

**US 290 / SH 71 West
Mobility Concepts**



CONCEPTS ADVANCING TO SCHEMATIC DEVELOPMENT AND EVALUATION:

- Concept A – US 290 Depressed Mainlanes
 - Conventional controlled-access highway with frontage roads
 - Westbound US 290 frontage road west of William Cannon Dr. on the north side of Williamson Creek
 - Depressed US 290 mainlanes under SH 71
 - Direct Connector ramps at the Y
 - Single-point flying-T intersection for the frontage roads at the Y
 - Includes western transition through Circle Dr. on US 290 and braided ramp providing access for ACC (originally termed Options 1 and 2).

- Concept C – US 290 Mainlanes north of creek with Direct Connector ramps
 - Conventional controlled-access highway with frontage roads
 - US 290 mainlanes west of William Cannon on the north side of Williamson Creek
 - US 290 frontage roads between William Cannon and the Y along existing US 290
 - The continuous flow intersection at William Cannon and US 290 would remain
 - Direct Connector ramps at the Y
 - Single-point flying-T Intersection for the frontage roads at the Y
 - Includes western transition through Circle Dr. on US 290 and braided ramp providing access for ACC (originally termed Options 1 and 2).

- No-Build Alternative
 - Includes the continuous flow intersections being constructed by the City of Austin and TxDOT

CONCEPTS NOT BEING ADVANCED FOR FURTHER STUDY:

- Concept B – US 290 Mainlanes north of creek without Direct Connector ramps
 - Same as Concept C except Direct Connector ramps are not included at the Y

- Concept D – US 290 Express Lanes with frontage roads
 - Two lanes in each direction constructed in the center of an ultimate controlled-access facility
 - The Express Lanes would extend from MoPac to the west end of the project with access limited to each end and possibly one other location for special use such as access for Capital Metro's new park-and-ride, ACC, and Seton Southwest Hospital in the vicinity of RM 1826/Convict Hill Rd.
 - Express Lanes will be grade separated from the crossing streets
 - Single-point flying-T intersection for the frontage roads at the Y
 - Includes western transition through Circle Dr. on US 290 (originally termed Option 1)

- Concept E-1 – Minimum improvements

- Focus on providing US 290 grade separations at William Cannon Dr. and improvements for SH 71. Includes studying William Cannon Dr. over US 290.
- Concept E-2 – Minimum improvements
 - Focus on providing US 290 grade separations at William Cannon Dr. Includes study of William Cannon Dr. over US 290.
- Concept F – Parkway concept
 - Developed at the request of and with input from the public
 - Focuses on non-continuous frontage roads
 - Includes western transition through Circle Dr. on US 290 and braided ramp providing access for ACC (originally termed Options 1 and 2).
- 2007 Alternative– conventional highway with frontage roads and Direct Connector ramps at the Y; developed from the 2007 Mediation Process
- Transportation System Management (TSM)
 - Includes a collection of low-cost (non-capital-intensive) strategies to enhance safety, reduce congestion and improve traffic flow. Specific strategies include traffic signal synchronization, freeway operations improvements (changeable message signs and ramp metering), and incident management (clearing accidents and breakdowns quickly to allow traffic to move more smoothly). Other methods can include bus pullouts (to remove stopped buses from the traffic stream), intersection improvements (signal priority for transit vehicles), and queue jumper lanes (to get transit vehicles to the front of the line at intersections).
 - Would not increase the overall capacity of US 290 or SH 71, although it would address some access/egress and other minor safety and operational issues.
 - TSM could be incorporated as an enhancement into any of the build concepts.
- Transportation Demand Management (TDM)
 - Includes managing or decreasing the demand for auto-related travel by using a variety of measures to increase the operating efficiency of transportation facilities. This typically includes alternatives to single-occupant vehicles (transit, carpool, vanpool, bicycle), incentives/disincentives (congestion pricing, HOV lanes, travel time advantages for HOVs), alternative work environments (telecommuting and flex time), and parking management.
 - Includes improving the existing transportation system to include TDM strategies. This concept would not increase the overall capacity of US 290 and SH 71 though it would address some issues associated with access/egress and other minor safety and operational issues.
 - TDM could be incorporated as an enhancement in any of the build concepts.

OPTIONS INCORPORATED INTO CONCEPTS:

- Option 1 – Extend western transition on US 290 past Circle Drive
- Option 2 – Provide a westbound 290 exit ramp to RM 1826 that is braided with an entrance from SH 71
 - Will provide better access for ACC

Revised on July 2, 2014