

The Shady Hollow board of directors has their meeting Thursday evening and are unable to attend. They have asked that we present the following information on their behalf:

All parties related to the SH 45SW discussion share a common goal of assuring construction of this and all roads with the best in environmental engineering and NOT connecting MoPac to IH 35.

Both Brodie Land and SH 45 SW are 3.6 miles long.

The good news is that TxDOT's recent report notes SH 45SW will be built with such safeguards that runoff actually will be cleaner than what occurs naturally, including silt and other pollutants. However, the existing Brodie Lane, lined with homes, has no such environmental safeguards. In fact, the City of Austin has not conducted a survey of existing water recharge features along Brodie and does not know where all of them are located. Many can be seen from Google maps, others are known to the residents.

The City of Austin is a participant in all environmental studies of the proposed SH 45 SW route, giving it the right and responsibility to see that it is constructed appropriately.

SH 45 SW removes excess traffic from three elementary schools, one middle school and one high school.

The travel time on SH 45 SW in 2035 will be 11.6 minutes for 3.6 miles. However, it will be 37.8 minutes along Brodie Lane!

Reports from CTRMA show adequate tolls to pay for the road.

SH 45 SW is, for all practical purposes, the southern extension of MoPac. Extending MoPac to FM 1626 is more responsible than directing a freeway of traffic onto a neighborhood street fronted by homes, cross streets, cul de sacs and school zones. Any other connections to highways are not even in the discussion stage for the 2040 CAMPO plan.

To summarize:

SH 45 SW is more environmentally responsible than Brodie Lane, it will reduce travel time, lessen air pollution, remove excess traffic from school zones and pay for itself.

To paraphrase another slogan, **Keep Brodie Local and Safe.**

For more detail, please see www.sh45-now.org

Also, additional pages follow.

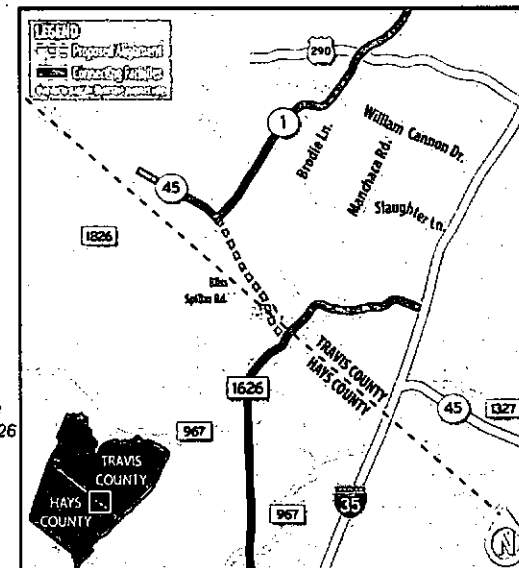
TEXAS DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY 45 SW

Carlos Swonke, PG
Director of Environmental Affairs
TxDOT

SH 45 SW Project Purpose

- Improve system connectivity
- Improve local mobility
- Provide an alternative route to congested local roadways
- Improve travel times



**SH45 is identified in the CAMPO 2035 Regional Transportation Plan as a four-lane divided tollway between Mopac and FM 1626 (location shown here)*

Travel Time Improvement (preliminary data)

Peak Hour	Route	CAMPO No Build Model	CAMPO Build Model
		2035 Projected Total Travel Time (minutes)	2035 Projected Total Travel Time (minutes)
AM	SH 45 SW-Mopac	-	11.6
AM	FM 1626-Brodie-Slaughter-Mopac	37.8	29.3
PM	Mopac-SH 45 SW	-	10.4
PM	Mopac-Slaughter-Brodie-FM 1626	36.6	28.0

The estimated 2035 travel from FM 1626 at future SH 45 to Mopac, via Brodie Lane and Slaughter Lane, would be reduced from 38 minutes to 12 minutes, for a reduction of 26 minutes (during peak AM hours).

Project Status Update

- December 2013-Continuation of public outreach
- December 2013-Biology and karst technical workgroup meeting
- November 2013-Water quality/engineering technical workgroup meeting
- December 2013 to present – analyses and report preparation, including additional karst survey
- Reviewing and revising the preliminary Draft EIS
- Preparing schematic-level design plans
- Preparing for the next technical workgroup meeting – May

Next Steps

- Draft EIS approval – June 2014
- Anticipated Notice of Availability - June 2014
- Anticipated Public Hearing – August 2014
- Finalize schematic-level design plans
- Complete Environmental Review– January 2015 (est.)

Karst / Biology Technical Workgroup

Formed to provide input on karst and biology issues and survey methods

Members:

- City of Austin
- Barton Springs/Edwards Aquifer Conservation District
- Hays County
- Travis County
- US Fish and Wildlife Service
- Texas Parks and Wildlife Department
- Texas Department of Transportation
- Central Texas Regional Mobility Authority

Lead and Participating Agencies

- *Texas Department of Transportation*
- *Central Texas Regional Mobility Authority*
- City of Austin
- Barton Springs/Edwards Aquifer Conservation District
- Hays County
- Travis County
- US Fish and Wildlife Service
- Texas Parks and Wildlife Department
- Capital Metro
- Texas Historical Commission

Water Quality Protection Measures for SH 45 SW

Construction

- Phased construction to limit area of disturbance
- Robust system of temporary controls building upon TCEQ requirements
- Aggressive maintenance and management
- Early installation of permanent water quality features
- Prevent natural drainage from outside the right-of-way from mixing with construction runoff
- Treat all construction runoff prior to release
- Independent on-site environmental inspector

Operation/Maintenance

- Permeable Friction Course (PFC) asphalt (reduces/slows runoff)
- Sedimentation/filtration basins
- Hazardous Materials traps
- Vegetative filter strips
- Grassy swales

Water Quality / Engineering Workgroup

Formed to identify Best Management Practices for construction, maintenance, and operation of SH 45SW.

Members:

City of Austin
Barton Springs/Edwards Aquifer Conservation District
Hays County
Travis County
Central Texas Regional Mobility Authority
Texas Department of Transportation

Water Quality

Total Suspended Solids (TSS) Comparison (mg/l)				Ability to Reduce TSS in Highway Runoff
Background/Undeveloped		Highway Runoff		After application of water quality treatment measures (90% Removal)
Dane Creek at SH 45 (upstream) (Barrett 1995)	Average of various undeveloped watersheds in Austin (BOA 2006)	Dane Creek at SH 45 (downstream) (Barrett 1995)	Nationwide study from urban highways (Pittsford et al 1994)	
64	103.6	109	142	21.8 / 28.4

- ☐ With use of water quality treatment controls, pollutants in runoff from the roadway will be reduced to less than background levels.
- ☐ Treatment levels for SH 45 SW are expected to exceed 90%

Mitigation Measures

SH 45 to be constructed as a parkway

- Access points only at either end (Mopac and FM 1626) and at Bliss Spiller Road
- Restricts future development associated with the road
 - Further restriction of future development near the road is limited by COA water quality protection lands

Barton Springs/Edwards Aquifer Conservation District to review design plans

Flint Ridge Cave

- Footprint of the road would affect about 10% of the surface drainage area of the cave
- Runoff from the roadway would be re-directed away from and out of the Flint Ridge Cave drainage basin.

Conclusion

For more information and future announcements...

- <http://www.sh45sw.com/>
 - TxDOT Traffic Forecasting Methodology memo
 - Public Involvement summaries
 - Water quality information