

MoPac Improvement Project Update

City of Rollingwood Taskforce
April 12, 2021



Who is CTRMA?

- ▶ Central Texas Regional Mobility Authority

Who is the Mobility Authority?

Who We Are:

Independent government agency created in 2002, governed by a seven-member board of directors.

What We Do:

Enhance quality of life and economic vitality by improving the regional transportation system in Travis and Williamson counties.

Corridors we Manage:



Projects under Construction:



Our Partners:



FOUNDING COUNTIES:



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MoPac South Environmental Study Open House #5 - Nov. 2021

CTRMA Board

Bobby Jenkins	Chairman
Nikelle S. Meade	Vice Chairman
David Singleton	Board Treasurer
Mike Doss	Board Secretary
David B. Armbrust	Board Member
Heather Gaddes	Board Member
Jay Blazek Crossley	Board Member



Who is CAMPO?

- ▶ Capital Area Metropolitan Planning Authority (CAMPO)
 - Metropolitan Planning Organization for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties.
 - MPOs are federally required throughout the country in areas with a population of 50,000 or more and are required to produce transportation plans.
 - The **22-member Transportation Policy Board** is the governing body for CAMPO.
 - Made up of 20 elected officials and one representative from TxDOT and one from Capital Metro.
 - Make decisions on CAMPO policy and decides how CAMPO funding is allocated. The TPB meets monthly and takes public comment at its meetings.



CAMPO 2045 Plan

- Approved by CAMPO on May 4, 2020.
- CAMPO 2045 requires the MoPac South project to have:
 - **Two express lanes** in each direction.
 - An **auxiliary lane** on southbound MoPac from the Bee Cave Rd. entrance ramp to the southbound Loop 360 exit ramp, including an **acceleration lane**.



CAMPO 2045

53-00014-00	TRAVIS	CAPITAL METRO	MOPAC	EXPRESS ROUTE FROM SOUTH MOPAC TO DOWNTOWN AUSTIN	CIRCLE C	DOWNTOWN AUSTIN		2025	\$34,000,000
				OAK HILL METRO RAPID LINE FROM OAK HILL TO REPUBLIC SQUARE. THIS LINE WOULD MAINLY FOLLOW US 290 SERVICE					

51-00215-00	TRAVIS	TXDOT/ CITY OF AUSTIN	SL 360	GRADE SEPARATE INTERSECTION			COURTYARD DR	2024	\$29,000,000
51-00216-00	TRAVIS	TXDOT	SL 360	ADD CONTINUOUS FRONTAGE ROADS AND GRADE SEPARATIONS	RM 2244	MOPAC EXPRESSWAY		2025	\$99,000,000
51-00217-00	TRAVIS	TXDOT/ CITY OF AUSTIN	SL 360	GRADE SEPARATE INTERSECTION			LAKWOOD DRIVE	2023	\$37,000,000



CAMPO 2045

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2045 REGIONAL TRANSPORTATION PLAN

CONSTRAINED PROJECT LIST

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITSAT	LET YEAR	ANTICIPATED TOTAL COST
51-00365-00	TRAVIS	CTRMA	LOOP 1	DESIGN AND CONSTRUCT AN AUXILIARY LANE ON SB MOPAC FROM THE BEE CAVE RD. ENTRANCE RAMP TO THE SB LOOP 360 EXIT RAMP INCLUDING ACCELERATION LANE	BARTON SKYWAY	SL 360		2021	\$11,050,000
51-00205-00	TRAVIS	TXDOT	SH 130	WIDEN FROM 4 TO 6-LANES (3 LANES IN EACH DIRECTION)	SH 71	SH 45 SE		2030	\$15,394,541
61-00086-00	WILLIAMSON	TXDOT	SH 130	WIDEN FROM 4 TO 6-LANES (3 LANES IN EACH DIRECTION)	IH 35	SH 45 N		2030	\$126,235,233
61-00175-00	WILLIAMSON	WILLIAMSON COUNTY	SH 130	CONSTRUCT NEW 2-LANE FRONTAGE ROAD IN EACH DIRECTION	US 79	LIMMER LOOP		2023	\$6,760,000
51-00001-01	TRAVIS	CTRMA	SL1	ADD DIRECT CONNECTORS WITH TRANSITIONS	US 183	RM 2222		2021	\$158,601,000
51-00096-00	TRAVIS	CTRMA	MOPAC	2 EXPRESS LANES IN EACH DIRECTION	CESAR CHAVEZ	SLAUGHTER LANE		2022	\$540,000,000
61-00091-00	WILLIAMSON	TXDOT	US 79	WIDEN FROM 4-LANE UNDIVIDED TO 6-LANE DIVIDED	FM 1460	FM 619		2035	\$124,339,733
61-00092-00	WILLIAMSON	TXDOT	US 79	ADD ONE LANE IN EACH DIRECTION	IH 35	E OF FM 1460		2022	\$45,000,000
51-00001-02	TRAVIS	CTRMA/TXDOT	US 183	WIDEN FROM 3 TO 4 GENERAL PURPOSE LANES	WILLIAMSON COUNTY LINE	SL 1		2021	\$65,628,000
61-00114-00	WILLIAMSON	CTRMA/TXDOT	US 183	WIDEN FROM 3 TO 4 GENERAL PURPOSE LANES	RM 620/SH 45	TRAVIS COUNTY LINE		2021	\$65,833,860
21-00013-00*	BURNET	TXDOT	US 183	WIDEN 4-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE	0.3 MI S OF CR 218	RJ RANCH RD		2025	\$4,100,000
51-00218-00	TRAVIS	TXDOT	US 183	CONSTRUCT A BICYCLE OR PEDESTRIAN PATH			COLORADO RIVER	2025	\$4,800,000
51-00192-00	TRAVIS	TXDOT	US 183	CONSTRUCT 1-LANE SOUTHBOUND FRONTAGE ROAD ALONG US 183 THAT MERGES WITH US 183S-7W DIRECT CONNECTOR	0.46 MILES SOUTH OF THOMPSON LN	0.07 MILES SW OF AIRPORT COMMERCE DR		2023	\$5,265,375
51-00220-00	TRAVIS	TXDOT	US 183	RECONSTRUCT EXISTING 4-LANE ROADWAY TO 4-LANE DIVIDED	SH 71	SH 130		2031	\$273,776,509

An Acceleration Lane is a type of Auxiliary Lane

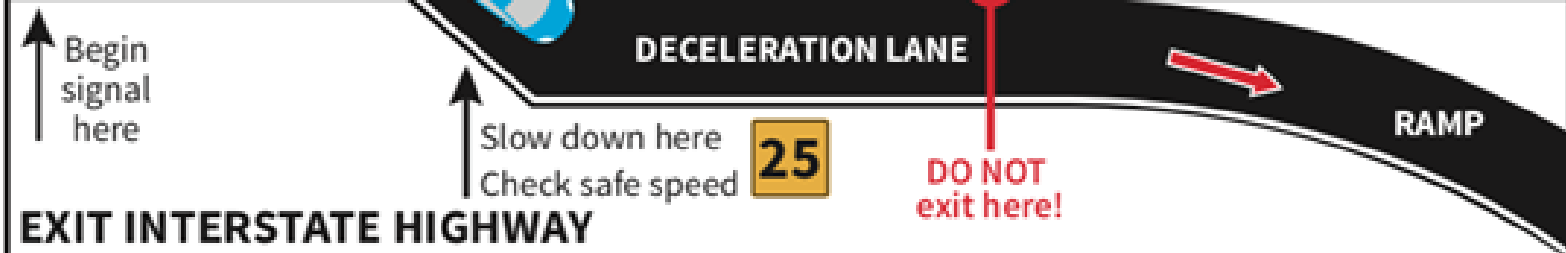
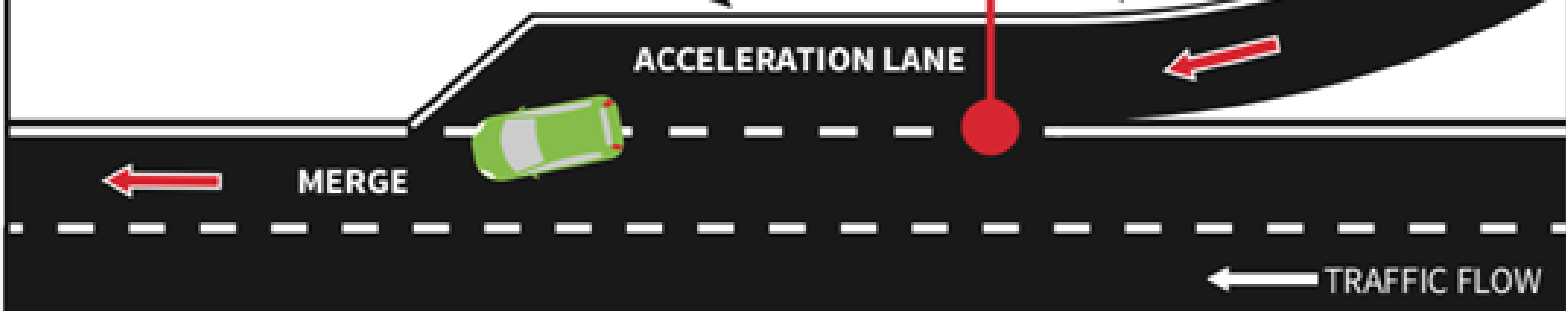
- **Auxiliary Lane:** A lane striped for use as an acceleration lane, or deceleration lane, right-turn lane, or left-turn lane, but not for through traffic use.
- **Acceleration Lane:** A speed-change lane, including tapered areas, for the purpose of enabling a vehicle entering a roadway to increase its speed to a rate at which it can more safely merge with through traffic.

ENTER INTERSTATE HIGHWAY

Adjust to speed in acceleration lane

DO NOT enter here!

Begin signal here



CTRMA Plans Prior to 2020

- ▶ Prior to May 2020, CTRMA had 6 options for the MoPac South project
 - **1A** – One Express Lane with a downtown direct connection
 - **1B** – One Express Lane without a downtown direct connection
 - **2A** – Two Express Lanes with a downtown direct connection
 - **2B** – Two Express Lanes without a downtown direct connection
 - **2C** – Two Express Lanes with elevated ramps near Barton Skyway
 - **City of Austin proposal** – similar to 2C, but with express lane connections to and from downtown.
 - <http://www.mopacsouth.com/news/past-events.php>



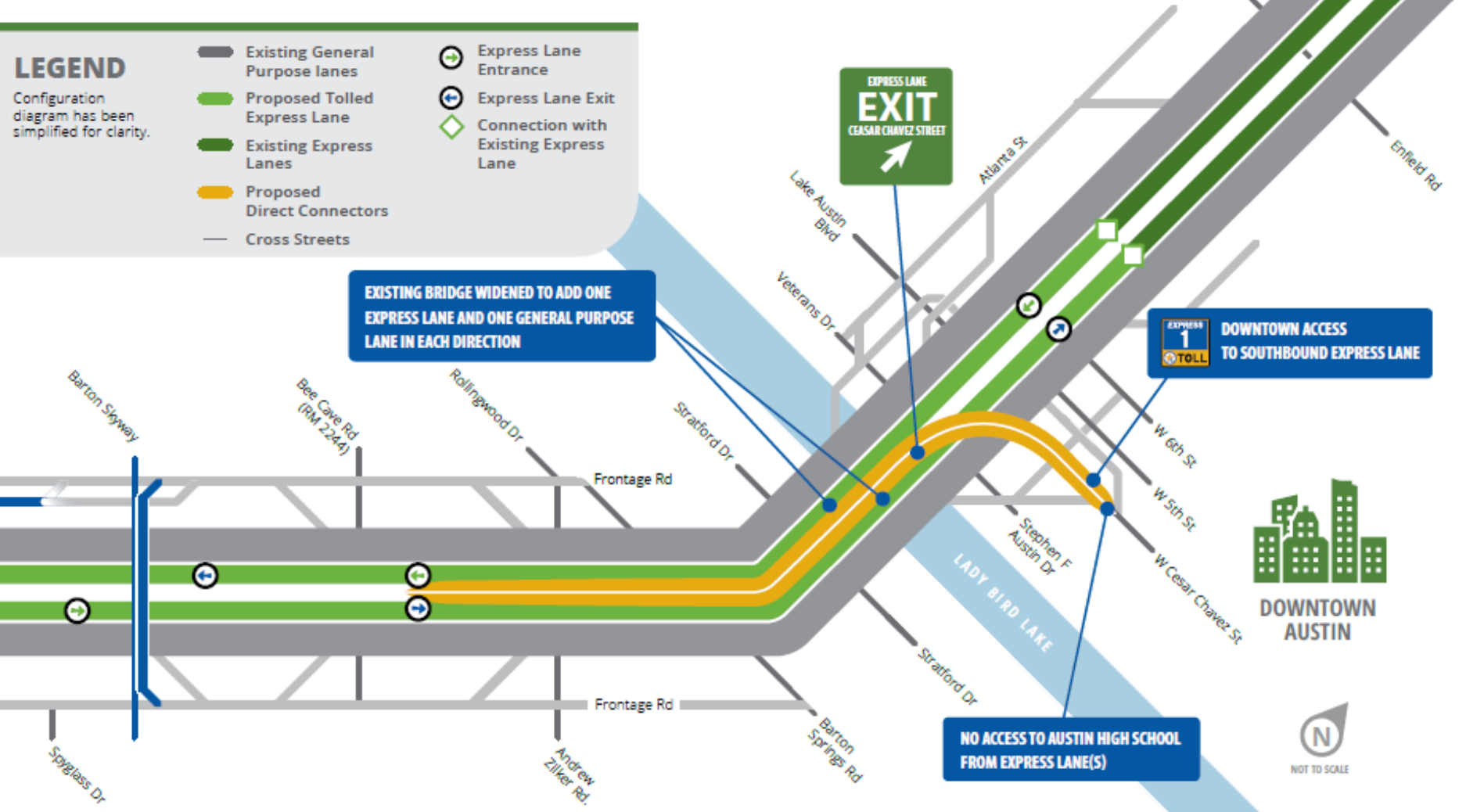
1A: One Express Lane with Downtown Direct Connection

ACCESS TO AND FROM DOWNTOWN: ONE-LANE, ELEVATED DIRECT CONNECT RAMP IN EACH DIRECTION, TO AND FROM CESAR CHAVEZ STREET

LEGEND

Configuration diagram has been simplified for clarity.

- Existing General Purpose lanes
- Proposed Tolled Express Lane
- Existing Express Lanes
- Proposed Direct Connectors
- Cross Streets
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane



EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION

EXPRESS 1 TOLL
DOWNTOWN ACCESS TO SOUTHBOUND EXPRESS LANE

NO ACCESS TO AUSTIN HIGH SCHOOL FROM EXPRESS LANE(S)



VIEW FROM ZILKER CLUBHOUSE

ONE EXPRESS LANE IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



Looking East

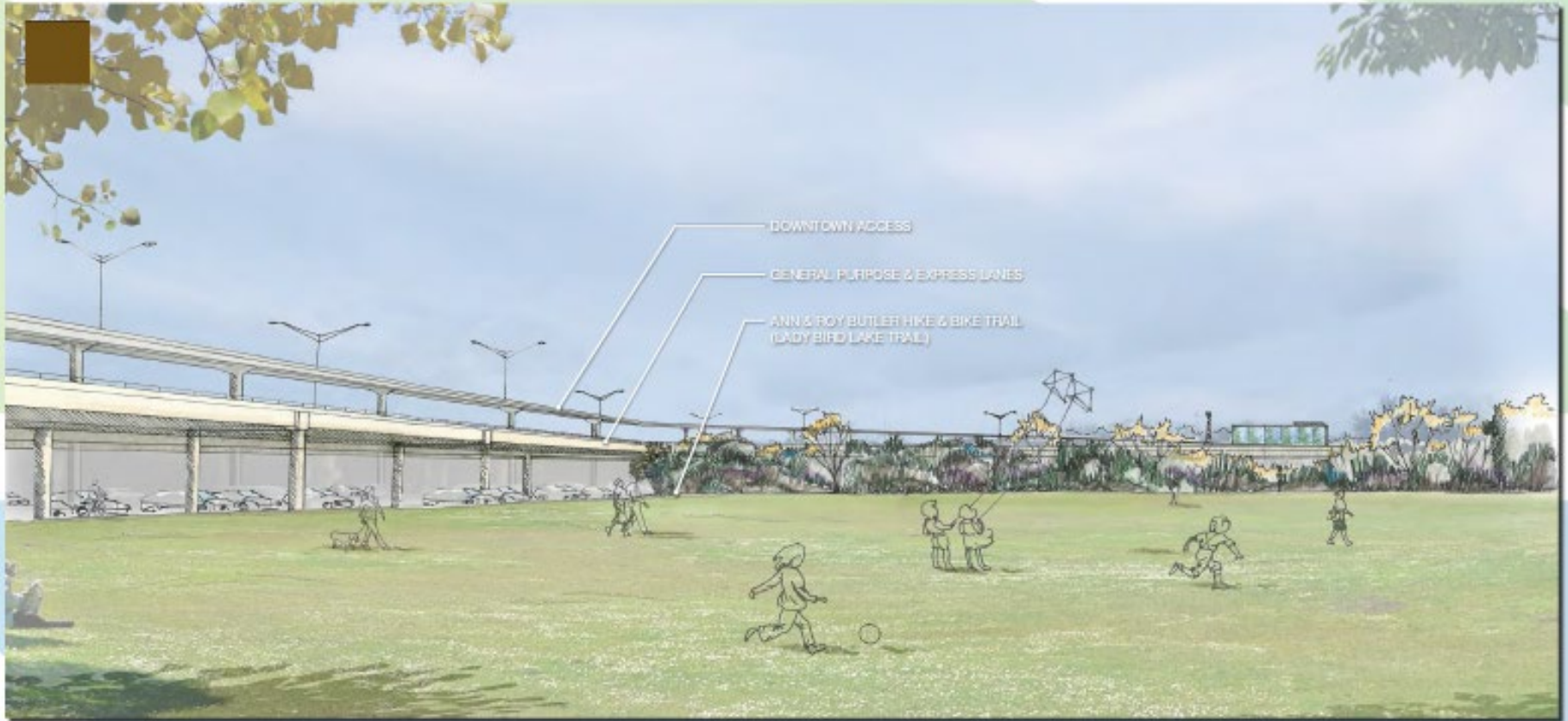


MoPac South
ENVIRONMENTAL STUDY

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

VIEW FROM ZILKER PARK

ONE EXPRESS LANE IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



Looking North

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



MOPAC SOUTH
ENVIRONMENTAL STUDY



1B: One Express Lane without Downtown Direct Connection

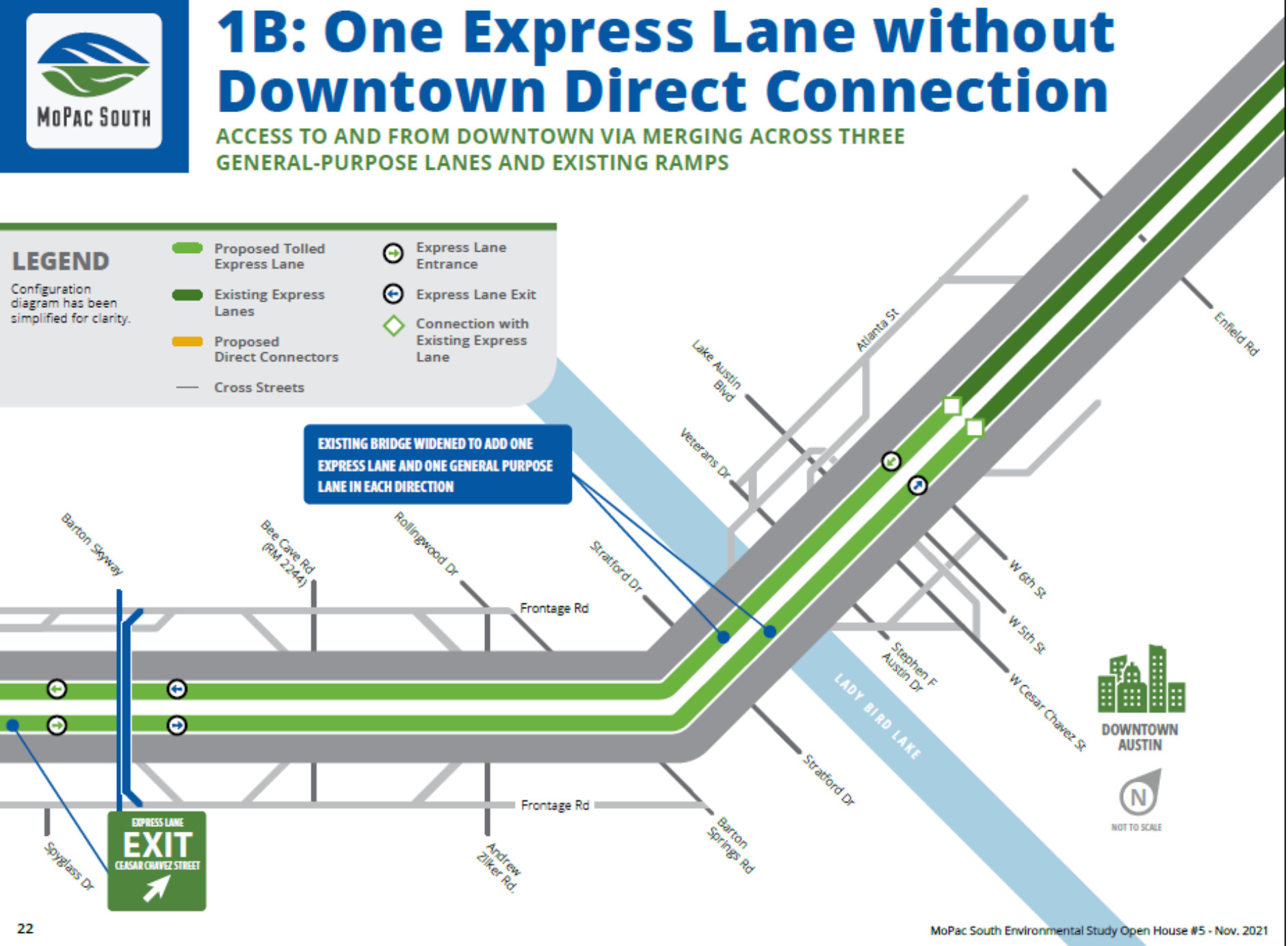
ACCESS TO AND FROM DOWNTOWN VIA MERGING ACROSS THREE GENERAL-PURPOSE LANES AND EXISTING RAMPS

LEGEND

Configuration diagram has been simplified for clarity.

- Proposed Tolloed Express Lane
- Existing Express Lanes
- Proposed Direct Connectors
- Cross Streets
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane

EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION



VIEW FROM ZILKER CLUBHOUSE

ONE EXPRESS LANE IN EACH DIRECTION + WITHOUT DOWNTOWN DIRECT CONNECTION



Looking East

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



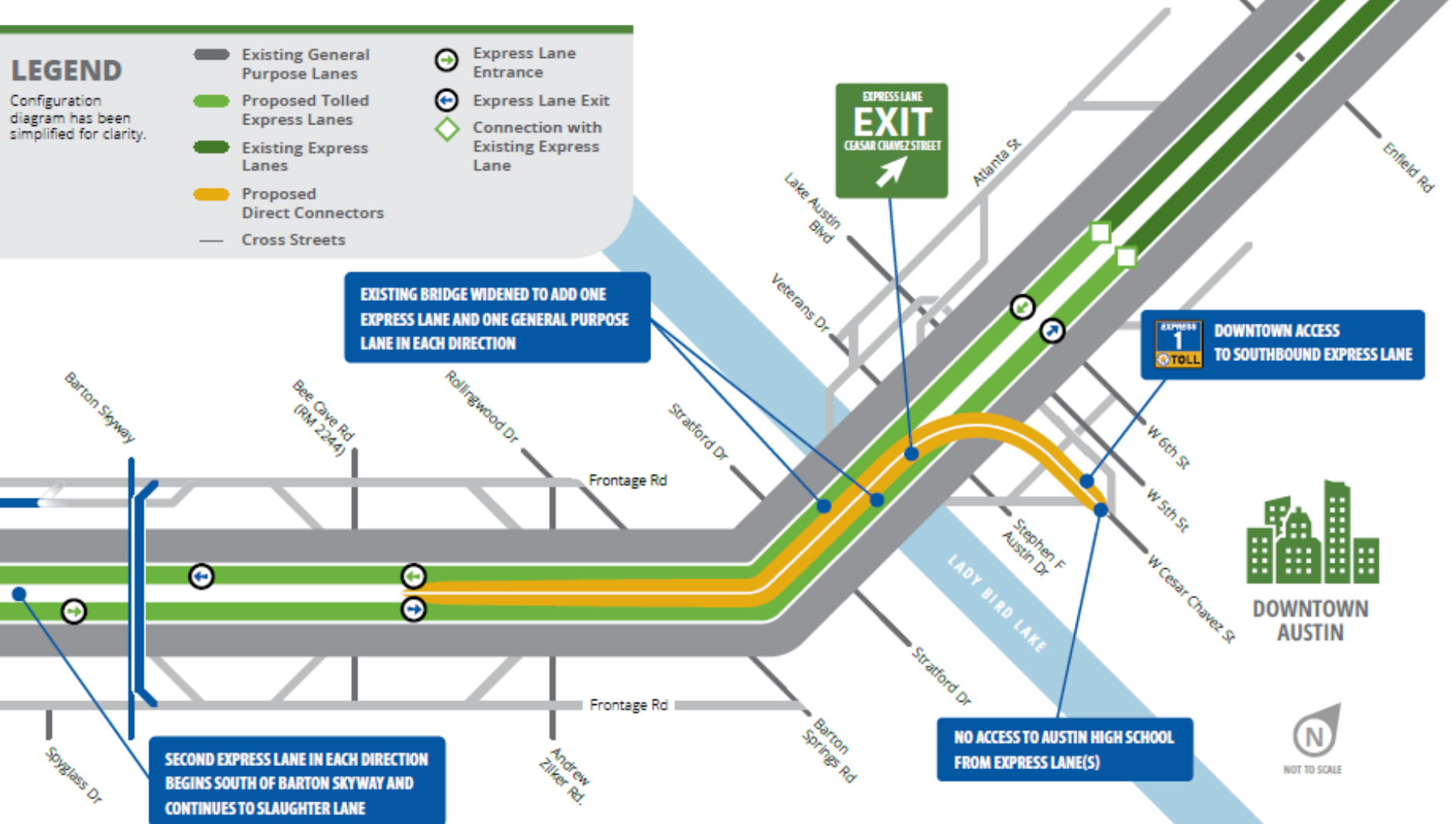
2A: Two Express Lanes with Downtown Direct Connection

ACCESS TO AND FROM DOWNTOWN: ONE-LANE, ELEVATED DIRECT CONNECTOR RAMP IN EACH DIRECTION, TO AND FROM CESAR CHAVEZ STREET

LEGEND

Configuration diagram has been simplified for clarity.

- Existing General Purpose Lanes
- Proposed Tolloed Express Lanes
- Existing Express Lanes
- Proposed Direct Connectors
- Cross Streets
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane



EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION

EXPRESS 1 TOLL
DOWNTOWN ACCESS TO SOUTHBOUND EXPRESS LANE

SECOND EXPRESS LANE IN EACH DIRECTION BEGINS SOUTH OF BARTON SKYWAY AND CONTINUES TO SLAUGHTER LANE

NO ACCESS TO AUSTIN HIGH SCHOOL FROM EXPRESS LANE(S)



DOWNTOWN AUSTIN



NOT TO SCALE

VIEW FROM ZILKER CLUBHOUSE

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION

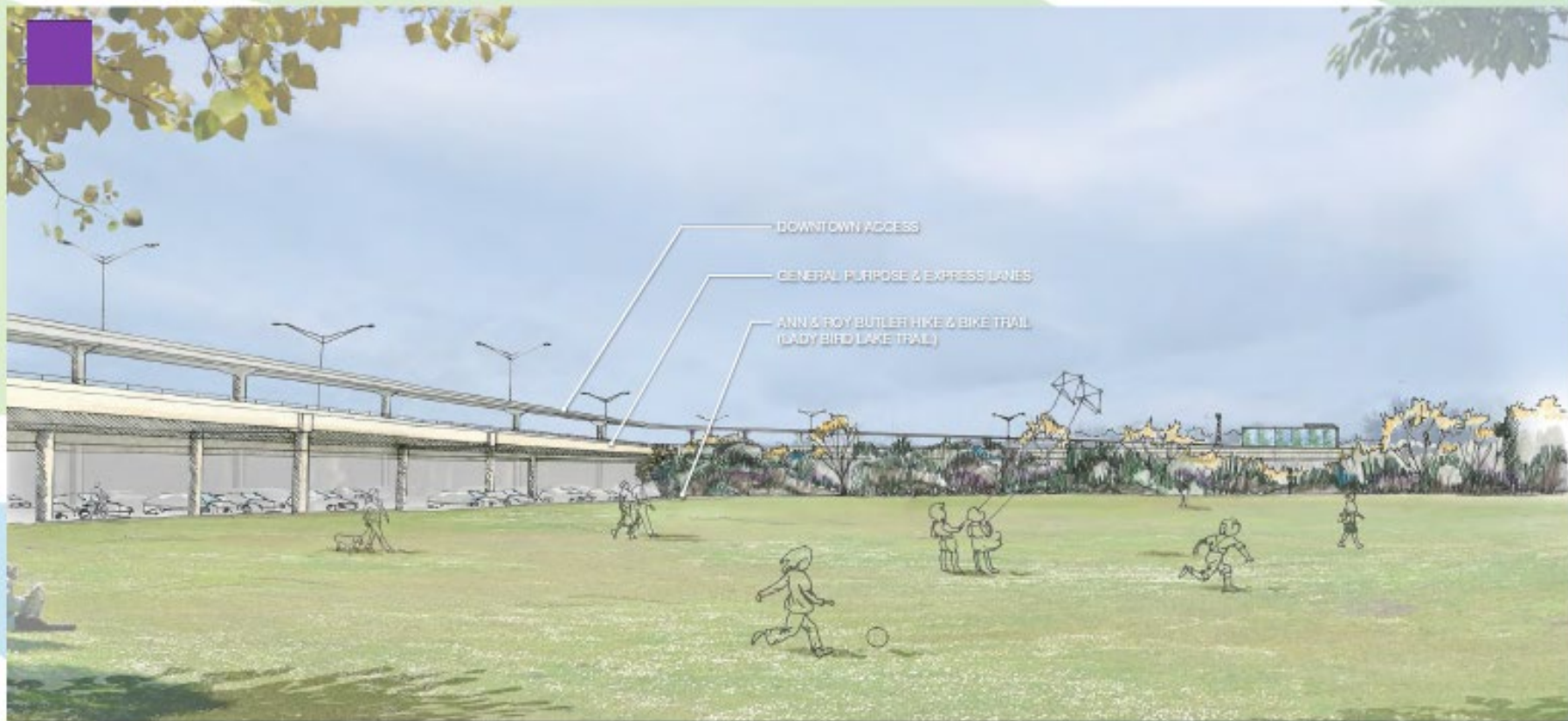


Looking East

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

VIEW FROM ZILKER PARK

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



Looking North

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



2B: Two Express Lanes without Downtown Direct Connection

ACCESS TO AND FROM DOWNTOWN VIA MERGING ACROSS THREE GENERAL-PURPOSE LANES AND EXISTING RAMPS

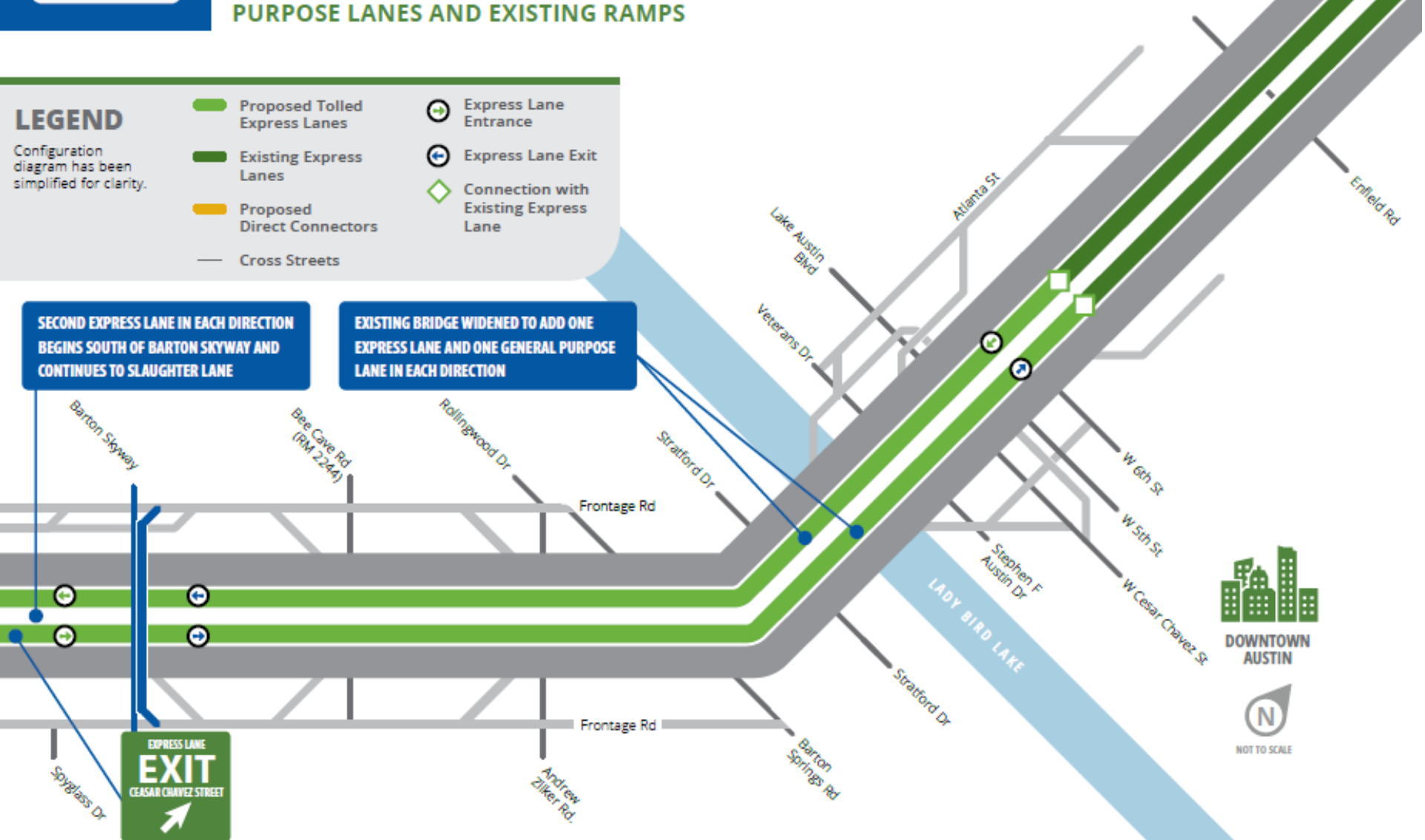
LEGEND

Configuration diagram has been simplified for clarity.

- Proposed Tolled Express Lanes
- Existing Express Lanes
- Proposed Direct Connectors
- Cross Streets
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane

SECOND EXPRESS LANE IN EACH DIRECTION BEGINS SOUTH OF BARTON SKYWAY AND CONTINUES TO SLAUGHTER LANE

EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION



DOWNTOWN AUSTIN



NOT TO SCALE

VIEW FROM ZILKER CLUBHOUSE

TWO EXPRESS LANES IN EACH DIRECTION WITHOUT A DOWNTOWN DIRECT CONNECTION



EXISTING BRIDGE WIDENED TO ACCOMMODATE ONE EXPRESS LANE IN EACH DIRECTION



Looking East

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MOPAC SOUTH
ENVIRONMENTAL STUDY



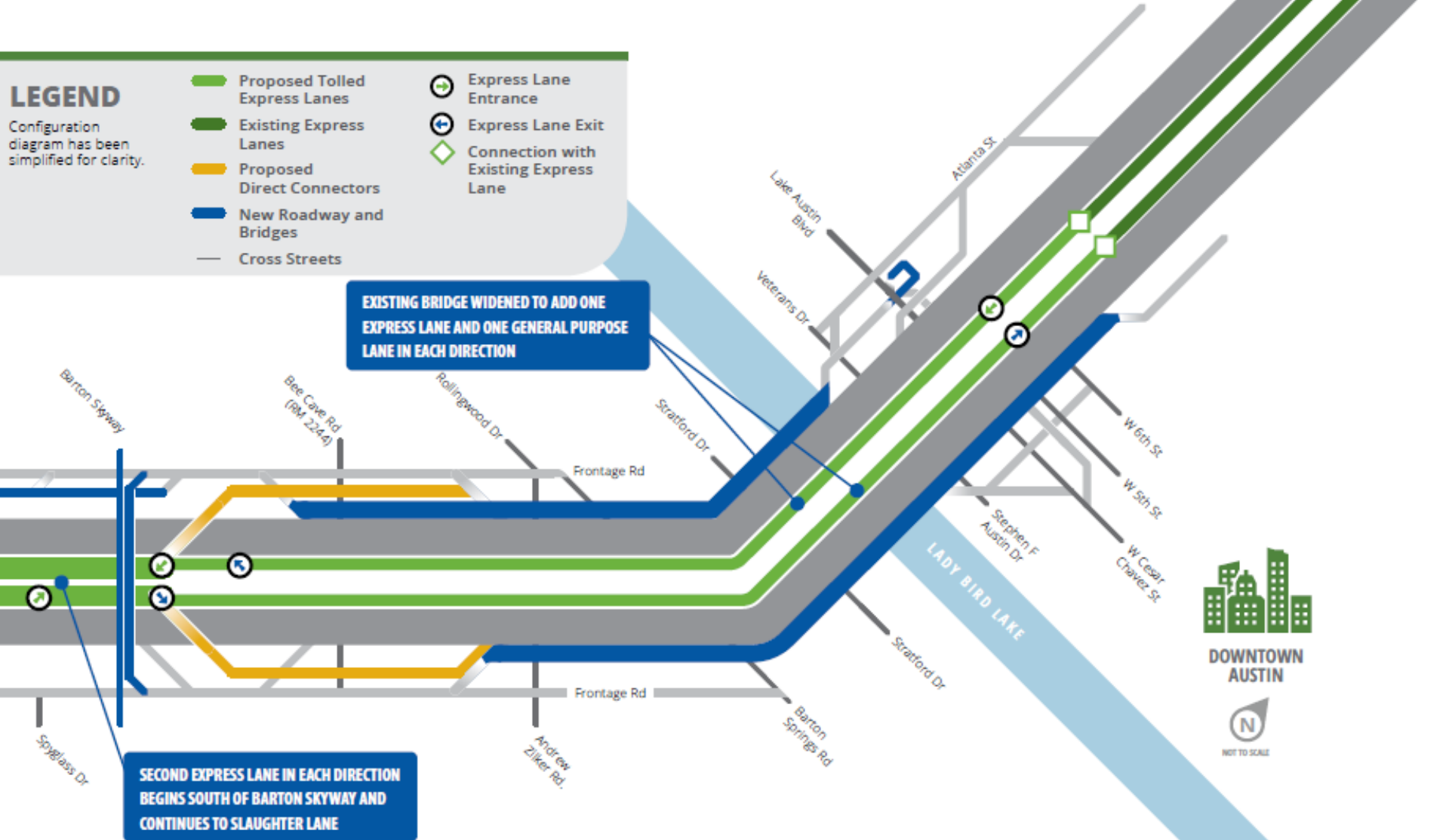
2C: Two Express Lanes with Elevated Ramps Near Barton Skyway

ACCESS TO AND FROM DOWNTOWN VIA MERGING ACROSS THREE GENERAL-PURPOSE LANES AND EXISTING RAMPS

LEGEND

Configuration diagram has been simplified for clarity.

- Proposed Tolled Express Lanes
- Existing Express Lanes
- Proposed Direct Connectors
- New Roadway and Bridges
- Cross Streets
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane



EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION

SECOND EXPRESS LANE IN EACH DIRECTION BEGINS SOUTH OF BARTON SKYWAY AND CONTINUES TO SLAUGHTER LANE

VIEW FROM ZILKER CLUBHOUSE

TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY



Looking East



MoPac South
ENVIRONMENTAL STUDY

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

NORTHBOUND VIEW AT BEE CAVE ROAD

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



Looking North



MOPAC SOUTH
ENVIRONMENTAL STUDY

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



3: City of Austin Proposal

ACCESS TO AND FROM DOWNTOWN: ONE-LANE, ELEVATED DIRECT CONNECTOR RAMP IN EACH DIRECTION, TO AND FROM CESAR CHAVEZ STREET. TWO EXPRESS LANES IN EACH DIRECTION FROM CESAR CHAVEZ STREET TO US 290. ONE EXPRESS LANE IN EACH DIRECTION FROM US 290 TO SLAUGHTER LANE.

LEGEND

Configuration diagram has been simplified for clarity.

- Proposed Tolled Express Lanes
- Existing Express Lanes
- Proposed Direct Connectors
- Cross Streets
- New Roadway and Bridges
- Express Lane Entrance
- Express Lane Exit
- Connection with Existing Express Lane

EXPRESS 1 TOLL
DOWNTOWN ACCESS TO SOUTHBOUND EXPRESS LANE

EXISTING BRIDGE WIDENED TO ADD ONE EXPRESS LANE AND ONE GENERAL PURPOSE LANE IN EACH DIRECTION

EXPRESS LANE
EXIT
CESAR CHAVEZ STREET

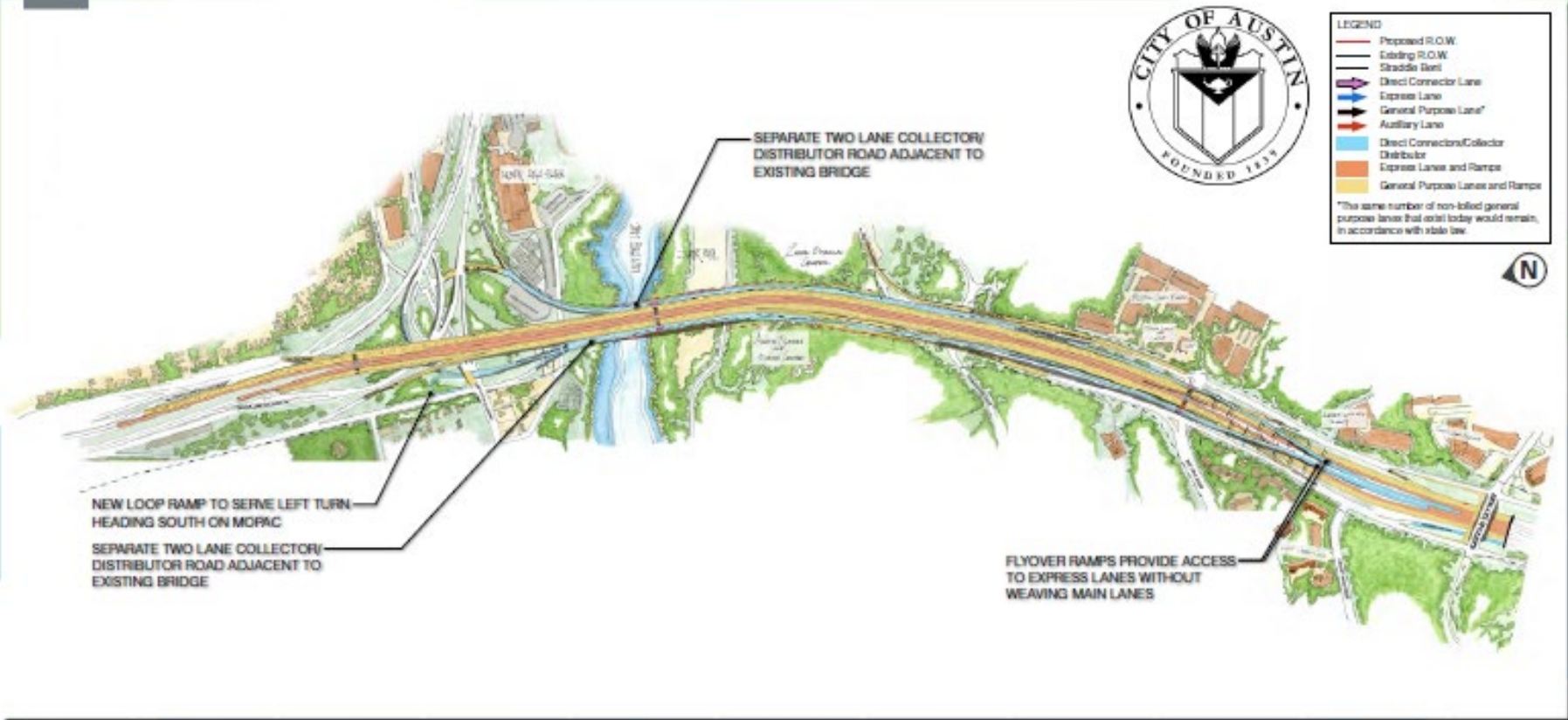


DOWNTOWN AUSTIN



OVER LADY BIRD LAKE

CITY OF AUSTIN PROPOSAL



LEGEND

- Proposed R.O.W.
- Existing R.O.W.
- Shadde Bent
- Direct Connector Lane
- Express Lane
- General Purpose Lane*
- Auxiliary Lane
- Direct Connector/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.



VIEW FROM ZILKER CLUBHOUSE

CITY OF AUSTIN PROPOSAL



NEW TWO LANE BRIDGES ADDED TO EACH SIDE OF EXISTING BRIDGES. EXISTING BRIDGE WIDENED TO ACCOMMODATE ONE EXPRESS LANE IN EACH DIRECTION



Looking East



UNDER THE BRIDGE OVER LADY BIRD LAKE

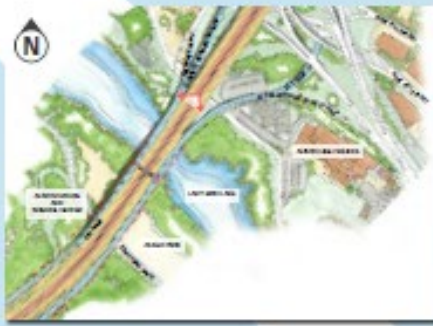
CITY OF AUSTIN PROPOSAL



NEW TWO LANE BRIDGE ADJACENT TO EXISTING BRIDGE

NEW TWO LANE BRIDGE ADJACENT TO EXISTING BRIDGE

EXISTING BRIDGES WIDENED TO THE INSIDE FOR EXPRESS LANES



Looking Southwest



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

CAMPO 2045 Plan effects on MoPac South Project

- The requirements of CAMPO's 2045 Plan eliminate options 1A, 1B, and the City of Austin proposal.
- This leaves only options **2A, 2B, and 2C**.
 - There is a question whether 2B complies with the two-express lane in each direction requirement, but we will assume it does because CTRMA's plans indicate that it does.



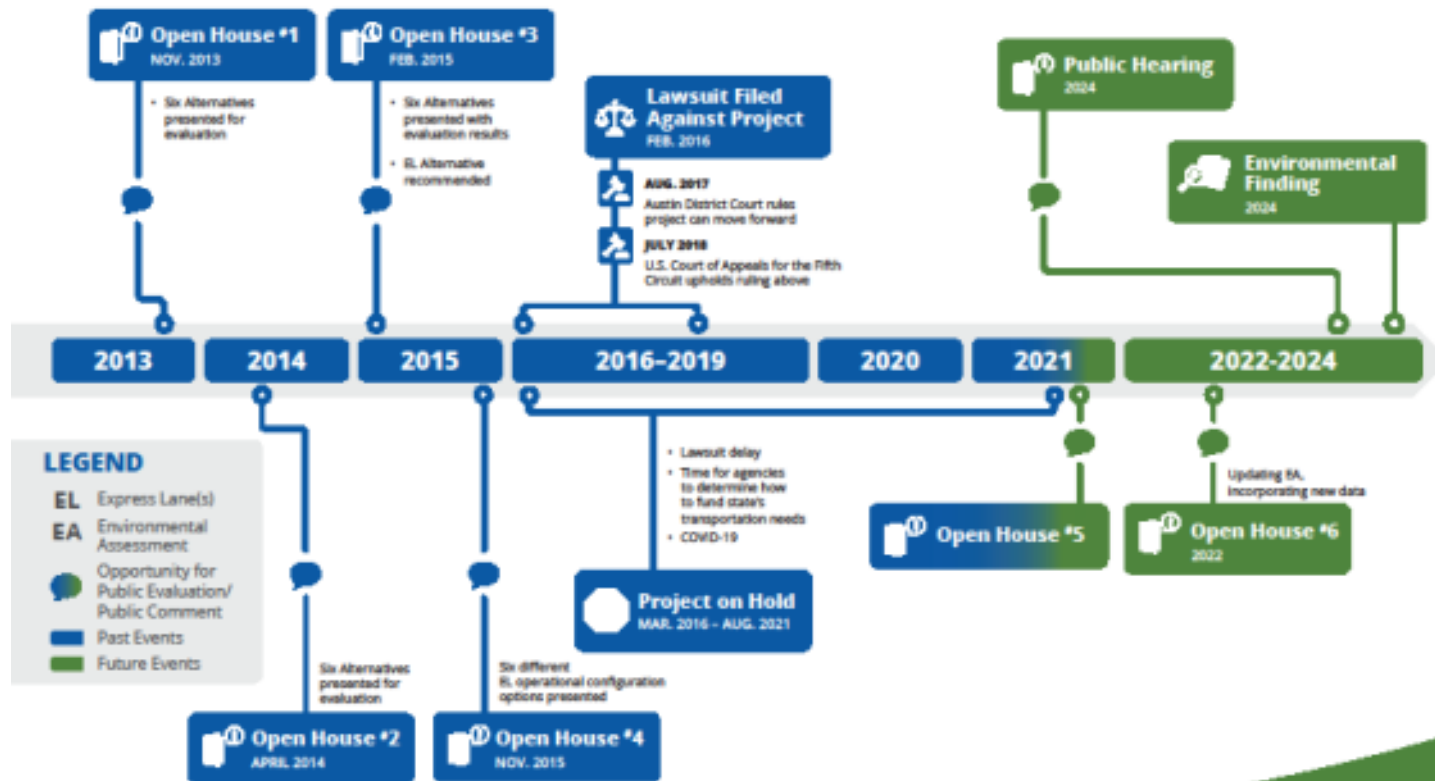
MoPac South Criteria

1. Reduce congestion delays
2. Optimize corridor utilization
3. Maximize travel savings
4. Serve all roadway users
5. Provide opportunity for reliable travel time for all users
6. Facilitate reliable emergency response
7. Create a dependable and consistent route for transit
8. Provide consistency with local and regional plans
9. Be constructed without unnecessary impacts to the human and natural environment
10. Avoid and minimize impacts to water quality
11. Deliver relief in a timely manner
12. Facilitate congestion management by increasing opportunities for pedestrians and bicycles, and
13. Stakeholder input



Project Status

Project History and Next Steps



Questions?

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