

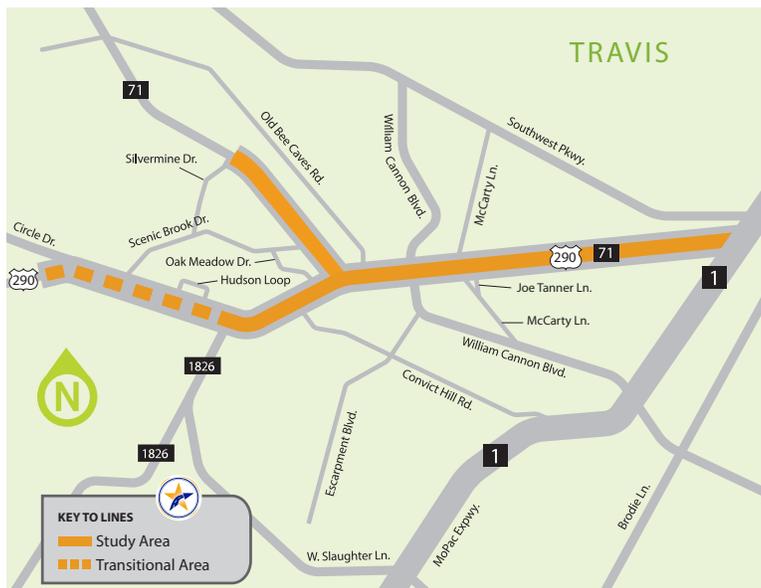


ENVISIONING GREATER Mobility

OCTOBER 2015

What Problem Are We Trying To Solve?

Congestion has reduced mobility and the quality of life in Oak Hill and surrounding communities. The intersection of two major state highways, US 290 and SH 71 in Oak Hill, is a gateway to southwest Travis County and serves as a key route between Central Austin and fast-growing suburban and rural communities such as Lakeway, Bee Cave, Dripping Springs and Johnson City. US 290 is one of Texas' most congested highway corridors, and due to a lack of reliable connectivity, US 290 has become an unreliable route for both transit and emergency vehicles.



CONSIDER THESE FACTS:

- Travis County has grown from 212,000 in 1960 to just over 1 million in 2010, increasing congestion (US Census Data, 2013)
- 304 crashes occurred on US 290/SH 71 between 2009-2011, resulting in one fatality, nine incapacitating injuries, other injuries and property damage (TxDOT, 2013)
- Drivers wasted more than 454,000 hours per year stuck in traffic on US 290/SH 71 in 2014 (Texas Transportation Institute, 2015)

The Mission

The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) are working with the City of Austin, Travis County, Capital Metro and other local partners to improve long-term mobility in the region. These organizations will work with the community to develop a solution that effectively addresses congestion, respects the environment, and adds value to the Oak Hill community.

The Process

The project team has initiated a comprehensive study to thoroughly analyze the corridor and determine the best approach for improving mobility. This study will identify a full range of alternatives, incorporate previous analyses, and through extensive analysis and community outreach, identify a recommended solution.

The study began in October 2012, and we anticipate an environmental decision in 2016.

WHAT ARE WE TRYING TO DO?

- Improve mobility and operational efficiency
- Promote long-term congestion management
- Increase multimodal travel options for people and goods
- Improve safety
- Improve emergency response

PROJECT PARTNERS



Concepts for the Oak Hill Parkway have been refined and narrowed using public input, the purpose and need for the project, and detailed traffic analysis. Two build alternatives are advancing through schematic development and evaluation.

BUILD ALTERNATIVE



- Controlled-access highway with frontage roads
- US 290 mainlanes go under SH 71 with direct connections at the intersection of US 290 and SH 71
- Westbound US 290 mainlanes would be north of Williamson Creek over the frontage roads

BUILD ALTERNATIVE



- Controlled-access highway with frontage roads
- US 290 mainlanes go over SH 71 with direct connections at the intersection of US 290 and SH 71
- Both west and eastbound US 290 mainlanes would be north of Williamson Creek and the frontage roads would be along the existing highway

NO BUILD ALTERNATIVE / “DO NOTHING” ALTERNATIVE is also being carried as a baseline for analysis.

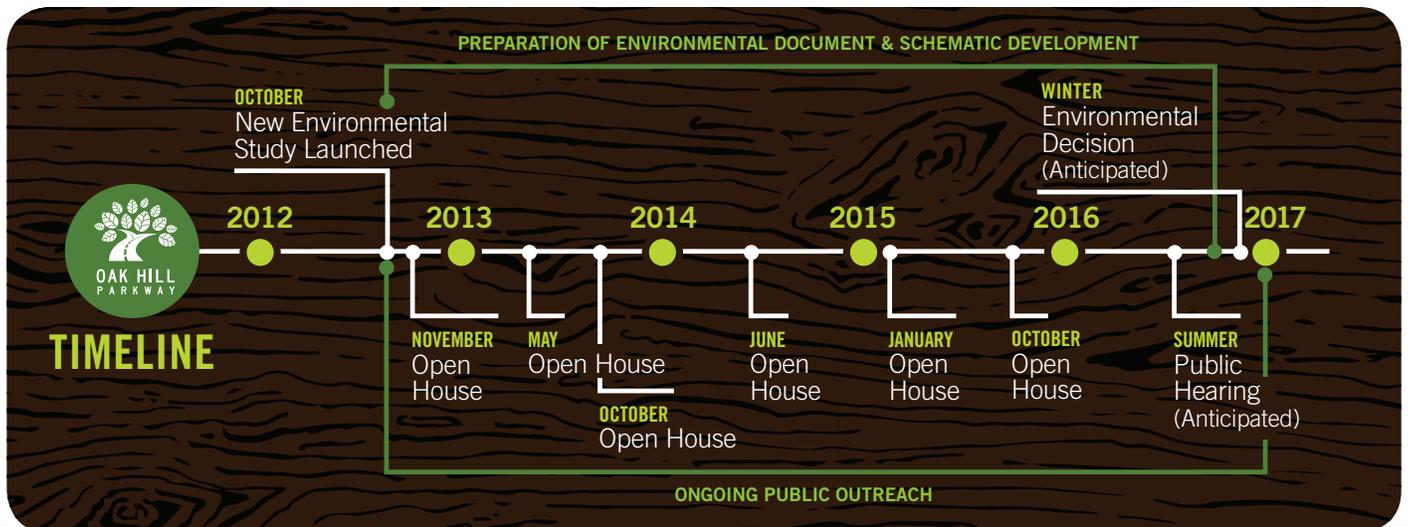
YOU ARE SHAPING OAK HILL PARKWAY

We continue in our mission to engage and listen to you. Your participation in meetings, workshops and Open Houses has made significant improvements to the proposed alternatives. Some of these improvements include:

- Developing alternatives that address the traffic congestion in the corridor
- Proposing a design that separates through traffic from local traffic
- Reducing the elevation of the interchange at the US 290/SH 71 intersection
- Adding new facilities for bicyclists and pedestrians including a shared use path along the entire corridor
- Depressing the US 290 mainlanes at all crossings west of the US 290/SH 71 intersection
- Extending the improvements past Circle Drive
- Realigning the westbound US 290 exit to RM 1826 in order to improve access for students and teachers heading to Austin Community College
- Improving access for businesses along SH 71 just north of US 290
- Potentially reducing flooding with upstream regional water detention ponds
- Minimizing impacts to Williamson Creek



THE HIGHEST PROPOSED BRIDGE STRUCTURE ON THE PROJECT IS SHORTER THAN THE AUSTIN PIZZA GARDEN ON US 290 NEAR PATTON RANCH ROAD.



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