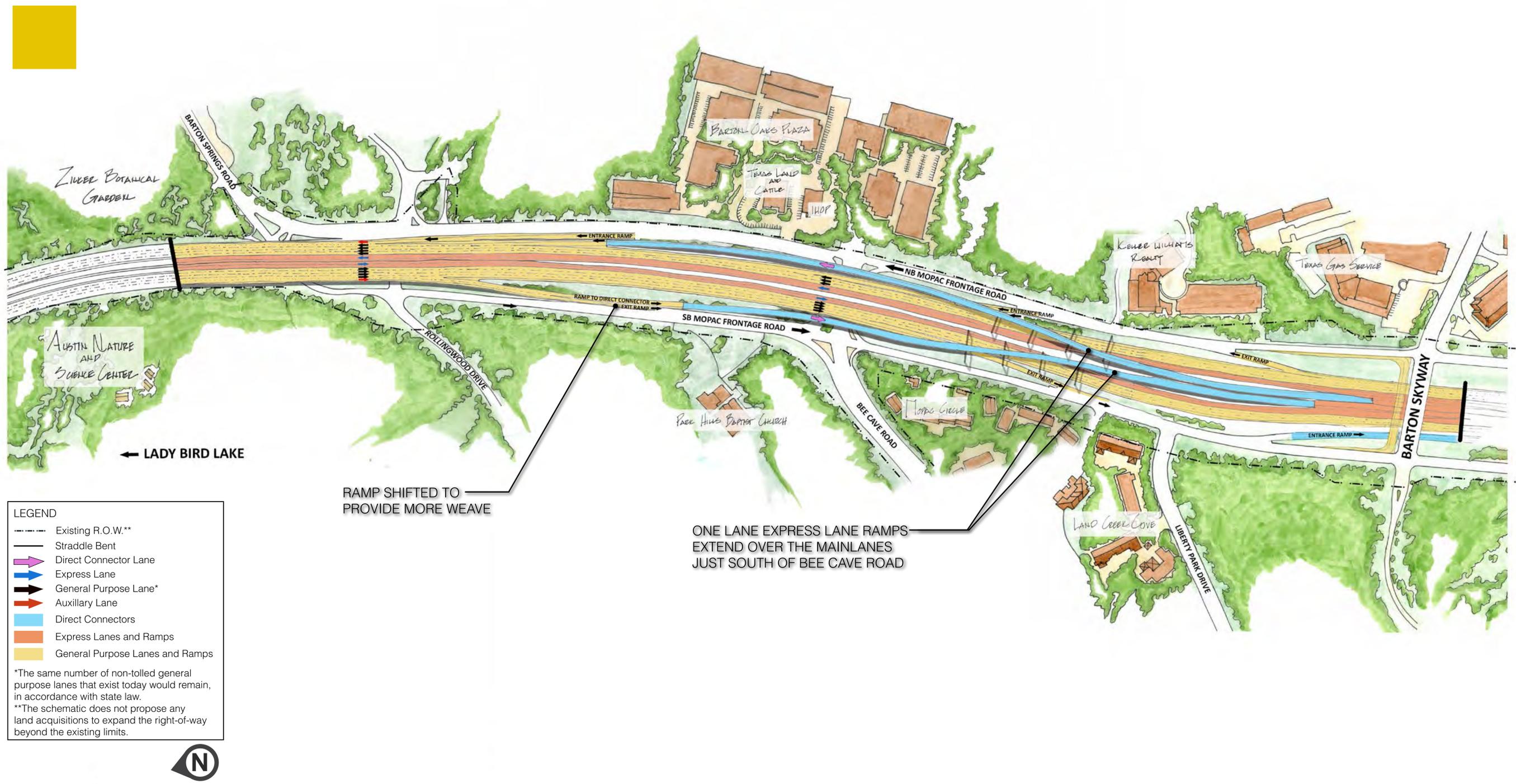
Looking South



MOPAC SOUTH
ENVIRONMENTAL STUDY

NEAR BEE CAVE ROAD

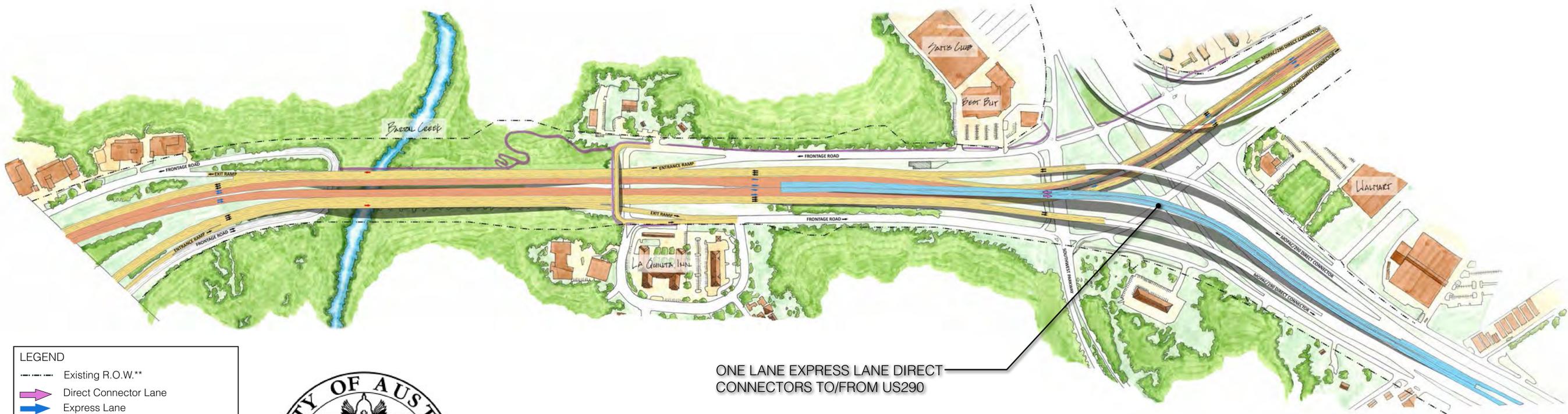
TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY



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AT US290

CITY OF AUSTIN PROPOSAL



ONE LANE EXPRESS LANE DIRECT CONNECTORS TO/FROM US290

LEGEND

- - - Existing R.O.W.**
- ↔ Direct Connector Lane
- ↔ Express Lane
- ↔ General Purpose Lane*
- ↔ Auxillary Lane
- ↔ Direct Connectors
- Express Lanes and Ramps
- General Purpose Lanes and Ramps

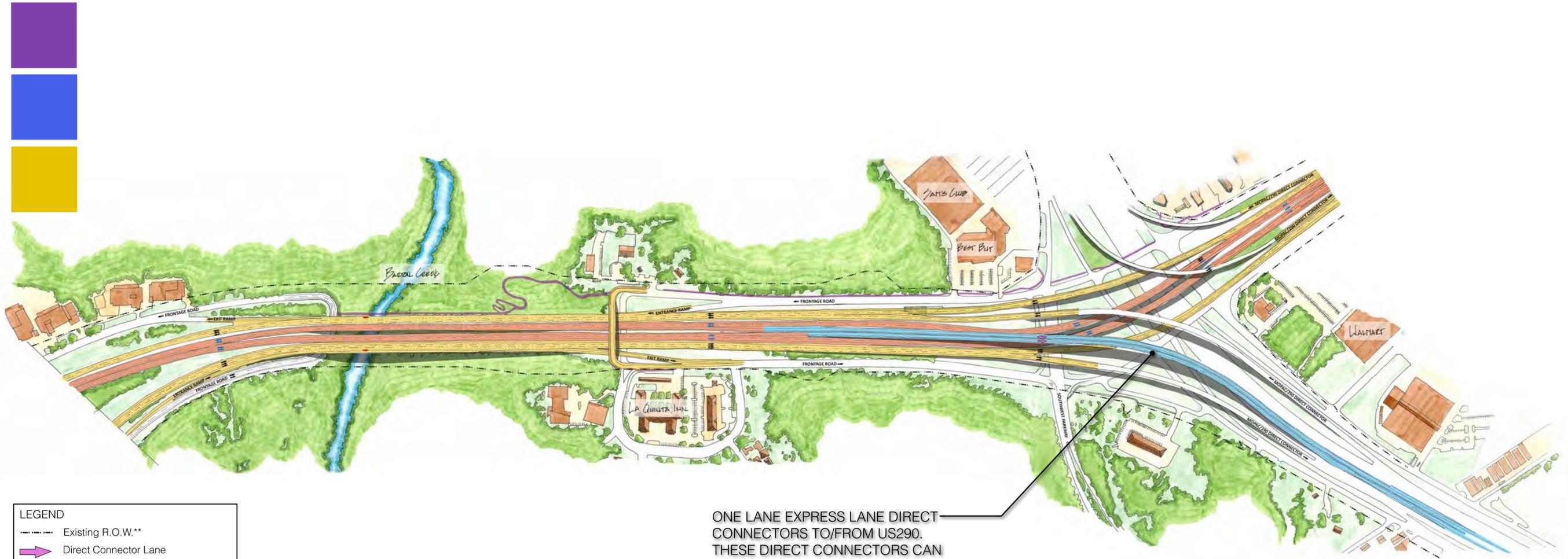
*The same number of non-tolled general purpose lanes that exist today would remain, in accordance with state law.
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AT US290

- TWO EXPRESS LANES +DOWNTOWN DIRECT CONNECTION
- TWO EXPRESS LANES WITHOUT DOWNTOWN DIRECT CONNECTION
- TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY



- LEGEND**
- Existing R.O.W.**
 - Direct Connector Lane
 - Express Lane
 - General Purpose Lane*
 - Auxillary Lane
 - Direct Connectors
 - Express Lanes and Ramps
 - General Purpose Lanes and Ramps

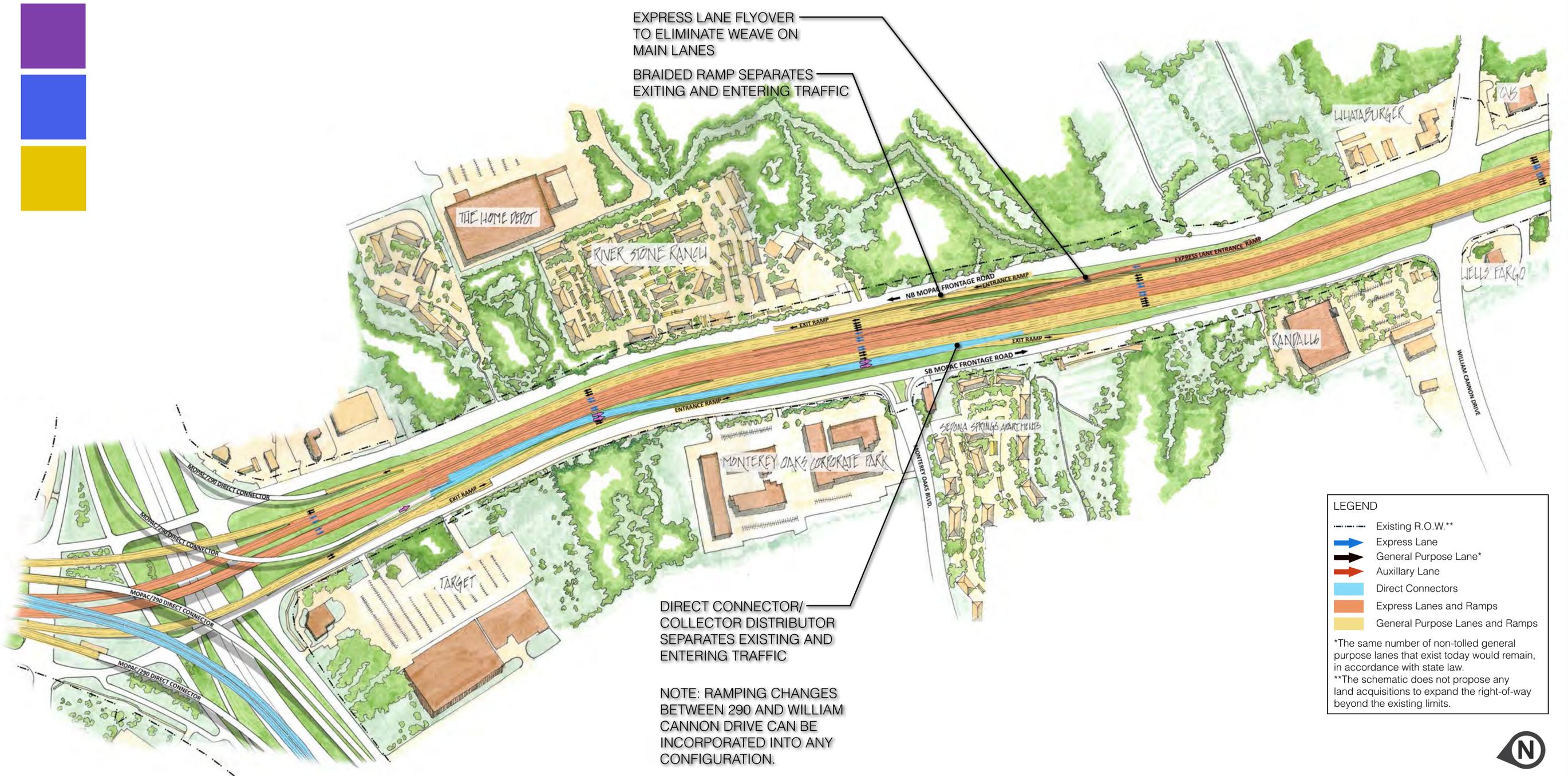
*The same number of non-tolled general purpose lanes that exist today would remain, in accordance with state law.
 **The schematic does not propose any land acquisitions to expand the right-of-way beyond the existing limits.

ONE LANE EXPRESS LANE DIRECT CONNECTORS TO/FROM US290. THESE DIRECT CONNECTORS CAN BE INCORPORATED INTO ANY CONFIGURATION.

The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

AT US290

- TWO EXPRESS LANES + DOWNTOWN DIRECT CONNECTION
- TWO EXPRESS LANES WITHOUT DOWNTOWN DIRECT CONNECTION
- TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY



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VIEW FROM AUSTIN HIGH SCHOOL TENNIS COURTS

CITY OF AUSTIN PROPOSAL



Looking Northwest



VIEW FROM AUSTIN HIGH SCHOOL TENNIS COURTS

ONE EXPRESS LANE IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



ELEVATED CONNECTION TO
DOWNTOWN IN CENTER OF MOPAC



Looking Northwest



MOPAC SOUTH
ENVIRONMENTAL STUDY

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VIEW FROM AUSTIN HIGH SCHOOL

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



Looking Northwest



MoPac South
ENVIRONMENTAL STUDY

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OPEN HOUSE #3 SURVEY RESULTS SUMMARY

TOP PRIORITIES



Water Quality Enhancements:
Selected by 77% of 148 respondents



Bicycle and Pedestrian Facilities:
Selected by 76% of 130 respondents



Roadway Signage:
Selected by 69% of 120 respondents



Landscaping:
Selected by 60% of 130 respondents



Wall Textures:
Selected by 34% of 47 respondents



Public Art:
Selected by 33% of 57 respondents

LOWEST PRIORITIES

TOP PREFERENCES

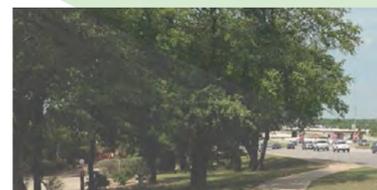
Water Quality Enhancements
"When possible, more options like this would be aesthetically pleasing versus concrete detention."



Water Quality Enhancements: Bio-Filtration Pond
131 Respondents



Landscaping: Wildflower Plantings
121 Respondents



Landscaping: Tree Grouping
125 Respondents



Bicycle and Pedestrian Facilities: Path Along Roadway
117 Respondents

Landscaping
"Please take the ecological function into consideration as these plans move forward! Not doing so would be a major failure!"

Bicycle and Pedestrian Facilities
"There should be protected bicycle roadways along MoPac."

LOWEST PREFERENCES

Defining Characteristics
"Decreased impact of noise and lighting; sidewalks along service roads; landscaping with Texas trees; materials to reduce sound and runoff toxicity into streams."



Water Quality Enhancements: Concrete Box Detention
134 Respondents



Roadway Signage: Standard Overhead Structure
106 Respondents



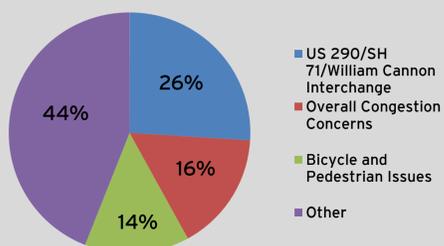
Bridge Enhancements: Existing Standard Construction
96 Respondents

Bridge Enhancements
"Bridge enhancements are very pleasing, just keep natural colors."

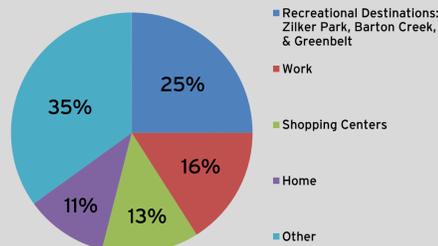
Wall Textures
"You really notice the need and quality after installation."

MAP INPUT OPPORTUNITIES

Safety Concerns
88 Commentors

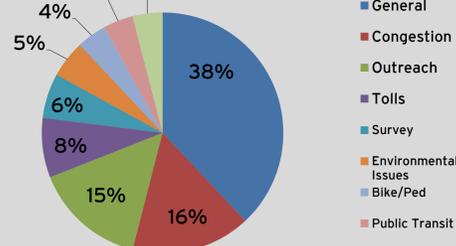


Frequent Destinations
88 Commentors



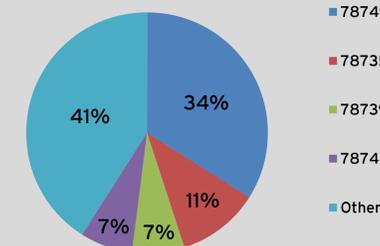
COMMENTS

Comments
84 Received

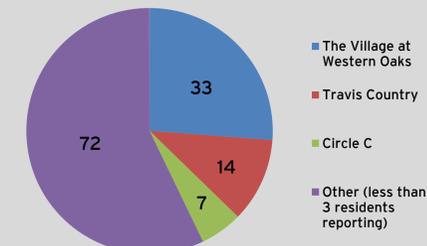


GEOGRAPHICAL DATA

Zip Codes
141 Reporting



Participating Neighborhoods
126 Residents Reporting



MOPAC SOUTH

TRAIL ENHANCEMENT OPPORTUNITIES ALONG THE PROJECT CORRIDOR

What items are most important to you?

