



OAK HILL
PARKWAY

WELCOME!



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PROJECT LOCATION

Or, Where are we studying?

PROJECT INCLUDES:

- US 290 from MoPac to RM 1826, with a transition area that extends past Circle Drive
- The intersection of US 290 and SH 71
- SH 71 from US 290 to Silvermine Drive





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PROJECT PURPOSE

Or, 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**



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PROJECT NEED

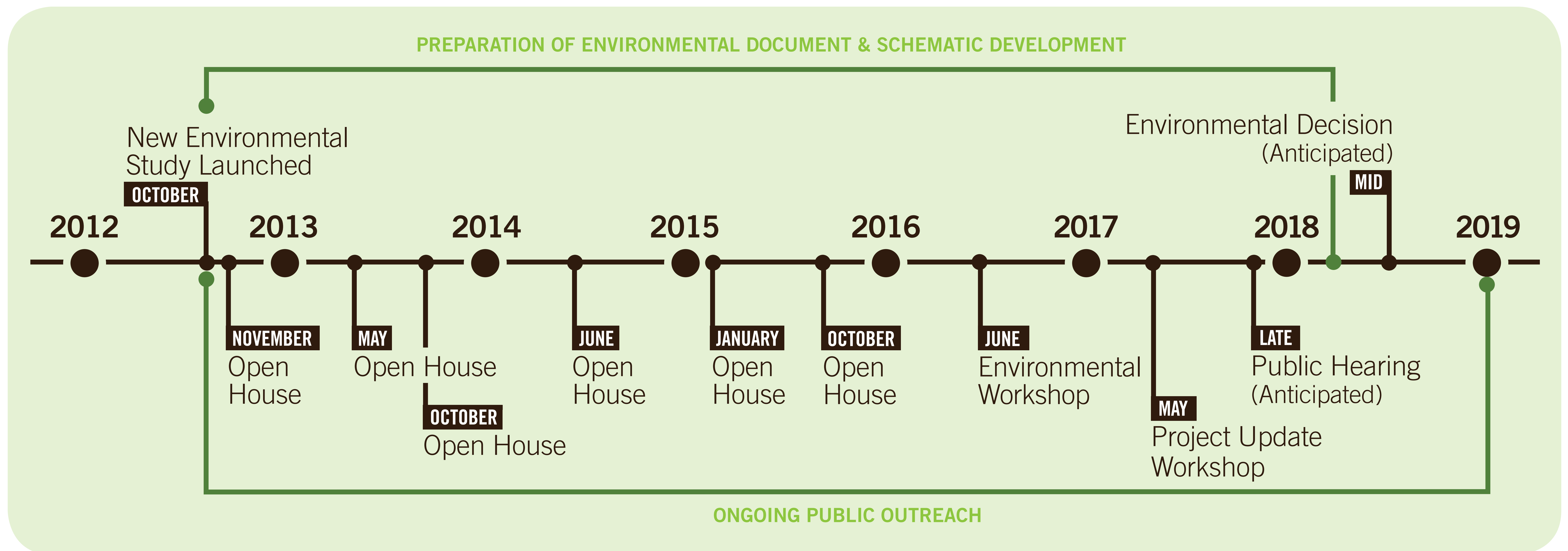
Or, What are we trying to solve?

- **Traffic congestion related to population growth** – Travis County has grown from 212,000 in 1960 to just over 1 million in 2010 (US Census Data, 2013)
- **Crashes on US 290/SH 71 West** – 868 between 2010-2014, resulting in five fatalities, 20 incapacitating injuries, plus other injuries and property damage (TxDOT, 2015)
- **Lost time** – Drivers wasted more than 454,000 hours per year stuck in traffic on US 290/SH 71 in 2014 (Texas A&M Transportation Institute, 2015)
- **Lack of reliable connectivity**
- **Unreliable route for transit and emergency vehicles**



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TIMELINE

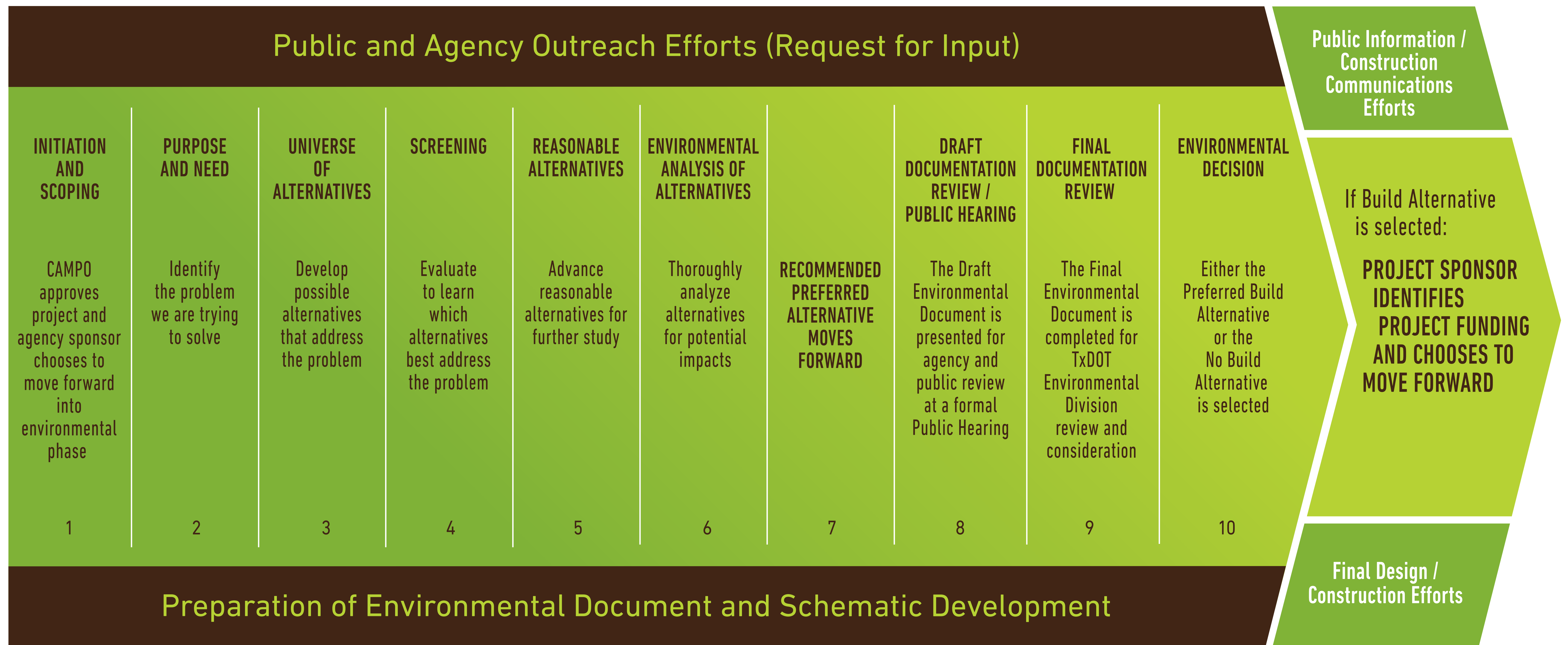


The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



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National Environmental Policy Act of 1969 (NEPA) Process Flowchart



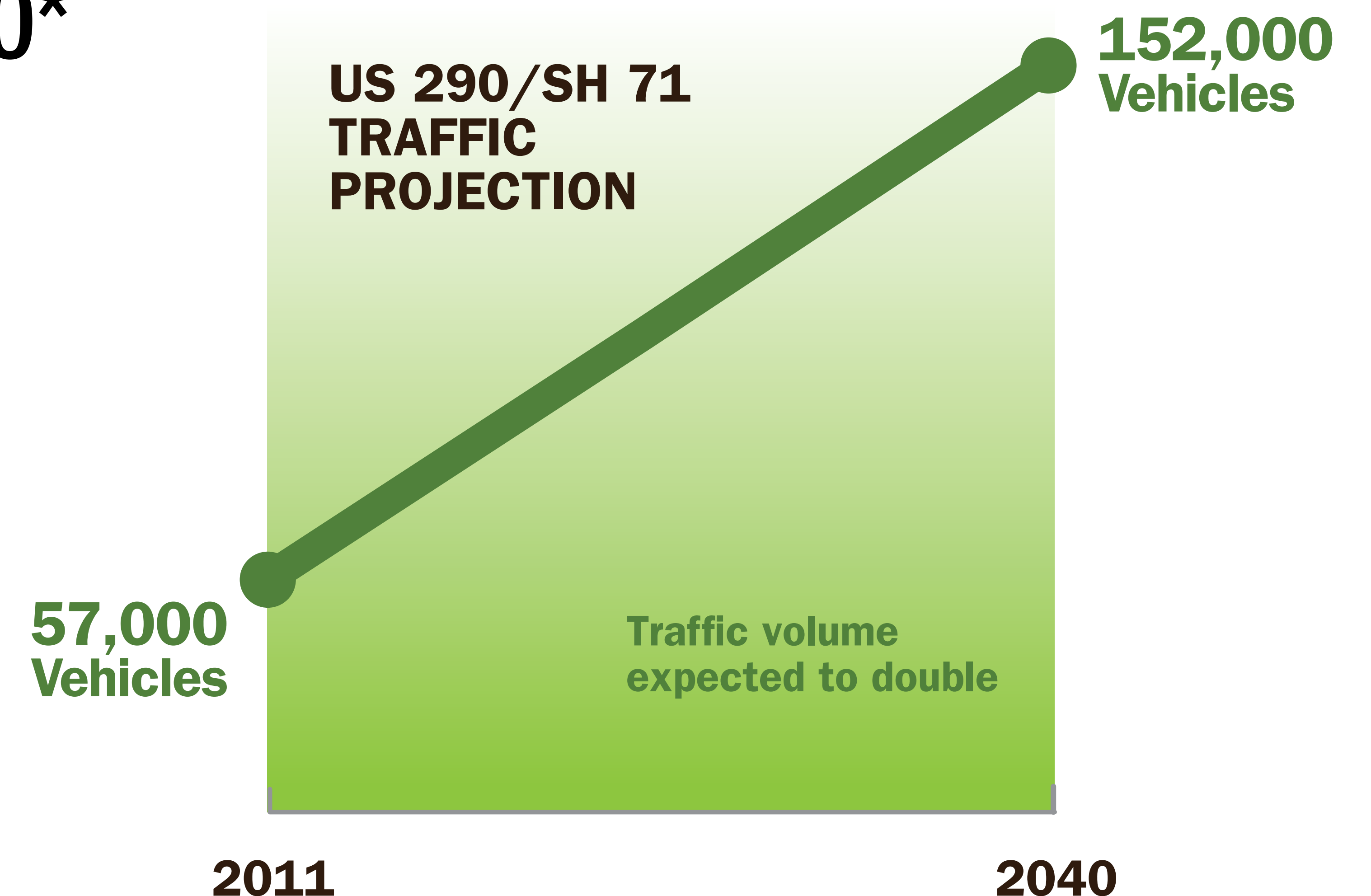
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TRAFFIC DEMAND

- Traffic demand at the US 290/SH 71 intersection will **more than double** by 2040*
- Without new highway lanes, by 2040, it would take you **30 minutes to go five miles along US 290** in this corridor, according to the CAMPO traffic model
- The current highway can't handle more vehicles. As traffic increases in the area, overflow traffic will find other routes, including the local neighborhood roadway network



*Source: RTG using CAMPO's travel demand model



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PROPOSED ELEVATION

Required for Traffic Need and Floodplain

- Current traffic volumes at US 290/SH 71 are **nearly three times** the capacity for an acceptable signal light intersection*
- Traffic volumes will **more than double** by 2040**
- There are two choices to handle the traffic volume: “build out” or “build up.” Building out requires significant additional right-of-way

1

The proposed US 290 bridge is needed to get the mainlanes above William Cannon and the 100-year floodplain.

2

A William Cannon bridge over US 290 would require more right-of-way and potentially impact more trees and businesses; therefore, it is not being proposed.

* Typically, 58,000 vehicles go through the “Y” every day. Based on the current number of lanes, the traffic volume should be 48,000 to 60,000 vehicles a day without a signal light, and about 32,000 vehicles a day with a traffic signal for no congestion. Source: Highway Capacity Manual

** Source: RTG using CAMPO’s travel demand model



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PROJECT FOOTPRINT

*Non-Tolled versus Tolled

Overall, there would be a less than 1% decrease in the amount of concrete pavement for either alternative that would occur if the project were to be non-tolled versus tolled.



- If tolled, four entry and exit ramps would be 2-lane each on each alternative
- If non-tolled, four entry and exit ramps would be 1-lane each on each alternative
- It would not reduce roadway footprint

*A non-tolled alternative is not being considered as part of the environmental study.



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STUDY & DESIGN UPDATES

US 290/SH 71 IS NOW LISTED IN THE TOP 100 MOST CONGESTED HIGHWAYS IN TEXAS (NO. 55)*

* From Texas A&M Transportation Institute (TTI)

- Prepared draft technical studies and environmental reports in anticipation of the public release of the Draft Environmental Impact Statement.
- Revised some of the technical studies to reflect additional input received from stakeholders and new information contained in the Capital Area Metropolitan Planning Organization's (CAMPO) 2040 plan.
- Added one mainlane each direction on US 290 from SH 71 to west of RM 1826, for a minimum of three lanes in each direction, and revised the alignment in the vicinity of RM 1826 to accommodate added lanes.
- Located water quality ponds and vegetative filter strips along project.
- Added bus turn-outs along US 290 and SH 71 frontage roads.
- Reduced the width of SH 71 and added short retaining walls to avoid some properties and trees.
- Relocated a SH 71 U-turn near Williamson Creek to avoid a large oak tree.
- Realigned shared use path and sidewalks along Williamson Creek in vicinity of William Cannon Dr. and McCarty Lane to reduce impact to trees.
- Accommodated for projected traffic volumes for 2040 vs. 2035.
- For Alternative A: lengthened the westbound frontage road bridge west of Old Bee Caves Rd. to reduce impacts on Williamson Creek.
- For Alternative C: added signal for westbound US 290 to westbound SH 71 movement at shared use path crossing for safety.



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ENVIRONMENTAL STUDIES

These social, economic, and environmental issues are being considered:



**WATER
RESOURCES**



**AIR QUALITY &
TRAFFIC NOISE**



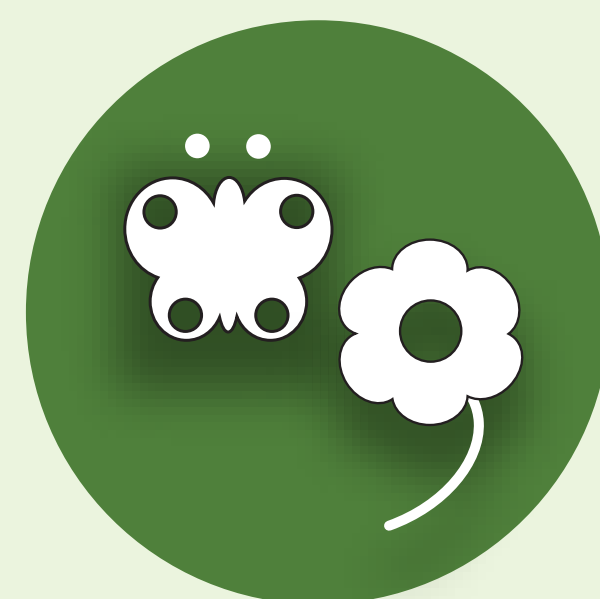
**ARCHEOLOGICAL
& HISTORIC
RESOURCES**



**SOCIAL &
COMMUNITY
IMPACTS**



**LAND USE &
PARKLAND**



**VEGETATION
& WILDLIFE**



**THREATENED &
ENDANGERED
SPECIES**



**INDIRECT &
CUMULATIVE
IMPACTS**



**HAZARDOUS
MATERIALS**



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WHAT IS INCLUDED IN A NOISE STUDY?

1

The noise study analyzes changes in the future noise levels in decibels (dB) under each alternative, and it proposes noise reduction measures, such as soundwalls or other approved sound reduction technologies, if necessary.

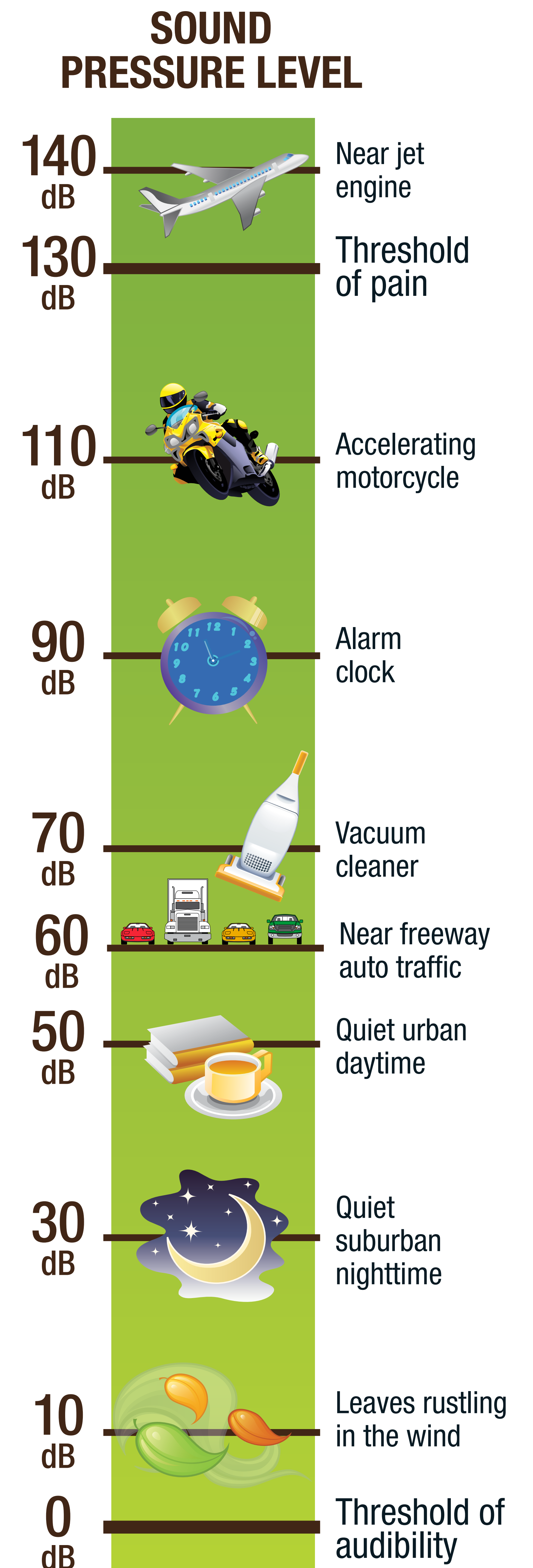
2

If soundwalls are recommended, the study will propose the location, height, and length of them for the maximum benefit to the surrounding neighbors. Input from adjacent property owners would be used in making final decisions on the potential soundwalls.

A noise study is underway to analyze potential traffic noise impacts for the Build Alternatives compared to the No Build Alternative.

The results of the study will be released with the Draft Environmental Impact Statement later this year.

The noise analysis is performed in compliance with NEPA and federal regulations on Procedures for Abatement of Highway Traffic Noise and Construction Noise.





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UPDATE: ARCHAEOLOGY AND HISTORICAL REPORT

- Conducted archaeological pedestrian survey and background research to identify archaeological resources within the project area in June and July of 2016
- Previously recorded resources within a 1-kilometer buffer around the project area include:
 - ▶ 54 archaeological sites
 - ▶ 6 cemeteries
 - ▶ 1 historical marker



A historic resources survey has been conducted for buildings, structures, objects, and sites constructed prior to 1973 throughout the project area.

A variety of resource types were documented in the historic resources survey. The following are some examples:

- Post World War II Ranch houses
- 1960s mobile home park
- Early 20th century school building
- Mid-20th century commercial buildings

WHAT'S CONSIDERED HISTORIC?

Four National Register of Historic Places evaluation criteria include:

- A** Association with an important event in history
- B** Association with a person or persons important in history
- C** Distinctive characteristics of a type, period, or method of construction; work of a master; or possesses high artistic value (architecture, engineering, and/or aesthetic characteristics)
- D** Ability to yield potential information important in history or prehistory



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UPDATE: BIOLOGICAL REPORT

Conducted field investigations during the 2015-2016 seasons (where right-of-entry was granted) including:

- Vegetation surveys and mapping
- Threatened and endangered species habitat assessments
- Plant surveys
- Land use mapping



The data collected from the surveys are used to provide the baseline conditions that will be used to evaluate potential impacts under each alternative



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UPDATE: TREE SURVEY RESULTS

Species Distribution

Results are preliminary and subject to change

Species Common Name	ALTERNATIVE A		ALTERNATIVE C	
	REMOVED	UNDISTURBED	REMOVED	UNDISTURBED
Ash	0	1	0	1
Bigtooth Maple	0	1	0	1
Bitternut Hickory	2	1	2	1
Black Willow	2	0	2	0
Cedar Elm	11	9	12	8
Cottonwood	1	2	1	2
Elm (non-cedar)	24	21	23	22
Hackberry	3	8	3	8
Live Oak	130	103	132	101
Oak (other)	46	49	42	53
Pecan	51	30	53	28
Red Oak	1	0	1	0
Sycamore	8	9	8	9
Unknown	2	2	2	2
Western Soapberry	0	1	0	1
TOTAL	281	237	281	237



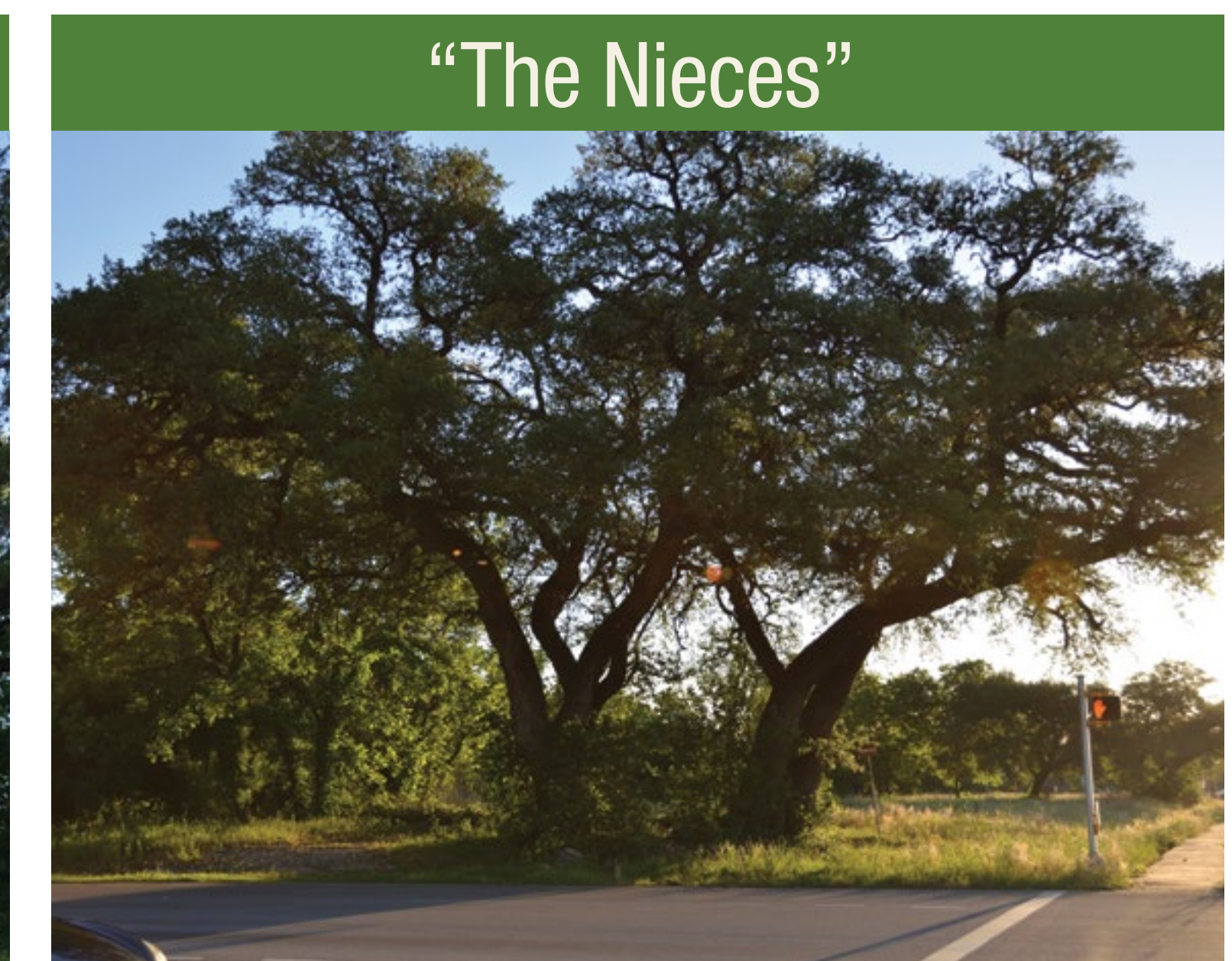
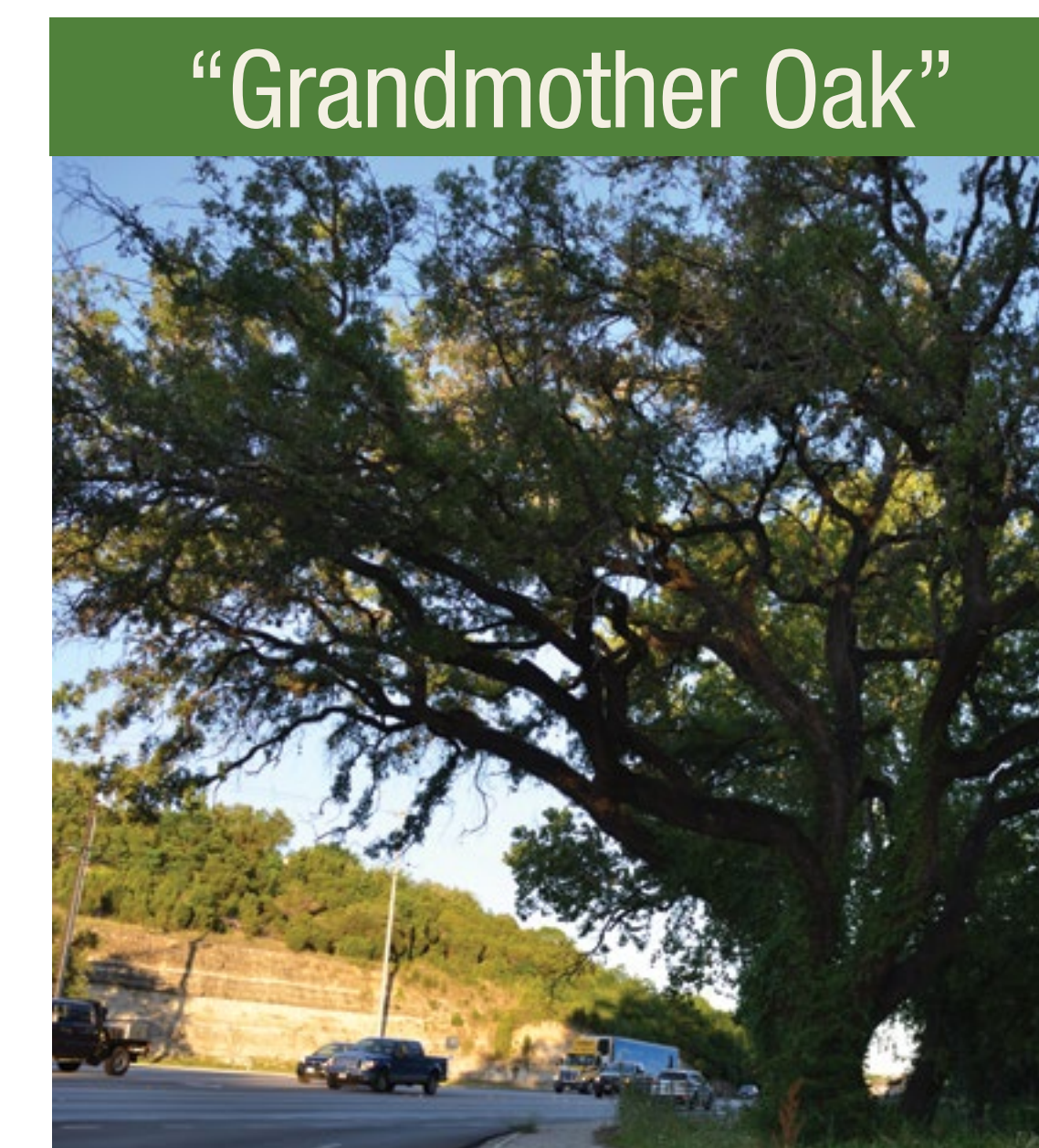
UPDATE: TREE SURVEY RESULTS

Summary of Alternatives

Results are preliminary and subject to change

TREE IMPACT	ALTERNATIVE A	ALTERNATIVE C
Trees undisturbed	237	237
Trees to be removed	281	281
Trees saved by revision	17	17
Total number of trees	518	518

- Tree surveys were overlaid onto the schematics for both Build Alternatives
- Alignments were revised to avoid impacts to several large trees for each Build Alternative
- Tree impacts are expected to be similar for either Build Alternative
- Many of the iconic trees within the project area will remain in place
- Impacts are expected at the Joe Tanner trees, Hampton Inn trees, and Old Bee Cave areas where schematic revision was not possible





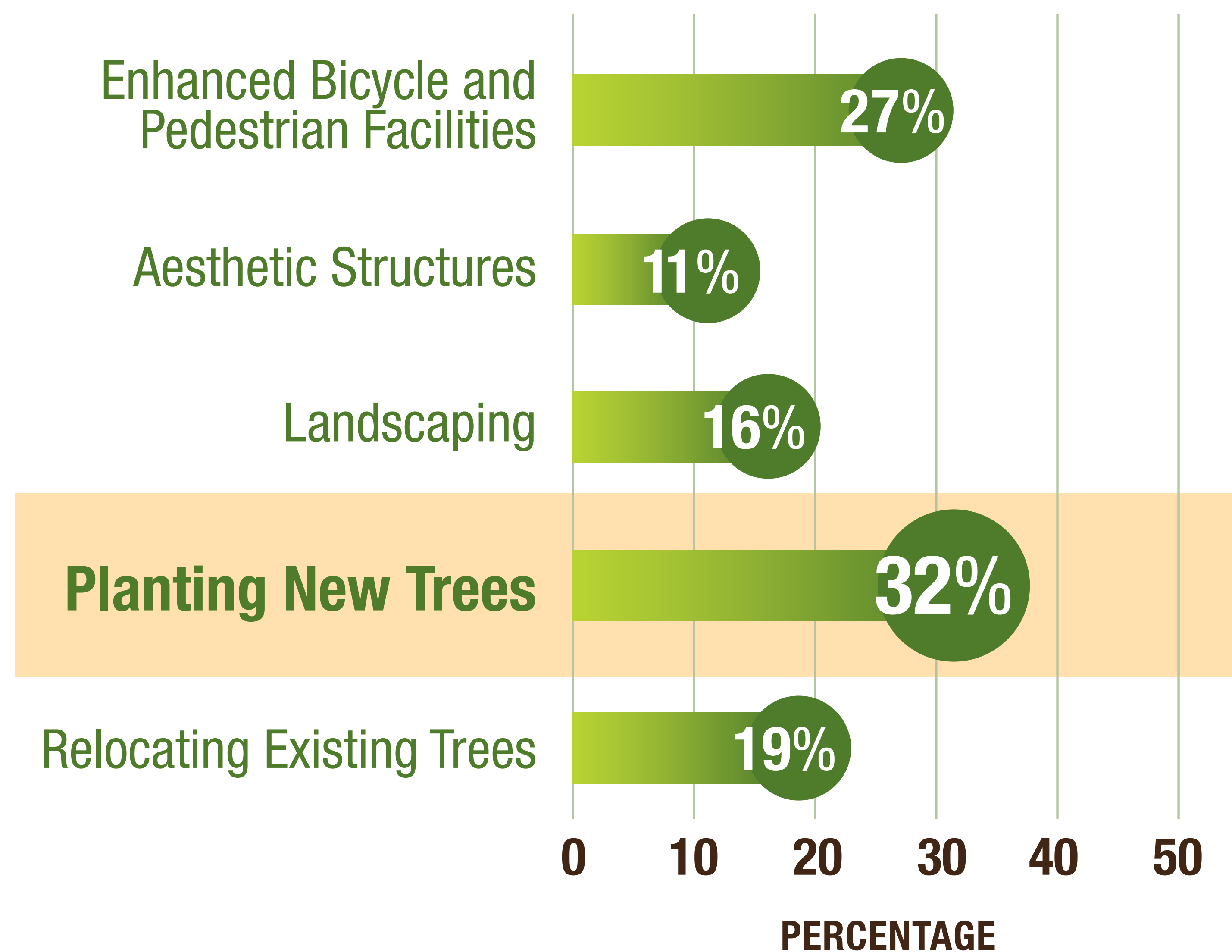
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REPORTING BACK

INTERACTIVE AESTHETICS SURVEY

We received great input from the June 2016 Interactive Aesthetics Survey and here are the results.

AESTHETIC BUDGET PRIORITIES RESULTS



WHAT WE HEARD:

- Support for the preservation, planting, and relocation of trees in the corridor
- Support for a “natural” look in the project aesthetics and landscaping plan, including a mix of oaks and smaller flowering trees
- Support for an aesthetic style that reflects the history of the area
- Support for protecting Williamson Creek
- Support for bicycle and pedestrian facilities along the corridor



REPORTING BACK PRIORITIES

We received great input from the October 2014 CSS online survey, and here are the top community priorities we heard.

1

Pedestrian and Bicycle Access

Enhance pedestrian and bicycle mobility



2

Environmental Sustainability

Use local materials, conserve natural resources and recycle



3

Signage

Provide signage for effective orientation



4

Lighting

Provide lighting for aesthetics and safety



5

Enhanced Water Quality

Enhance water quality through the use of natural water quality controls



6

Landscaping

Incorporate landscaping into corridor



7

Streetscape Enhancements

Include features to enhance adjacent streetscapes



8

Use of Public Art

Include public art that features designs relevant to the region





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WHAT IS THE NO BUILD ALTERNATIVE?

The No Build Alternative would not allow for any new travel lanes, bicycle/pedestrian facilities, water quality features, and other elements of the proposed Oak Hill Parkway Project.

US 290 and SH 71 would continue to exist as they do today and would continue to have standard, routine maintenance over the next 30 years.

Travel times will increase approximately 25-35 minutes over today, and safety and mobility would continue to decline in the Oak Hill area as population increases.



The No Build, or “do nothing”, Alternative serves as the baseline against which the Build Alternatives are evaluated and it remains an option for final approval.



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PHASE 3

EVALUATION CRITERIA (1)

PERFORMANCE MEASURES	CRITERION	EVALUATION PARAMETERS	EVALUATION PARAMETERS (UNITS)
MOBILITY			
Improve mobility and operational efficiency	Improves US 290 operational efficiency — increase roadway capacity and reduce travel time during peak hours for 2040 traffic	THROUGH CAPACITY OF US 290 MAINLANES AND FRONTAGE ROADS	Vehicles/day
		Westbound mainlanes: Travel time along WB US 290 main lanes Old Fredericksburg Rd to Circle Dr, PM Peak	Minutes
		Westbound frontage roads: Travel time along WB US 290 FTG RD from Old Fredericksburg Rd to Circle Dr, PM Peak	Minutes
		Eastbound mainlanes: Travel time along EB US 290 main lanes from Circle Dr to Old Fredericksburg Rd, AM Peak	Minutes
		Eastbound frontage roads: Travel time along EB US 290 FTG RD from Circle Dr to Old Fredericksburg Rd, AM Peak	Minutes
		THROUGH CAPACITY OF SH 71	Vehicles/day
	Improves SH 71 operational efficiency — increase roadway capacity and reduce travel time during peak hours for 2040 traffic	Westbound mainlanes: Travel time along WB US 290 and SH 71 from Old Fredericksburg Rd to Silvermine Dr, PM Peak	Minutes
		Westbound frontage roads: Travel time along WB US 290 and SH 71 from Old Fredericksburg Rd to Silvermine Dr, PM Peak	Minutes
		Eastbound mainlanes: Travel time along EB SH 71 and US 290 from Silvermine Dr to Old Fredericksburg Rd, AM Peak	Minutes
		Eastbound frontage roads: Travel time along EB SH 71 and US 290 from Silvermine Dr to Old Fredericksburg Rd, AM Peak	Minutes
	Minimize conflicts between pedestrians / bicyclists and motor vehicles	Number of at-grade crossings of the Shared Use Path and streets	Number



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PHASE 3

EVALUATION CRITERIA (2)

PERFORMANCE MEASURES	CRITERION	EVALUATION PARAMETERS	EVALUATION PARAMETERS (UNITS)
COST & HUMAN IMPACTS			
Potential Property Impacts	Minimize Residential Relocations Minimize Commercial Displacements Changes in Access	Number of Residential Relocations Number of Commercial Displacements Control of Access purchased	Each Each Length of Control of Access to be purchased
Potential Noise Impacts	Minimize noise impacts to sensitive receivers	Number of potential noise impacts	Each
Potential Air Quality Impacts	Minimize impacts to air quality	Reduces Nox and CO	Yes/No
Community Impacts	Minimize impacts to environmental justice communities Minimize impacts to community cohesion/access	Are there EJ communities? Change in the length of access points in/out of a neighborhood	Yes/No Length
Aesthetics and Visual impacts	Community Values	Feet of elevated structure Feet of Williamson Creek disturbance/restoration Volume of concrete bridges & culverts within floodplain removed	Linear feet Linear feet Cubic feet
Preliminary Project Cost	Minimize Construction Cost Minimize ROW Cost Minimize Utility Relocation Cost	Preliminary Total Implementation Cost Estimate ROW Area Preliminary ROW Estimated Cost Preliminary Utility Relocation Cost	\$ Million Acres \$ Million \$ Million



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PHASE 3 EVALUATION CRITERIA (3)

PERFORMANCE MEASURES	CRITERION	EVALUATION PARAMETERS	EVALUATION PARAMETERS (UNITS)
CULTURAL RESOURCES IMPACTS			
Cultural Resources	Minimize impacts to National Register of Historic Places (NHRP) structures	Number of NHRP structures or property affected by the project	Each
	Minimize impacts to recorded archaeological sites	Number of recorded archaeological sites affected by the project	Each
	Avoid impacts to Section 6 and 4(f) properties	Number of Section 6 and 4(f) properties affected by the project	Each
NATURAL RESOURCES IMPACTS			
Potential Water Resources Impacts	Minimize Edwards Aquifer Recharge Zone (EARZ) and Contributing Zone (CZ) impacts	Acres of impervious cover in the EARZ and CZ	Acres
	Minimize 100-year floodplain (FEMA) impacts	Acres of floodplain displaced by fill within proposed ROW	Acres
	Minimize flood-stage flow in Williamson Creek	100-year flow rate of Williamson Creek at William Cannon Dr	Cubic feet/second
	Minimize recharge features affected	Number of known recharge features affected	Each
	Minimize stream/creek crossings	Linear feet of stream impacts	Linear feet
	Maximize improvement of water quality	Total Suspended Solids (TSS) removal Number of water quality ponds constructed	Pounds Each
	Minimize impacts to wetlands	Acres of wetlands	Acres
Threatened / Endangered Species Potential Impacts	Minimize endangered songbird impacts	Acres of potential habitat within proposed ROW	Acres
	Minimize endangered karst species impacts	Presence / Absence within the proposed ROW	Yes/No
	Minimize endangered salamander species impacts	Is water quality improved?	Yes/No
Vegetation Impacts	Minimize riparian woodland impacts	Area of riparian woodlands removed by the project	Acres
	Minimize impacts to heritage trees (larger than 24" diameter)	Number of heritage trees (all species) removed	Number



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WHAT'S NEXT?

Release of the Draft Environmental Impact Statement and the Public Hearing

In late 2017, we will announce which Alternative (A, C, or the No Build) is recommended as a result of the final evaluation analysis, release the Draft Environmental Impact Statement (EIS) and schematic design, and hold a formal public hearing.

THE DRAFT EIS:

- This full disclosure public document will detail out the breadth and depth of the environmental studies the team has prepared in the last five years.
- We welcome you to review the document and provide input.
- It will be found online, at local public libraries, and at TxDOT and Mobility Authority's offices.

THE PUBLIC HEARING:

- The public involvement process for Oak Hill Parkway culminates in a public hearing event that follows a formal process, including a presentation about the Draft EIS and the recommended design, followed by an open public comment period.
- This is a requirement of the NEPA process and an important project milestone. Your input will be requested at this time.
- We anticipate the event being held at Bowie High School in late 2017.

