

**ENVIRONMENTAL REPORT
IN SUPPORT OF CATEGORICAL EXCLUSION
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
RAILS WITH TRAILS
SEGMENTS 1, 2, 3, AND 4
AUSTIN, TEXAS**

Prepared for



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LIST OF ACRONYMS

CAMPO	Capital Area Metropolitan Planning Organization
CFR	Code of Federal Regulations
Capital Metro	Capital Metropolitan Transportation Authority
CO	carbon monoxide
COA	City of Austin
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
IH	Interstate Highway
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO _x	oxides of nitrogen
O ₃	ozone
PM _{2.5}	particulate matter equal to or less than 2.5 microns in diameter
PM ₁₀	particulate matter equal to or less than 10 microns in diameter
ROW	right-of-way
SO ₂	sulfur dioxides



LIST OF ACRONYMS (CONTINUED)

SWPPP	Stormwater Pollution Prevention Plan
TAC	Texas Administrative Code
TIA	Traffic Impact Analysis
TIP	transportation improvement program
TOD	transit-oriented development
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
USFW	U.S. Fish and Wildlife Service
VOCs	volatile organic compounds
WESTON	Weston Solutions, Inc.
WPAP	Water Pollution Abatement Plan

1. DETAILED PROJECT DESCRIPTION

1.1 PURPOSE AND NEED FOR THE PROPOSED PROJECT

This analysis addresses the proposed construction of a portion of the Capital Metropolitan Transportation Authority (Capital Metro) Rails with Trails project in Austin, Texas. The proposed project site represents approximately 16 miles of the approximately 40 miles of bike trails that are planned for the Rails with Trails corridor. The proposed project area is comprised of four segments located between downtown Austin and Research Boulevard.

In response to projected service demands, Capital Metro has established the All Systems Go long-range plan for capital development. All Systems Go is the region's long-range transportation plan that addresses the pressures of rapid regional population growth in the greater Austin area, which is estimated to double in the next 25 years. The plan includes Capital MetroRail, Capital MetroRapid bus service, expanded local and express bus services, new and improved Park & Ride lots, and potential future rail services in Central Texas. The Capital MetroRail Red Line is a new passenger rail system between the City of Leander and the Convention Center in downtown Austin. It is a 32-mile starter line that provides service to commuters during peak morning and afternoon hours. Capital MetroRail operates on 32 miles of existing freight tracks and has nine stations from Leander to Downtown Austin. Red Line service began in March 2010.

In 2004, as part of Capital Metro's All Systems Go public meetings, community members in the service area requested pedestrian and bicycle trails along the newly developed rail corridor from Austin to Leander. The purpose of the trail system would be to create as many rail platform connections as possible along the corridor. Capital Metro has begun planning the proposed trail, and, in response to this request, a Feasibility Study was completed in June 2007.

Projects involving the construction of bicycle and pedestrian facilities, except those requiring construction in new right-of-way (ROW), are included in the list of projects that are generally categorically excluded from National Environmental Policy Act (NEPA) analysis under 23 Code of Federal Regulations (CFR) 771.117 (c). Projects may not be eligible for categorical exclusion if wetlands, historic buildings or structures, parklands, or floodplains are in the project area. The

current proposed layout of the bike trails included in this analysis will be located in current ROW. The project will not require construction in new ROW and will not require the acquisition of any new property. Although the description of the proposed project is included in the list of projects generally excluded from NEPA, Capital Metro is preparing this report to document their due diligence on this project and to address potential public concerns.

1.2 PROJECT DESCRIPTION

When fully implemented, the Rails with Trails corridor will be a system of trails, on-street bikeway connections, and pedestrian pathways encompassing 30.9 miles of paved multiuse trails; 1.7 miles of improved, more walkable and fully accessible sidewalks; and 8.4 miles of improved and well marked on-street bikeways. This environmental report addresses the southern portion of the proposed corridor comprising Segments 1 through 4. The project will include construction of trails, on-street bikeways, sidewalk improvements, and pedestrian path improvements. Weston Solutions, Inc. (WESTON) conducted a site visit to the proposed project site on 10 and 11 March 2010 to observe and document the proposed location of the trail.

The proposed project site addressed in this environmental report represents approximately 11.5 miles of the approximately 40 miles of bike trails that are planned for the Capital Metro Rails with Trails corridor. It is generally located in proximity to that portion of the Capital MetroRail Red Line located between the Downtown Station (Trinity St and East Fourth St) and the intersection of Burnet Road and Research Boulevard, in Austin, Travis County, Texas. The project area is located in densely developed commercial, industrial, and residential areas. The total length of the proposed project area is shown on Figure 1.

The proposed project area is divided into four segments located between downtown Austin and Research Boulevard (Highway 183). Descriptions of the segments and the approximate lengths are as follows:

Segment 1 – Downtown to IH-35 (Approximately 6.3 miles)

Segment 1 will be approximately 6.3 miles in length and will consist of 2.8 miles of on-street connections, 2.3 miles of off-street trails, and 1.2 miles of improved sidewalk. The trail will provide connections from the Austin Convention Center and Downtown Station platform located west of IH-35 to the Plaza Saltillo and Martin Luther King (MLK) Jr. Stations located east of IH-35.

Portions of this segment will utilize existing City of Austin (COA) bike lanes and the existing pedestrian path located along Boggy Creek. Some minor improvements, such as widening and regrading the trail, will be needed on the existing path located along Boggy Creek. The approximate layout of Segment 1 is shown on Figure 2 and Figure 3.

Segment 2 – IH-35 to Highland Mall Station (Approximately 2.45 miles)

Segment 2 will provide a significant, non-motorized connection beneath the elevated deck of IH-35 and includes 2.1 miles of multiuse trail and 0.3 miles of on-street bikeway from east Austin to the Highland Mall MetroRail Station located west of IH-35. The majority of Segment 2 will be constructed in existing on-street ROW along Airport Blvd. The approximate layout of Segment 2 is shown on Figure 4.

Segment 3 – Highland Mall Station to North of Morrow Street (Approximately 2.9 miles)

This segment will provide a non-motorized connection from the Highland Mall Station to the Crestview Station. The Crestview Station will be located adjacent to the transit-oriented development (TOD) planned for the Crestview area neighborhood. Segment 3 includes approximately 1.3 miles of off-street and 2 miles of on-street bikeway. The approximate layout of Segment 3 is shown on Figure 5.

Segment 4 – North of Morrow Street to North of Research Boulevard (Approximately 4.3 miles)

Segment 4 is located north and west of the Crestview Station in the Crestview neighborhood. This segment will utilize already programmed improvements along Burnet Road at Research Blvd. This portion of the proposed project site consists of approximately 2.9 miles existing on-street bike trail and sidewalk connections, 0.9 miles of off-street trails, and 0.5 miles of improved sidewalks. The approximate layout of Segment 4 is shown on Figure 6.

A property location map is provided as Figure 1. The current property layout are depicted on Figures 2 through 6. Preliminary detailed project layout maps from the Trail Feasibility Study are included in Appendix B.

1.3 PROJECT LOCATION

The proposed project site is generally located in proximity to that portion of the Capital MetroRail Red Line located between the Downtown Station (Trinity St and East Fourth St) and the intersection

of Burnet Road and Research Boulevard, in Austin, Travis County, Texas. The project area is located in densely developed commercial, industrial, and residential areas. A Property Location Map is provided as Figure 1, and a Property Vicinity Map is provided as Figure 2.

2. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY

Capital Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization (MPO) for the Austin metropolitan area. CAMPO, along with the State and affected public transportation providers, is responsible for developing a Transportation Improvement Program (TIP) for the Austin metropolitan area. The TIP lists projects that are proposed for federal funding under the Transportation Equity Act for the 21st Century. These projects are consistent with the long-range plan developed for the area. All proposed projects are public record and are available for review and comment. The Capital Metro proposed Rails with Trails project is included in the CAMPO 2030 Mobility Plan and is also included in the draft CAMPO 2035 Plan.

The Federal Clean Air Act is the comprehensive law that regulates airborne emissions from area, mobile, and stationary sources nationwide. This law authorizes the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and the environment. The EPA currently has two NAAQS for ozone: the 1-hour peak standard and the 8-hour standard. Other pollutants for which EPA has established NAAQS include airborne lead (Pb), oxides of nitrogen (NO_x), sulphur dioxide (SO₂), particulate matter PM_{2.5} and PM₁₀.

Minimal construction activities will be required for the proposed project. In some areas of the project, the proposed construction may temporarily produce a minimal increase in emissions of fugitive dust (including particulate matter less than 10 microns [PM₁₀] in size and 2.5 microns [PM_{2.5}], carbon monoxide [CO], volatile organic compounds [VOCs], NO_x and SO₂).

Pursuant to 30 Texas Administrative Code (TAC), Part 1, Chapter 111, Subchapter A, Rule 111.145, precautions will be taken to suppress particulate emissions by using one of the techniques listed in the rule. No open burning of construction debris, trash, or refuse will be

allowed in construction areas. These mitigation practices will reduce emissions of pollutants and fugitive dust from all construction activities.

Potential adverse impacts to air quality would be minimal, temporary, and localized during construction. These potential impacts are not anticipated to affect the region’s attainment status. Furthermore, no adverse impacts to air quality are expected to result from completion of construction activities.

3. ZONING

The proposed project site is within the Austin city limits and consists of approximately 11.53 miles of hike and bike corridor located along the existing MetroRail Red Line. The limits of the proposed project area are bounded by the existing Downtown Station at the intersection of Trinity and Fourth Streets on the south and the intersection of Burnet Road and Research Boulevard on the north. The surrounding properties are currently developed with commercial, industrial, and residential establishments. Several parks, schools, and churches are located near the proposed project site. A description of the features in the immediate vicinity of the project area is provided below.

FACILITY	SEGMENT NUMBER	PROXIMITY TO RAIL
Schools		
Zavala School	1	< 0.5 mile
UT Elementary School	1	< 0.5 mile
Maplewood Elementary	1	< 0.5 mile
Ridgetop Elementary	2	< 0.5 mile
Reilly Elementary	3	< 0.5 mile
Wooten Elementary	4	< 0.5 mile
Burnet Middle School	4	< 0.5 mile
Churches		
Austin House of Prayer	1	< 0.5 mile
Asbury United Methodist	1	< 0.5 mile
St. George’s Episcopal Church	1	< 0.5 mile
Crestview United Methodist	3	< 0.5 mile

<i>Parks/Recreation Centers</i>		
Palm Park	1	< 0.5 mile
Comal Park	1	< 0.5 mile
Pan- American Community Center	1	< 0.5 mile
Zaragoza Park	1	< 0.5 mile
Conley-Guerrero Senior Center	1	< 0.5 mile
Boggy Creek Park/Greenbelt	1	< 0.5 mile
Rosewood Park	1	< 0.5 mile
Millennium Youth Entertainment Complex	1	< 0.5 mile
Downs Mabson Fields	1	< 0.5 mile
Reilly	3	< 0.5 mile
Wooten Park	4	< 0.5 mile

4. TRAFFIC IMPACTS

A Traffic Impact Analysis (TIA) has not been conducted for this project area. In some areas of the project, the bike path installation activities would result in a temporary period of increased traffic. After installation activities are completed, no change in the volume of commuter traffic in the proposed project area is expected.

5. CARBON MONOXIDE HOT SPOTS

Although the COA is near non-attainment for ozone (O₃) under the NAAQS, the City meets federal air quality standards for CO. The installation of bike lanes is not expected to contribute to non-attainment for federal air quality standards for CO.

6. HISTORIC RESOURCES

An archaeological survey was not performed for the project area. The trail will be constructed in heavily developed areas, primarily in existing roadways and right-of-ways. Historic resources are not expected to be impacted due to the trail construction.

7. NOISE AND VIBRATIONS

The use of heavy machinery, such as a backhoe, concrete mixer, or bulldozer, may be required in some areas of the project during construction. The use of this type of equipment during trail construction would temporarily result in an intermittent increase in noise for the surrounding areas. Noise-sensitive receptors including schools, parks, and residences, are located near some areas of the proposed project. The area surrounding the project area is mixed commercial, light industrial, and residential in nature and contains the MetroRail line. Completion of the project will not result in a change to noise levels in the area.

8. REQUIRED ACQUISITIONS & RELOCATIONS

The proposed project area is in proximity to the existing Capital Metro Red Line route between downtown and Research Blvd. The proposed bike lanes will be located along existing bike lanes and ROW. The proposed project may include negotiation of an easement or the purchase of ROW for construction of a bike trail through Midtown Commons TOD or the North Optimist baseball fields on Morrow Street. The project would not require the relocation of individuals or businesses.

9. HAZARDOUS MATERIALS

No demolition activities will be conducted as part of the proposed project. No hazardous materials will be generated in the vicinity as a result of the proposed project. Once operational, the trails would be expected to generate small amounts of solid waste. Litter will be kept to a minimum by posting trail rules regarding waste disposal and placing garbage receptacles at trailheads.

10. COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE

It is expected that neither construction nor operation would adversely or disproportionately affect minority or low-income communities. Portions of the proposed Rails with Trails corridor are located within residential areas and will follow the existing MetroRail RedLine route.

11. PRIME AND UNIQUE FARMLAND

There is no prime and unique farmland located within the project area.

12. PUBLIC PARKLAND AND RECREATION AREAS

Portions of the proposed project area are located within or in proximity to the following parks or recreation areas: Palm Park, Comal Park, Pan-American Community Center, Zaragoza Park, Conley-Guerrero Senior Center, Boggy Creek Park/Greenbelt, Rosewood Park, Millennium Youth Entertainment Complex, Downs Mabson Fields, Reilly, and Wooten Park. Locations of the public parkland and recreation areas are shown on Figures 2-6.

When possible, existing trails and bike paths will be utilized and improvements will be made as needed to upgrade the trails. The proposed project is expected to improve access to the nearby parks and recreational resources.

13. BIOLOGICAL AND NATURAL RESOURCES

13.1 WETLANDS

According to the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory Map of the proposed project area, there are no potential wetland areas located within the project area. No wetlands or other water bodies were identified during the site visit.

13.2 FLOODPLAINS

According to data obtained by the City of Austin Floodplain Viewer, areas of the proposed site lie within the 500-year and 100-year floodplains (COA, 2010a). Segment 1 crosses the floodplains along Waller Creek west of IH-35 and along Boggy Creek east of IH-35. Segment 2 is adjacent to the floodplain at Airport Blvd north at 55th St. Segments 3 and 4 do not lie in the floodplain.

13.3 WATER QUALITY, NAVIGABLE WATERWAYS, AND COASTAL ZONES

The proposed project area crosses several waterways including Waller Creek and Boggy Creek. Stormwater will discharge into the City of Austin storm sewer system in areas where the projected

path of the trail utilizes on-street paths. In areas where the trail follows the rail corridor, stormwater will be diverted away from the rail and trail by the natural grade of the land.

The subject property is not located within the Edwards Aquifer recharge or contributing zone, and there are no outcroppings of Edwards Aquifer limestone on or within the vicinity of the site. Therefore, a Water Pollution Abatement Plan (WPAP) or Contributing Zone Plan is not required for this project. In addition, the proposed project area is not located within the Texas Coastal Management Zone.

The majority of the trail installation will occur in existing roadways and ROW. Best management practices including erosion control measures will be incorporated to protect any disturbed areas and minimize sediment deposition. Since installation of Segments 1 through 4 trails will not be concurrent, a Texas Pollutant Discharge Elimination System (TPDES) General Permit and Stormwater Pollution Prevention Plan (SWPPP) will not be required for trail installation.

13.4 ECOLOGICALLY SENSITIVE AREAS AND ENDANGERED SPECIES

The majority of the proposed project site currently contains impervious cover and has limited vegetation. The proposed project will utilize mainly existing roadways, trails, and ROW.

No threatened or endangered species were identified on maps provided by Texas Parks and Wildlife Department (TPWD). Several species of federally listed threatened or endangered animals are known to occur in Travis County including the Black-capped Vireo, the Golden-cheeked Warbler, the Barton Springs Salamander, and several cave-dwelling invertebrates. The site was reviewed for any habitat that may be suitable for the listed species for Travis County. A summary of this review is provided below:

- Since the proposed project will be installed in existing ROW, roadways, and trails, the site is not expected to support the listed cave-dwelling invertebrate species.
- Preferred habitat for the Golden-cheeked Warbler was not identified.
- Preferred habitat for the Black-capped Vireo was not identified.
- The proposed project site is located along existing ROW, paved streets, and adjacent to railroad tracks and is subject to a constant noise level that is not typically preferred by the endangered bird species.

No impact to the listed bird or invertebrate species or their protected habitat is anticipated from the proposed trail installation.

Two rare species, Texas Garter Snake and bracted twistflower, were identified in the general area of the proposed project site on maps provided by TPWD. However, no protected or rare species were observed during the site visits. Given the nature of the proposed project site and its location to the rail line any potential construction activities are not expected to impact any critical wildlife habitat.

14. SAFETY AND SECURITY

A long-term change in vehicular traffic is not expected as a result of the proposed trail construction activities. Construction activities will be limited and will not occur in all areas of the proposed project. In locations where modifications to existing trails or ROW are required, there may be a minor temporary increase in the number of construction-related vehicles. This would result in the implementation of a traffic control plan to reduce the risk of an encounter between a construction vehicle and any other on-site vehicles. Construction fencing and other exclusion measures would be installed to prevent unauthorized people from entering any potential construction area. No adverse impacts, related to safety and security, are anticipated as a result of trail construction.

Once the trails are operational, several security measures may be implemented to control vehicular traffic along the trail. A motorized vehicle prohibited ordinance may be passed to reduce hazards created by vehicle traffic. Signs would be posted, and earth berms or boulders will be used along the edge of the trail.

15. CONSTRUCTION IMPACTS

Construction of Segments 1 through 4 is expected to take place over approximately 6 years. The proposed trail construction activities are not expected to interfere in business access or disrupt utilities in the area. Noise-sensitive receptors, including schools, parks, and residences, are located nearby that could be impacted by noise from construction activities. Construction

activities would be conducted during business hours Monday through Friday. Due to implemented safety precautions, accident rates are not expected to increase in the project area.

In areas where new trail will be constructed, activities may result in short-term exposure of the soil to wind and water erosion. Temporary adverse and moderate impacts will be minimized with the use of best management practices for controlling runoff and erosion. Long-term impacts to soil are not anticipated. Installation of barriers such as fencing will aid in containing excess construction debris and materials that could end up as litter in the street or drainages. Emissions from the proposed construction equipment will be temporary. In accordance with 30 TAC, Part 1, Subchapter A, Section 111.145, precautions would be taken to suppress dust emissions.

16. CUMULATIVE EFFECTS

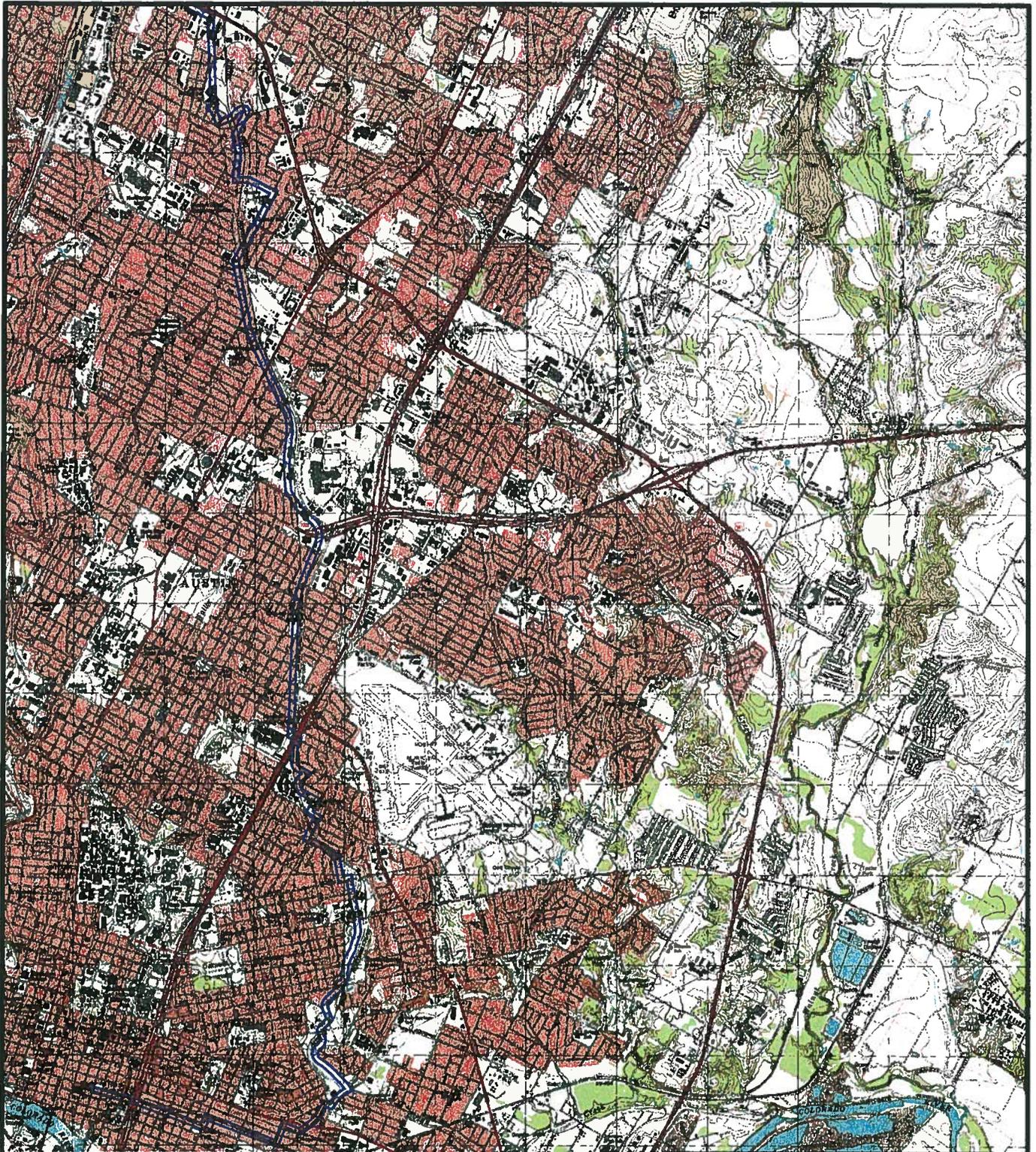
The proposed location is in a mixed commercial, light industrial, and residential area, and follows the MetroRail corridor. The City of Austin Land Development Code puts in place limitations and regulations to prevent negative cumulative impacts of development on the environment and community. No cumulative impacts are expected.

17. STATEMENT OF DETERMINATION

No adverse impact to the physical, biological, or socioeconomic environment is expected as a result of implementation of the proposed trail installation. Construction of the trail along the MetroRail corridor qualifies as a Categorical Exclusion as cited by 23 CFR 771.117 (d).

18. REFERENCES

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LEGEND

— APPROXIMATE LENGTH OF
RAILS WITH TRAILS SEGMENTS 1-4

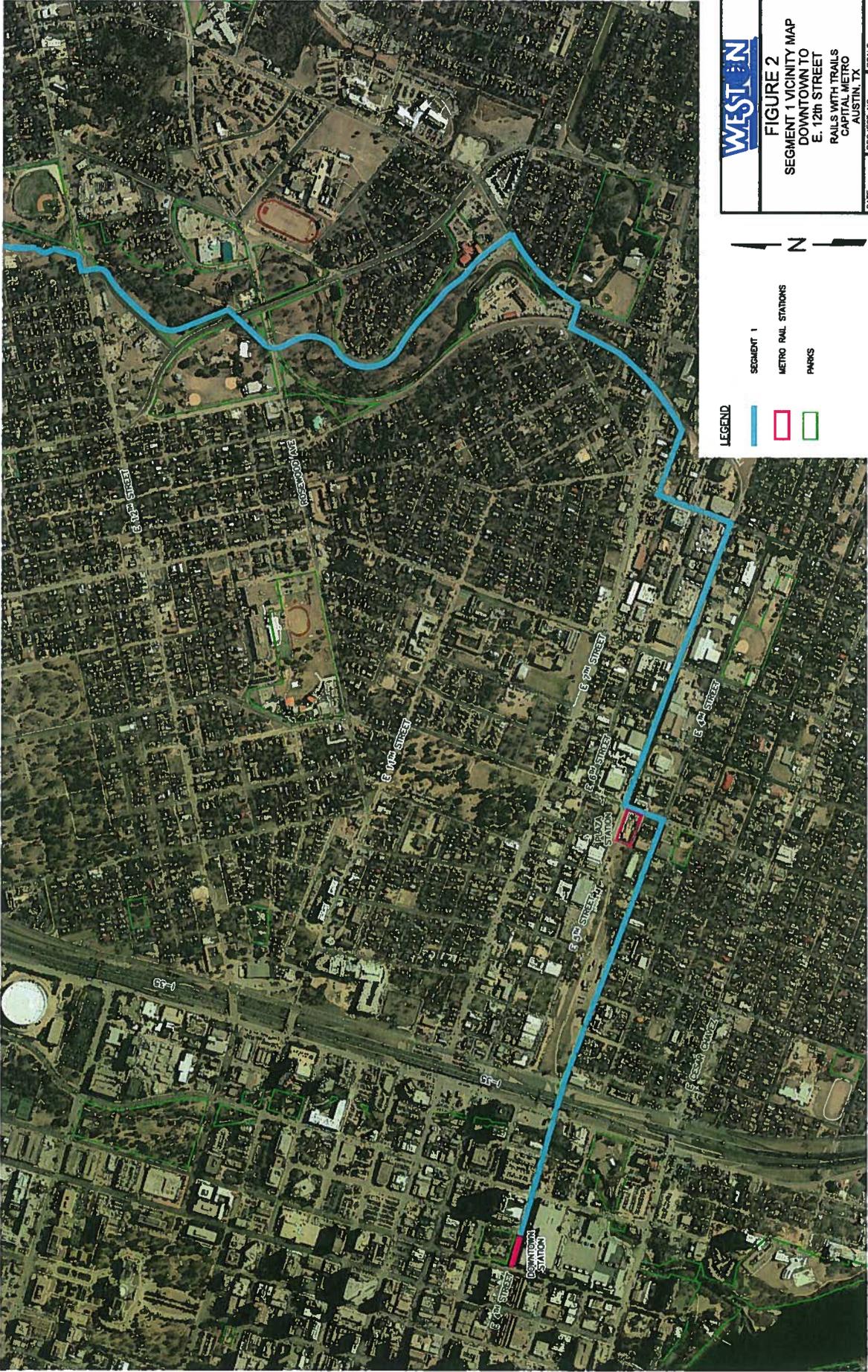


FIGURE 1
PROPERTY LOCATION MAP
RAILS WITH TRAILS
CAPITAL METRO
AUSTIN, TX

SOURCE: USGS 1:24,000 TOPOGRAPHIC MAP
AUSTIN EAST, TX, 1988

0 2500 5000
SCALE IN FEET

DATE	PROJECT NO.	SCALE
MAR 11	13169.002.011	1"=5000'



- LEGEND**
- SEGMENT 1
 - ▭ METRO RAIL STATIONS
 - ▭ PARKS



FIGURE 2
SEGMENT 1 VICINITY MAP
 DOWNTOWN TO
 E. 12th STREET
 RAILS WITH TRAILS
 CAPITAL METRO
 AUSTIN, TX

DATE	MAR 11	PROJECT NO.	13169.002.011	SCALE	1" = 800'
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SOURCE: AERIAL PHOTOGRAPHY PROVIDED BY CITY OF AUSTIN GIS DATA SETS

C:\DOCUMENTS\1\abbotta\LOCALS\1\Temp\AcPublish\6028\FIGURE 2 VICINITY MAP.dwg



WESTON

FIGURE 4
SEGMENT 2 VICINITY MAP
 IH-35 TO
 HIGHLAND MALL STATION
 RAILS WITH TRAILS
 CAPITAL METRO
 AUSTIN, TX

DATE: MAR 11
 PROJECT NO: 13169.002.011
 SCALE: 1" = 800'

LEGEND

- SEGMENT 2
- METRO RAIL STATIONS
- PARKS

N

SOURCE: AERIAL PHOTOGRAPHY PROVIDED BY CITY OF AUSTIN GIS DATA SETS
 C:\DOCUMENTS\1\abbott\LOCALS\Temp\AcPublist\6028\FIGURE 2 VICINITY MAP.dwg

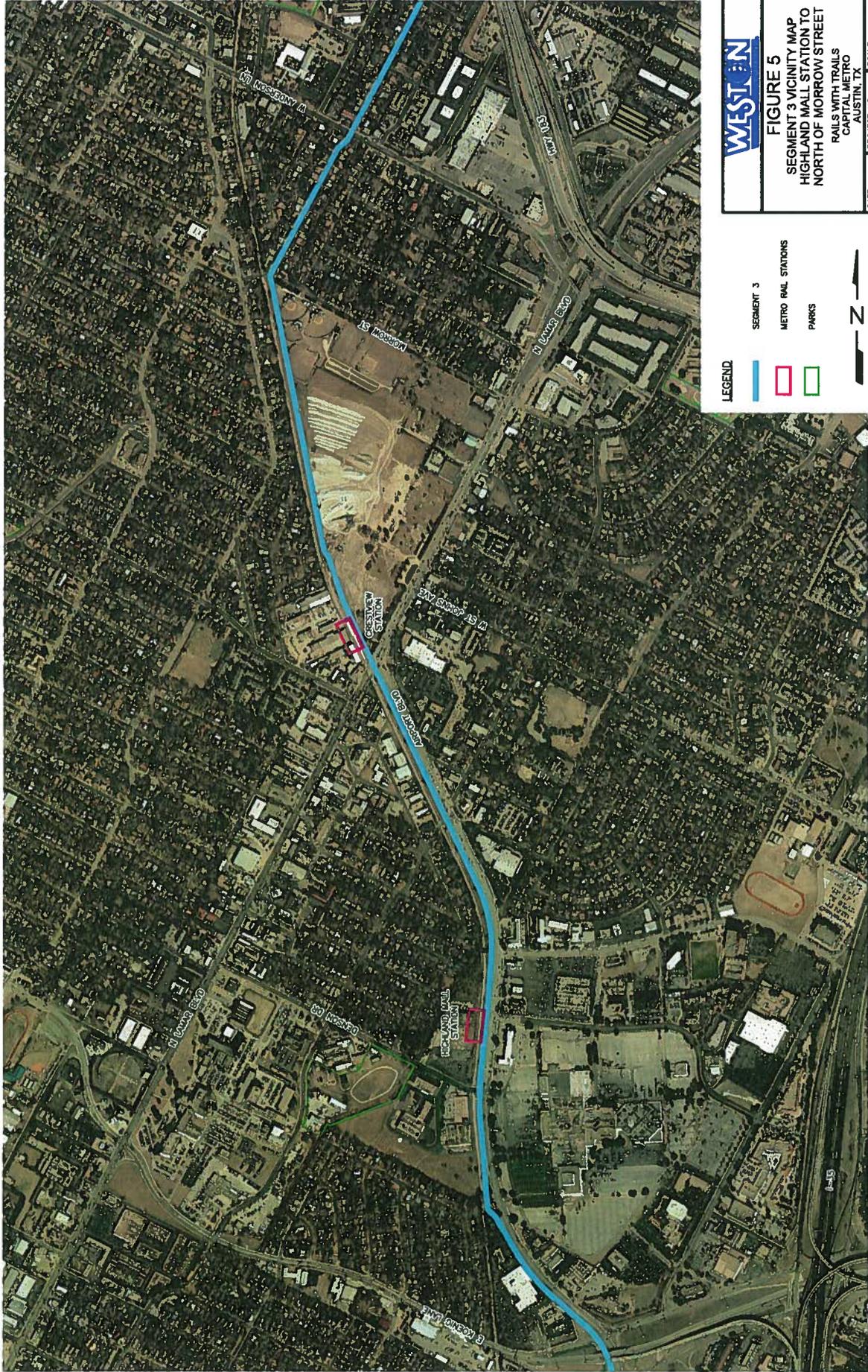
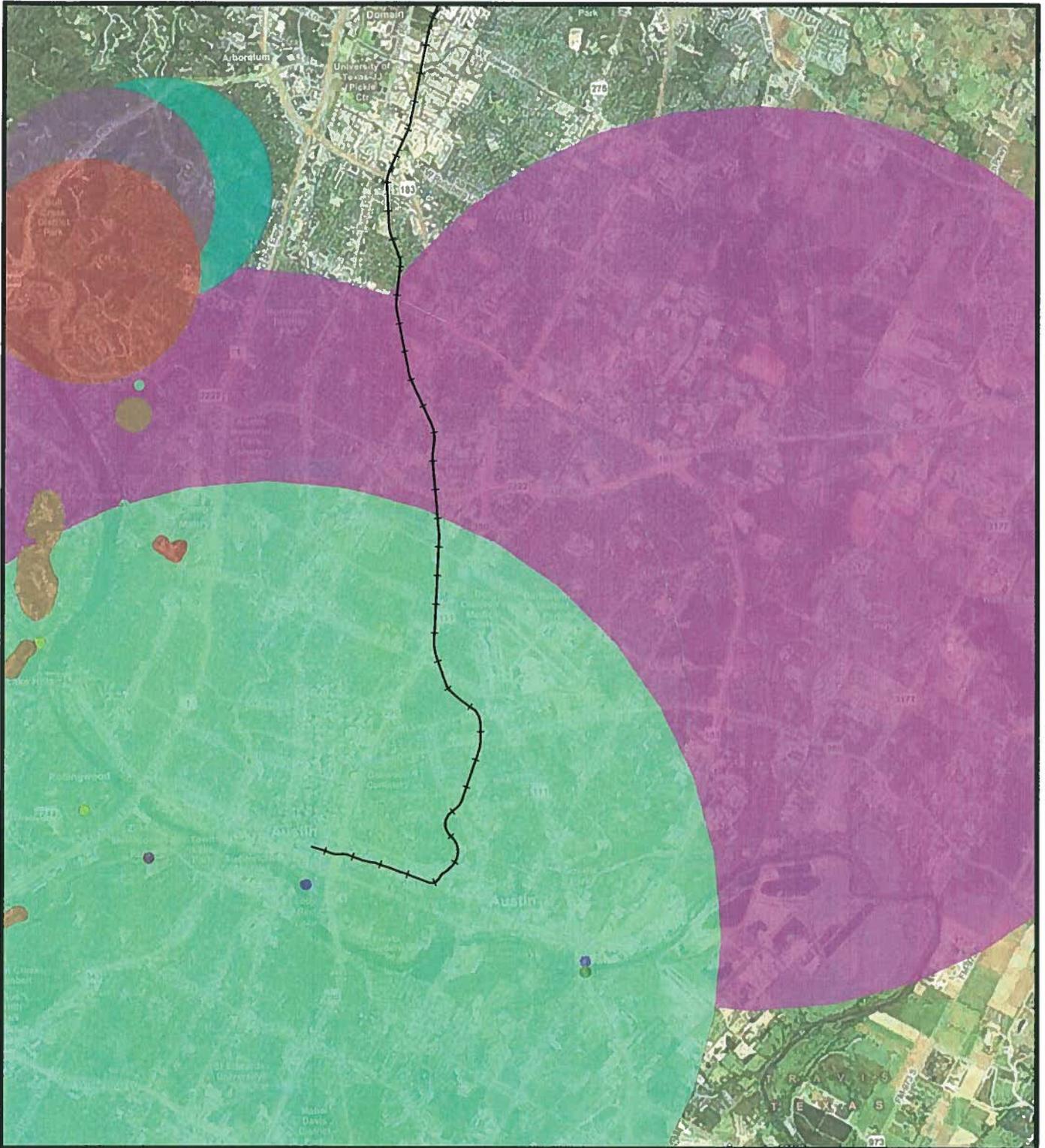


FIGURE 5
SEGMENT 3 VICINITY MAP
 HIGHLAND MALL STATION TO
 NORTH OF MORROW STREET
 RAILS WITH TRAILS
 CAPITAL METRO
 AUSTIN, TX

- LEGEND**
- SEGMENT 3
 - METRO RAIL STATIONS
 - PARKS

DATE: MAR 11
 PROJECT NO: 13168.002.011
 SCALE: 1" = 800'

SOURCE: AERIAL PHOTOGRAPHY PROVIDED BY CITY OF AUSTIN GIS DATA SETS
 C:\DOCUMENTS~1\abbotta\LOCALS~1\Temp\AcPublish\6028\FIGURE 2 VICINITY MAP.dwg



LEGEND

- | | | |
|-----------------------------|-------------------------------|-----------------------|
| —+— CapMetro Rail | ■ Bone Cave harvestman | ■ Reddell harvestman |
| ■ Ashe Juniper-oak Series | ■ Correll's false dragon-head | ■ Texas Garter Snake |
| ■ Barton Springs Salamander | ■ Golden-cheeked Warbler | ■ bracted twistflower |
| ■ Black-capped Vireo | ■ Guadalupe Bass | |



**FIGURE 7
HABITAT MAP
RAILS WITH TRAILS
CATEGORICAL EXCLUSION
CAPITAL METRO
AUSTIN, TEXAS**

SOURCE:
Imagery- 2009 Microsoft Corp
Habitat- Texas Natural Diversity Database, Texas Parks and Wildlife Department

This figure is prepared for reference purposes only and should not be used, and is not intended for, survey or engineering purposes.

DATE MAR 2011	PROJECT NO 13169.002.011.0001	SCALE AS SHOWN
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APPENDIX A
SITE PHOTOGRAPHS

PHOTOGRAPH NO. 1

Date: 03/10/10

Direction: E

Description:

Segment 1:

Downtown

MetroRail Station at
Trinity St and East
Fourth St.



PHOTOGRAPH NO. 2

Date: 03/10/10

Direction: W

Description:

Segment 1: Trail
Route along East
Fourth Street, east of
Waller Creek.



PHOTOGRAPH NO. 3

Date: 03/10/10

Direction: E

Description:

Segment 1: Trail
Route along East
Fourth Street east of
IH-35.



PHOTOGRAPH NO. 4

Date: 03/10/10

Direction: N

Description:

Segment 1: Trail
Route at the
intersection of East
Fourth Street and
Comal St.



PHOTOGRAPH NO. 5

Date: 03/10/10

Direction: SW

Description:

Segment 1: Plaza
Saltillo MetroRail
Station.



PHOTOGRAPH NO. 6

Date: 03/10/10

Direction: E

Description:

Segment 1: Trail
Route along East
Fifth Street at
Chacon St.



PHOTOGRAPH NO. 7

Date: 03/10/10

Direction: W

Description:

Segment 1: Trail
Route at Pedernales
St and Zaragoza
Park.



PHOTOGRAPH NO. 8

Date: 03/10/10

Direction: N

Description:

Segment 1: Existing
trail through Boggy
Creek Park.



PHOTOGRAPH NO. 9

Date: 03/10/10

Direction: S

Description:

Segment 1: Martin Luther King (MLK) Jr. MetroRail Station.



PHOTOGRAPH NO. 10

Date: 03/11/10

Direction: NW

Description:

Segment 1: IH 35 just south of Ardenwood Rd.



PHOTOGRAPH NO. 11

Date: 03/11/10

Direction: NW

Description:

Segment 1: End of
Segment 1 at IH 35 at
Ardenwood Road.



PHOTOGRAPH NO. 12

Date: 03/11/10

Direction: N

Description:

Segment 2: Airport
Boulevard.



PHOTOGRAPH NO. 13

Date: 03/11/10

Direction: W

Description:

**Segment 3: Highland
Mall MetroRail
Station.**



PHOTOGRAPH NO. 14

Date: 03/11/10

Direction: N

Description:

**Segment 3: Highland
Mall MetroRail
Station.**



PHOTOGRAPH NO. 15

Date: 03/11/10

Direction: SE

Description:

Segment 3:
Crestview/Lamar
MetroRail Station.



PHOTOGRAPH NO. 16

Date: 03/11/10

Direction: S

Description:

Segment 4: Trail
Route along Burrell
Drive.



PHOTOGRAPH NO. 17

Date: 03/11/10

Direction: E

Description:

View of MetroRail
Tracks from Doris
Drive at Burnet
Middle School.



PHOTOGRAPH NO. 18

Date: 03/11/10

Direction: S

Description:

Segment 4: End of
Segment 4 at the
intersection of Burnet
Road and US 183.

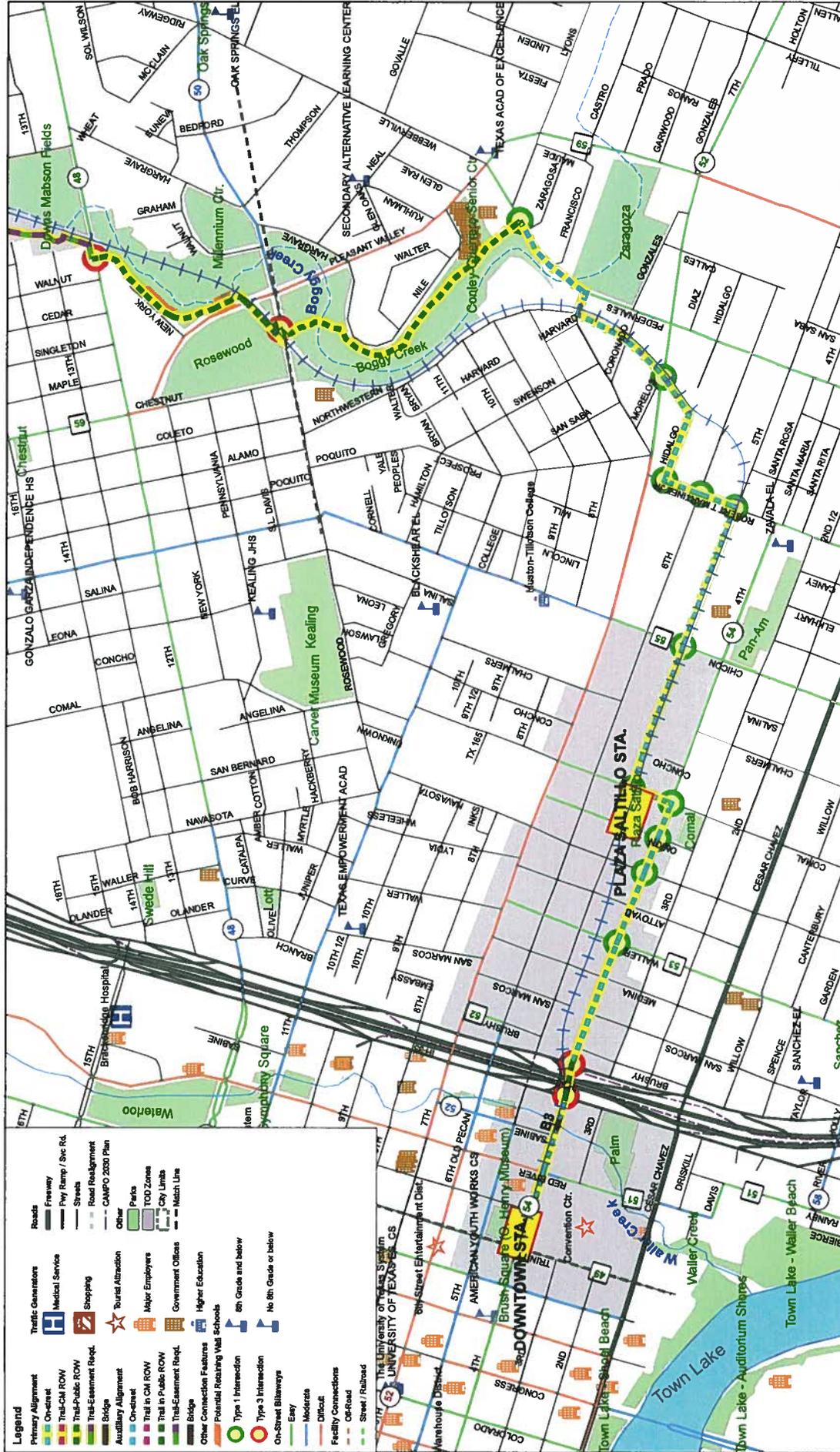


APPENDIX B

TRAIL FEASIBILITY STUDY, DETAILED PROJECT LAYOUTS

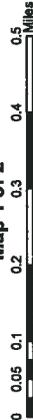
TRAIL FEASIBILITY STUDY

Appendix D. Detailed Project Layouts - South through North



Legend	
Primary Alignment	Roads
On-street	Freeway
Trail-CM ROW	Pay Ramp / One Rd.
Trail-Public ROW	Streets
Trail-Eventment Repl.	Road Realignment
Auxiliary Alignment	CAMPD 2020 Plan
On-street	Other
Trail in CM ROW	Parks
Trail in Public ROW	TOZ Zones
Trail-Eventment Repl.	City Limits
Bridge	Match Line
Other Connection Features	
Potential Realigning Vial Schools	
Type 1 Intersection	
Type 2 Intersection	
Type 3 Intersection	
On-Street Bypasses	
Easy	
Moderate	
Difficult	
Facility Connections	
On-Road	
Street / Railroad	

MetroRail Red Line
 Project 1, Downtown to South of Wilshire Blvd.
 Map 1 of 2



TRAIL FEASIBILITY STUDY

Appendix D. Detailed Project Layouts - South through North

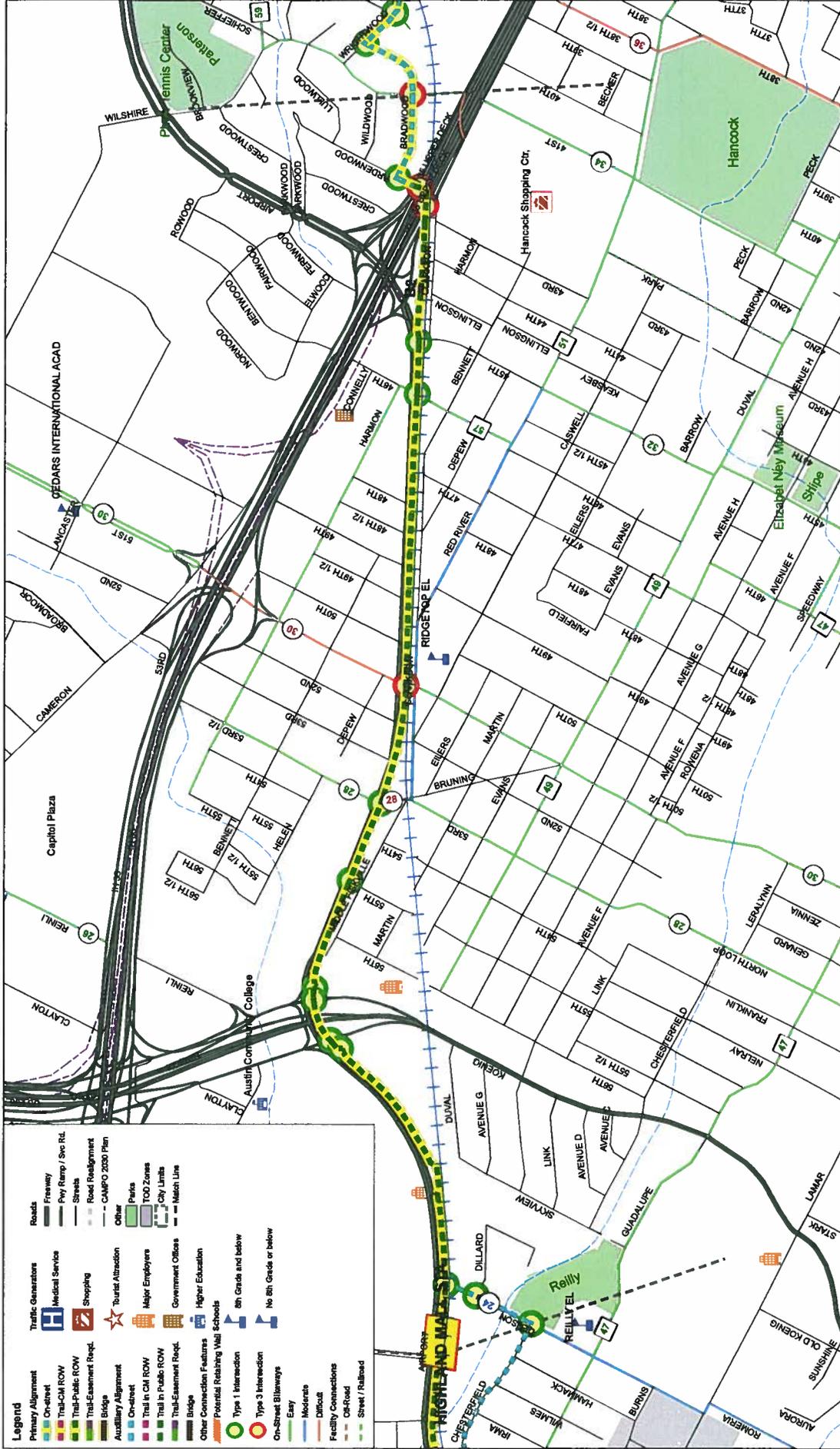


MetroRail Red Line
Project 1, Downtown to South of Wilshire Blvd.
Map 2 of 2



TRAIL FEASIBILITY STUDY

Appendix D. Detailed Project Layouts - South through North



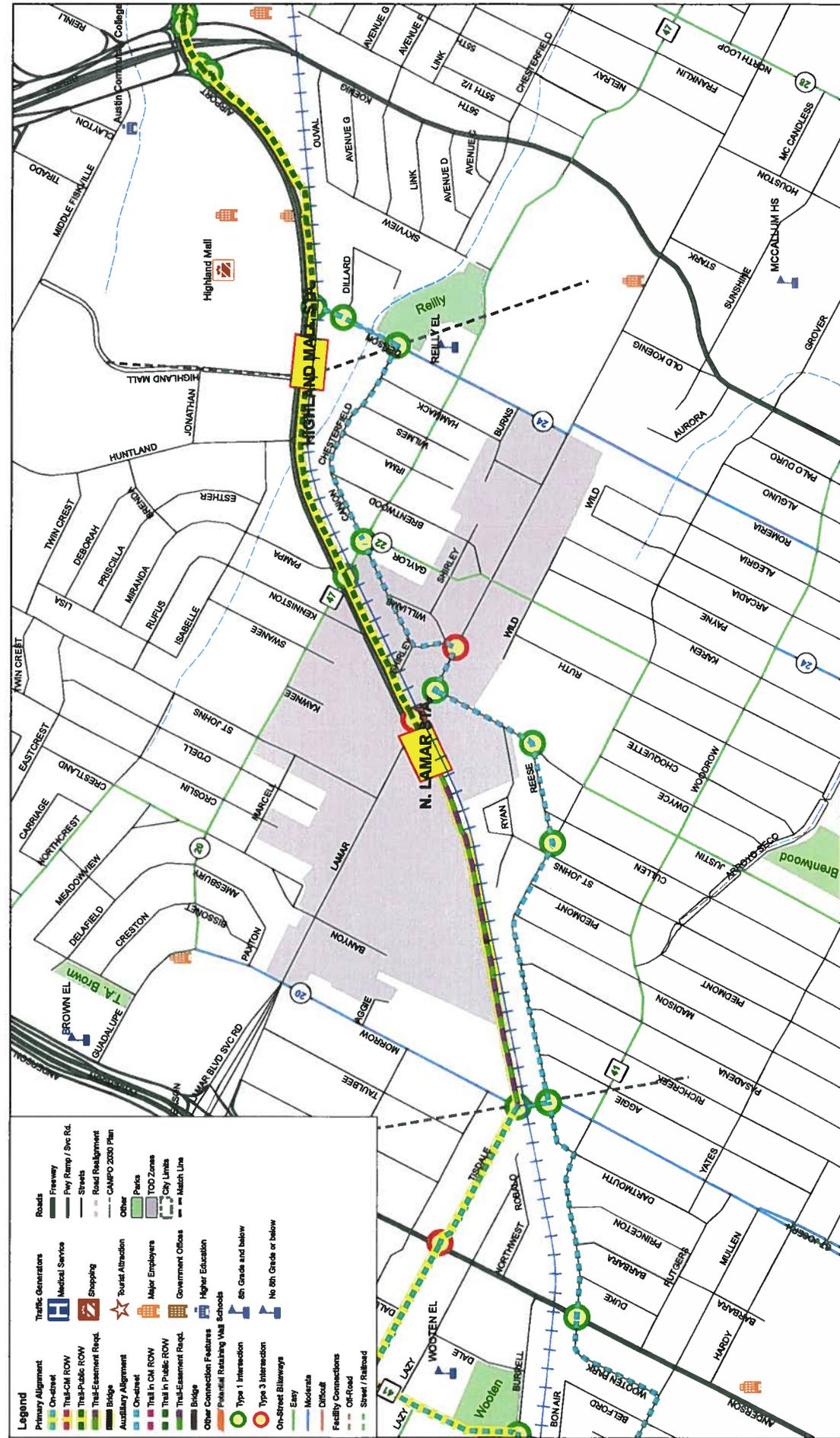
MetroRail Red Line
Project 2, South of Wilshire Blvd. to Highland Mall Station

Map 1 of 1



TRAIL FEASIBILITY STUDY

Appendix D. Detailed Project Layouts - South through North



MetroRail Red Line
Project 3, Highland Mall to North of Morrow Street
Map 1 of 1



