



CENTRAL TEXAS
Regional Mobility Authority

«« MOPAC IMPROVEMENT PROJECT »»

**Presentation to
Austin City Council**

Comprehensive Planning and Transportation Committee

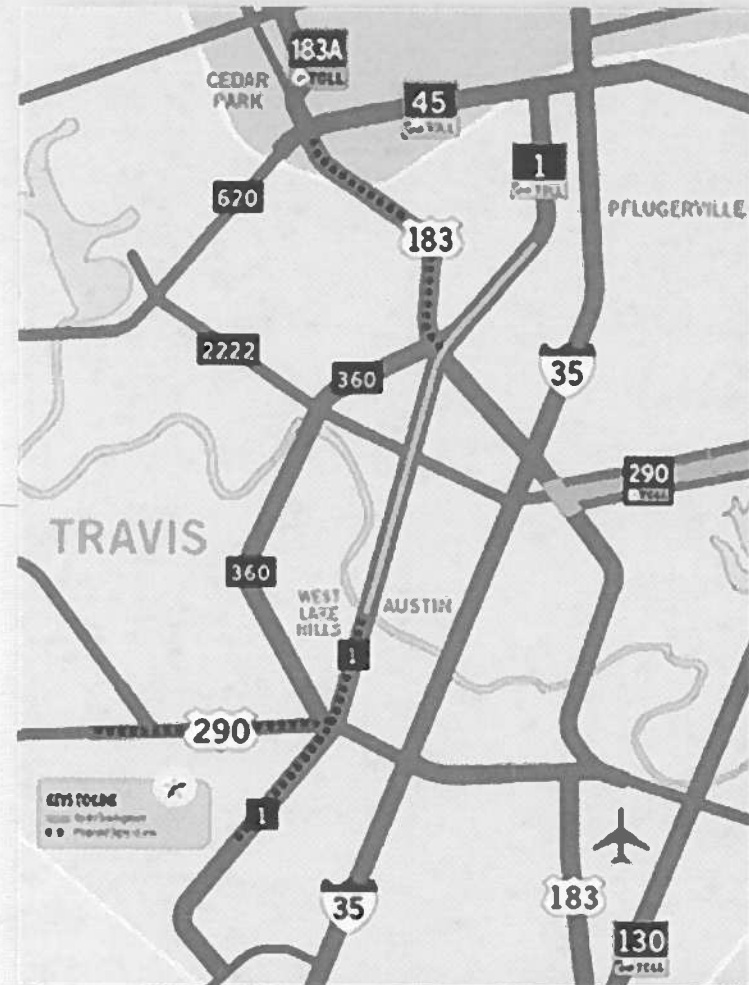
The Plan for Urban Congestion



CENTRAL TEXAS
Regional Mobility Authority

- Create a Regional Express Lane Network linking Regional Centers identified in CAMPO 2035 Plan
 - MoPac
 - US 183*
 - Interstate 35*
 - US 290

*Subject to alternatives analysis conducted via the environmental study process



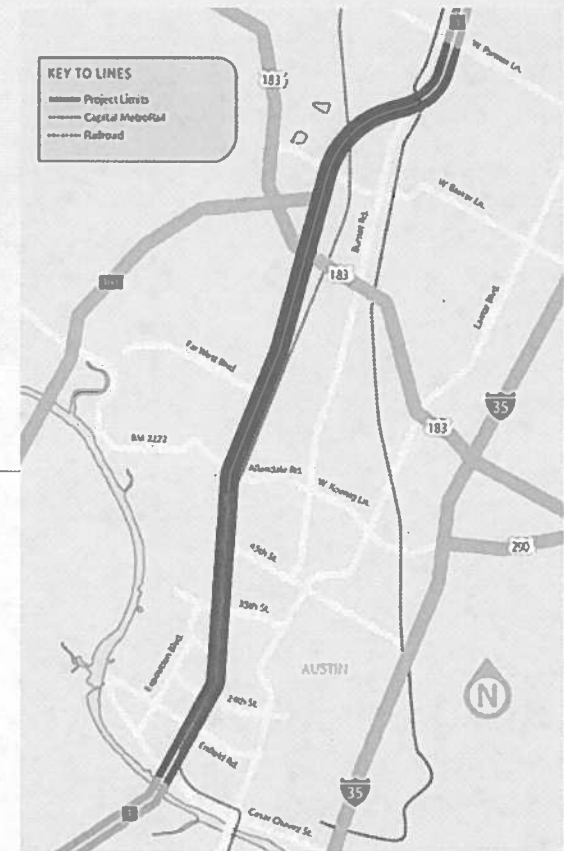
◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

MoPac Improvement Project



CENTRAL TEXAS
Regional Mobility Authority

- Developed in partnership:
 - Texas Department of Transportation
 - Environmental Assessment
 - Central Texas Regional Mobility Authority
 - Design, Construction and Operation
 - Federal Highway Administration
 - Oversight



◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

Project Overview



CENTRAL TEXAS
Regional Mobility Authority

- Environmental Assessment conducted between July 2010 and August 2012
- Design-Build contract with CH2M Hill signed in April 2013
- Design work ongoing
- Construction starts December 2013
- Project completion slated for Fall 2015

Project Scope



CENTRAL TEXAS
Regional Mobility Authority

- Construct one tolled Express Lane in each direction on an 11-mile stretch of MoPac between Lady Bird Lake and Parmer Lane

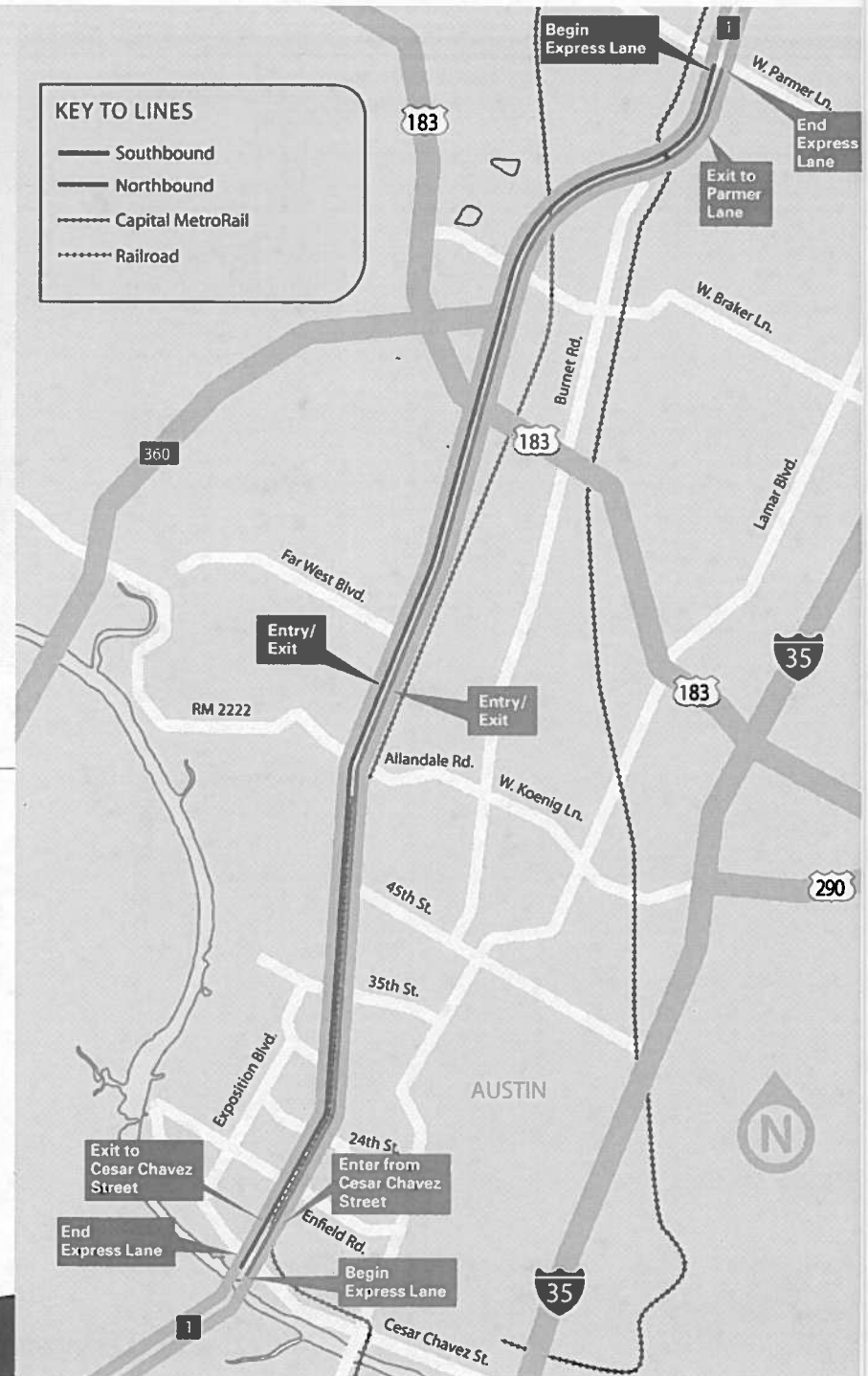


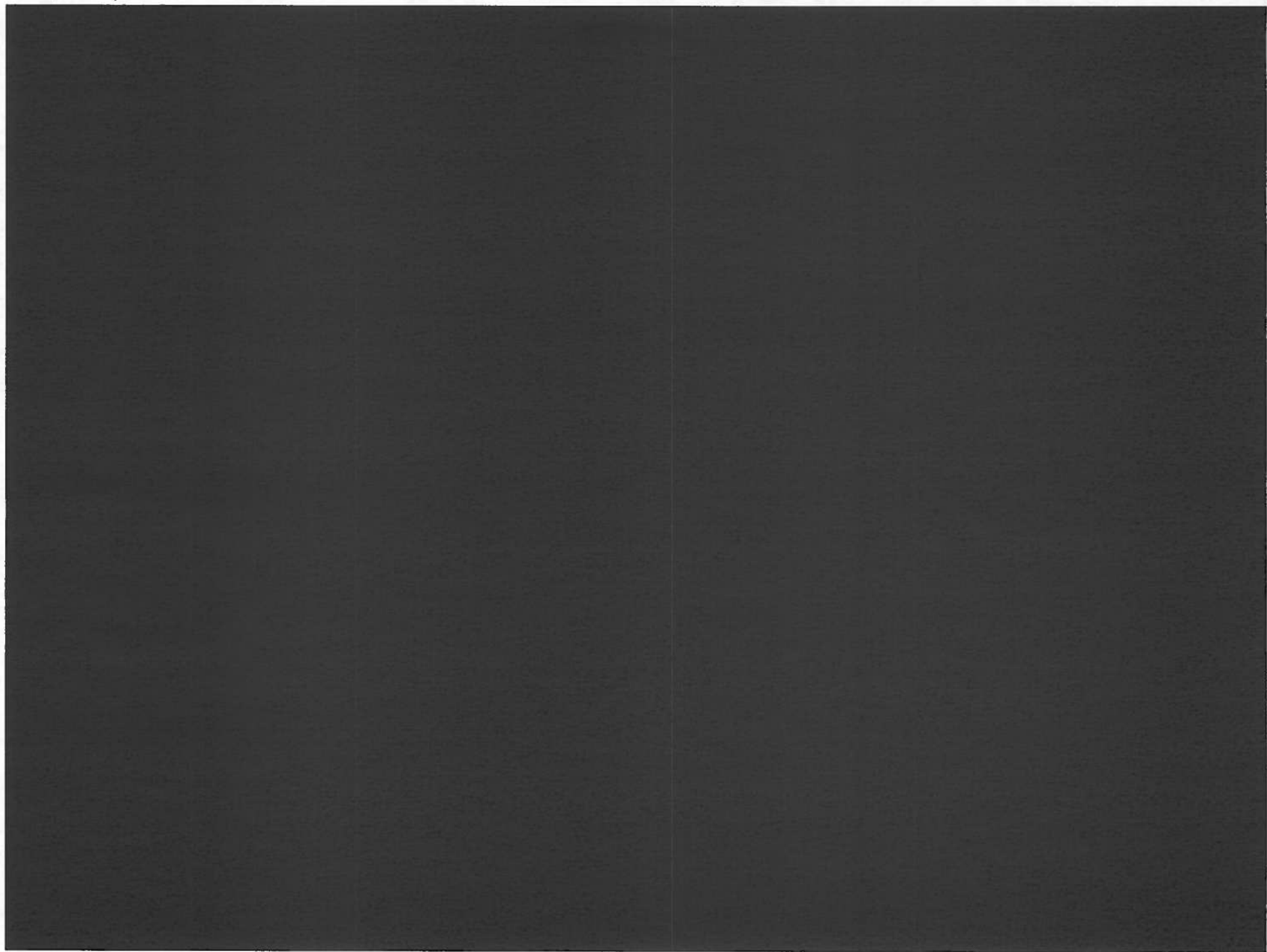
Perspective View
Between RM 2222 & 45th Street
Facing South
(View from Hancock Bridge)

Access Points

- Limited access points will keep traffic in the Express Lanes flowing freely and safely
 - North near Parmer Lane
 - Central between Far West Blvd and RM 2222
 - South at Cesar Chavez Street and Lady Bird Lake

◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶





Context Sensitive Design



CENTRAL TEXAS
Regional Mobility Authority

- Improvements to visual appearance of corridor
- Special architectural features
- Colorization of some concrete structures
- Enhanced landscaping



◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

Bicycle/Pedestrian Improvements



CENTRAL TEXAS
Regional Mobility Authority

- 3 miles of Shared Use Paths
 - Path through US 183 intersection from Shoal Creek Boulevard to Neils Thompson Drive
 - Path along MoPac from Walnut Creek to Capital of Texas Highway/Loop 360
- 13 Cross Street Intersection Improvements including:
 - ADA improvements
 - Sidewalk extensions
 - Addition of bike lanes
- 4 miles of Sidewalks to fill in gaps between existing sidewalks
 - Along frontage roads
 - Through the US 183 Intersection

Noise Mitigation



CENTRAL TEXAS
Regional Mobility Authority

- Required on all federal aid highway projects in compliance with the National Environmental Policy Act (NEPA)
- Implementation guidelines established by individual states (TxDOT) with review and concurrence by FHWA
- Noise study conducted to determine current noise levels and predicted future noise levels
 - If noise levels exceed or are predicted to exceed acceptable levels (66 dB(a) residential exterior) or if predicted noise levels increase by greater than 10 dB(A) over existing levels then noise mitigation measures are considered
- If walls are determined to be reasonable and feasible, sound walls will be constructed

Reasonable and Feasible Test



CENTRAL TEXAS
Regional Mobility Authority

- Reasonable
 - The cost of the wall does not exceed \$25,000 per benefitted receptor (a receiver whose noise level is reduced by 5 dB(A) or greater due to the proposed abatement)
 - At least one benefitted receiver should achieve a noise reduction of at least 7 dB(a)
 - A majority (50%+1) of the eligible voters must be in favor of the proposed wall
- Feasible
 - A sound wall can be physically constructed that reduces noise levels by at least 5 dB(a) for at least 50% of the first row of impacted receptors

MoPac Sound Wall Process



CENTRAL TEXAS
Regional Mobility Authority

- Seven open house meetings and a public hearing conducted during Environmental Assessment
- Noise study conducted in 2011 to determine location of reasonable and feasible walls along MoPac
 - Sound wall information packets and voter ballots mailed to eligible property owners via registered mail
 - Seven sound wall workshops held between June 2011 and August 2011
 - Second voter packet mailed via registered mail (as needed)

MoPac Sound Wall Voting Results



CENTRAL TEXAS
Regional Mobility Authority

- Of 22 proposed walls, 19 received enough support to be included in the Environmental Assessment for construction



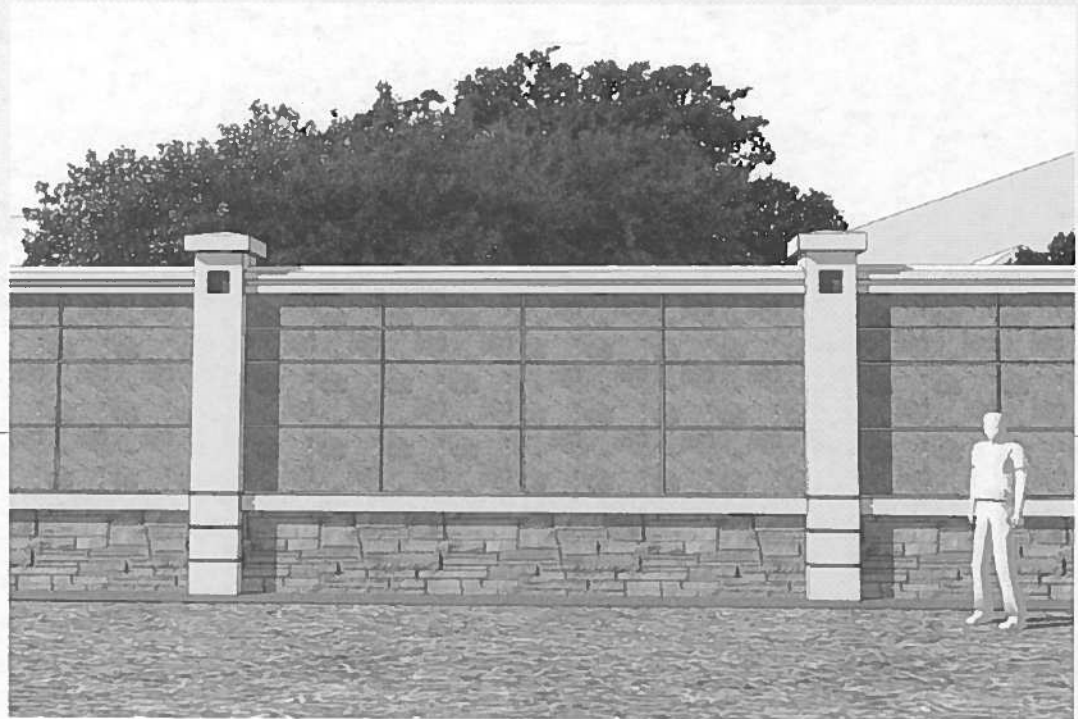
◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

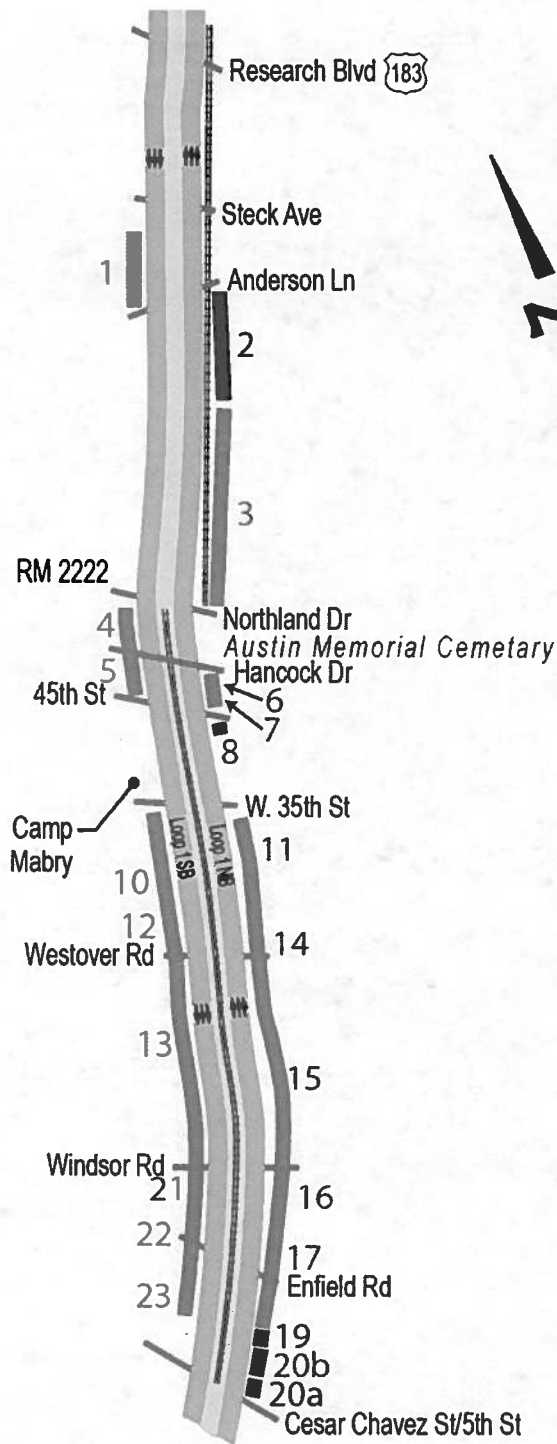
Sound Walls



CENTRAL TEXAS
Regional Mobility Authority

- Approximately 7.1 miles of sound walls
- Walls will generally be located within the MoPac right-of-way either along the property line or near the roadway
- Wall heights vary between 8' and 20' tall





a **BETTER**
MOPAC
 is just
 around the corner

Legend

— Approved Sound Walls

— Rejected Sound Walls

Note: Walls and associated number locations are approximate