



## Project Description Burnet Road (FM 1325)

Burnet Road between US 183 and the MoPac Frontage Road

CSJ: 1376-02-042

November 2019

District: Austin

Prepared by: **CDM  
Smith**

*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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## APPENDICES

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Exhibit 1: Schematic Design Plan & Profile

Exhibit 2: Schematic Design Overall Layout

Exhibit 3: Typical Sections

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## 1. INTRODUCTION

The proposed improvements for the Burnet Road Project begin at U.S. 183 and extend to Gracy Farms Lane. This project limit for Burnet Road is known as Project Area 3 (PA 3) and is part of the broader mobility improvements for Burnet Road that begin at the W. Koenig Lane/Allandale Road (RM 2222) intersection at the southern limit, and extend for 5.4 miles to Gracy Farms Lane at the northern limit. Refer to **Figure 1** for a depiction of the PA 3 limits in relation to the corridor wide improvement limits for Burnet Road.

The boundary for PA 3 is shown in **Figure 2**, and is intended to capture the roadway improvements, bicycle lanes, sidewalks, ROW acquisitions, landscaping, and drainage tie-ins to the outfalls. For a more detailed depiction of the improvements, refer to the Schematic Drawings in **Exhibit 1 of Appendix A**.

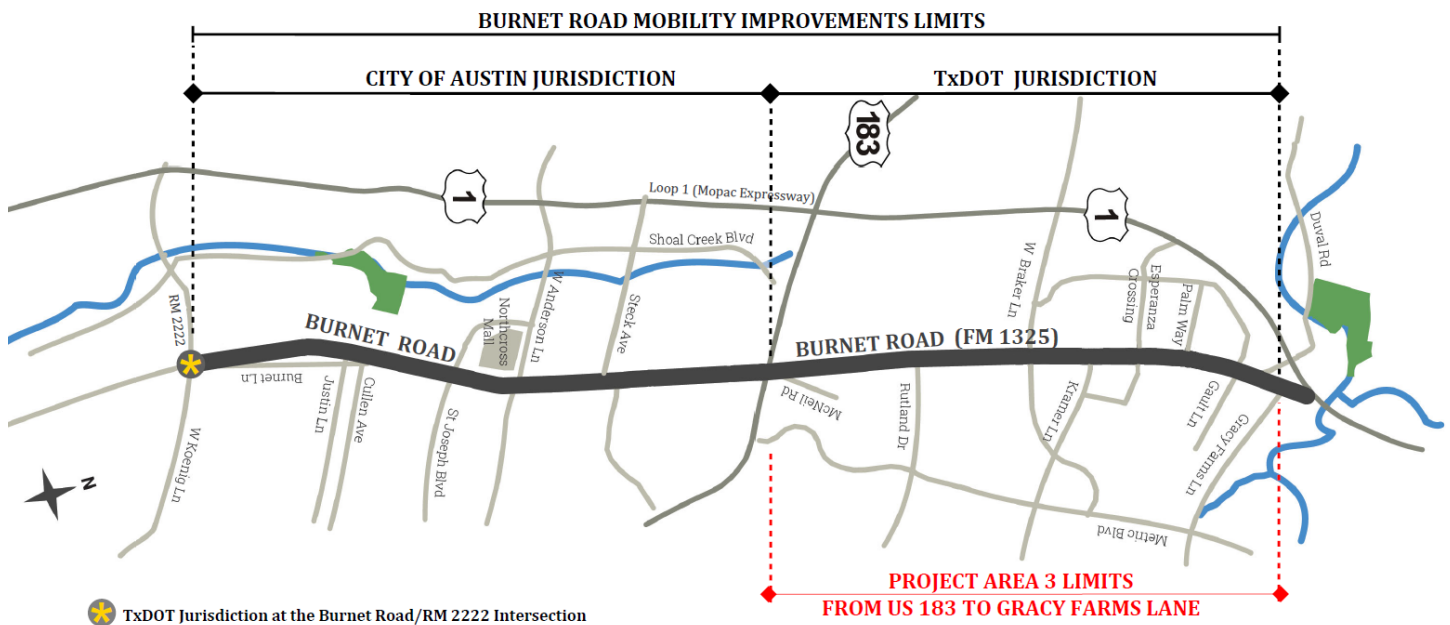


Figure 1: Burnet Road Project Area 3 Limits (Red) Relative to the Overall Mobility Improvements for Burnet Road (FM 1325)

The proposed improvements are needed to enhance multimodal conditions for pedestrians, bicyclists, motorists and transit riders. The project is sponsored by the Austin Transportation Department (ATD), and PA 3 is located within TxDOT ROW. The design criteria for PA 3 consist of the Texas Department of Transportation (TxDOT) Roadway Design Manual (Revised April 2018) and the City of Austin Transportation Criteria Manual (Updated February 7, 2018).



Figure 2: Project Area 3 Boundary (Red)

## 2. EXISTING FACILITY

The existing Burnet Road lane configuration within PA 3 consists of four (4) travel lanes, two (2) in the southbound and two (2) in the northbound direction, separated by a two way left turn center lane. There are no existing bicycle lanes within the PA 3 limits, and existing sidewalks lack connectivity. The drainage for PA 3 is generally an open ditch system; and therefore, further hinders pedestrian mobility. Refer to typical sections in **Exhibit 3 of Appendix A** for more information on existing lane widths and configuration.

The roadway characteristics for PA 3 is highly industrialized from US 183 to W. Braker Lane with a high percentage of heavy vehicle traffic and the presence of the University of Texas J.J. Pickle Research Campus. The roadway characteristics become less industrialized from W. Braker Lane to Gracy Farms Lane which is commonly referred to as the Domain/IBM area.

Project photographs can be found in **Appendix B** of this document.



### 3. PROPOSED IMPROVEMENTS

Multimodal improvements along PA 3 of Burnet Road would extend for a total length of approximately 2.5 miles from US 183 to Gracy Farms Lane. Multimodal improvements would be carried out up to approximately 300 feet north of the Gault Lane intersection. Proposed improvements would expand the existing facility from a five-lane undivided roadway to a six-lane divided roadway with enhancements for pedestrians, bikes, and mass transit. Additionally, a 7-foot protected bicycle lane and an 8-foot sidewalk would be added on both sides of Burnet Road along the 2.5 mile corridor. An additional 6.14 acres of ROW would be required to implement the proposed improvements and an estimated 55 parcels would be impacted.

The one through lane would be added along Burnet Road in each direction for a total of three through lanes in each direction, except for the north leg of the US 183/Burnet Road intersection where only two southbound through lanes would be provided. Opposing traffic lanes would be separated by a raised median with a width that would vary from 12 feet to 2 feet. Protected left-turn lanes would be provided to allow for access. Dedicated right-turn lanes along Burnet Road in both, southbound and northbound directions, would be added to the intersections of Kramer Lane, Esperanza Crossing, and Palm Way. Additionally, a right turn lane in the northbound direction along Burnet Road would be added at Gault Lane.

Except at intersections or bus stop locations, the bicycle lane would generally be behind the curb and set back 3.5 feet from the edge of the travel lane. In general, the bicycle lane and sidewalks would be separated by a 7.5-foot landscaped buffer installed between them that would taper in and out where the bicycle lane bends to accommodate bus stop locations. No buffer would separate the bicycle lane and sidewalks at the bus stop locations. The bicycle lane and sidewalks would merge into a shared used path for approximately 100 feet along the east side of Burnet Road north of the W. Braker Lane intersection. Improvements from 300 feet north of Gault Lane to Gracy Farms lane would consist of the construction of a sidewalk along the east side of Burnet Road, which would achieve the goal of connecting the proposed improvements to the existing pedestrian network.

Drainage for PA 3 would require converting the existing open ditch system to an enclosed drainage system along Burnet Road bicycle lanes and pedestrian facilities. The remaining open ditch areas would be at offsite locations east of Burnet Road near the CAP Metro rail line. The existing outfall pipes along Mc Hale Court, Brockton Drive, and Kramer Lane will be upgraded to handle the increase in flow. One water quality pond is also proposed as part of the improvements. Refer to **Exhibit 2 of Appendix A** for details.

**Table 1** provides a summary of the PA 3 improvements along Burnet Road.

Table 1: Summary of Proposed Improvements for PA 3

PROJECT AREA	LIMITS	PROPOSED IMPROVEMENTS	JURISDICTION
PA 3	US 183 to Gracy Farms Lane	Full depth reconstruction, two additional travel lanes (one in the northbound and one in the southbound direction), enclosed drainage system, intermittent median islands, intersection and traffic signal upgrades, dual left turn lanes at the W. Braker Lane/Burnet Road Intersection, installation of median islands, sidewalks, and protected bicycle lanes	TxDOT ROW

#### 4. PHASING OF PROPOSED IMPROVEMENTS

Based on prioritizations and availability of funds, the proposed improvements for Burnet Road will be phased to consist of two phases of improvements.

- The first phase involves the Corridor Mobility improvements, also known as the short-term, interim or funded improvements for the corridor. This level of improvements includes pavement rehabilitation, intersection improvements, drainage upgrades, traffic signal upgrades, pedestrian hybrid beacons, median islands, shared use paths, signing, and pavement markings.
- The second phase, and final phase of improvements, is known as the Enhanced Multimodal improvements, and are referred to as the long-term, ultimate, or unfunded improvements for the corridor. This phase of improvements captures the ultimate vision for the corridor with full depth pavement reconstruction, the addition of northbound and southbound lanes between US 183 and Gracy Farms Lane, separated bike lanes and sidewalks. Refer to Phasing of Improvements in **Exhibit 4 of Appendix A**.

The long term, Enhanced Multimodal improvements are being considered for environmental clearance purposes.

#### 5. SCHEDULE AND FUNDING

This project is part of the City of Austin (CoA) Corridor Mobility Program, funded by the 2016 Mobility Bond, and is therefore subject to the City's contract with voters. The contract with voters includes a requirement to implement the mobility projects within an 8-year timeframe from the November 8, 2016 voter approval, or by November 8, 2024. However, the proposed development of the new soccer stadium east of W. Braker Lane, and other new development in the area from US 183 to Gracy Farms Lane, has increased the need to accelerate and prioritize construction for Burnet Road to allow for a June 2020 commencement of construction.

The City of Austin may seek federal reimbursement funds for the Project in the future; therefore, this Project is being processed under the Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

## Appendix A: Exhibits

Exhibit 1: Schematic Design Plan & Profile

Exhibit 2: Schematic Design Overall Layout

Exhibit 3: Typical Sections

Exhibit 4: Phasing of Improvements

Exhibit 1:  
Schematic Design  
Plan and Profile  
1" =50'















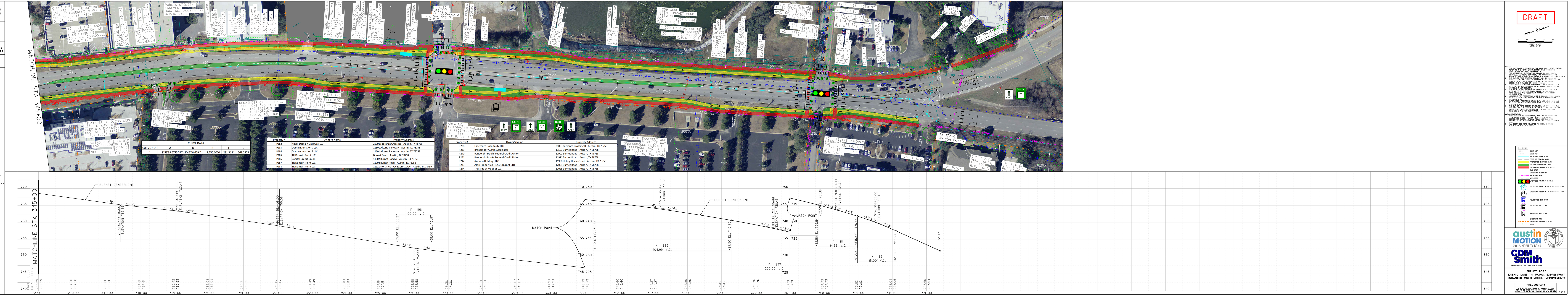




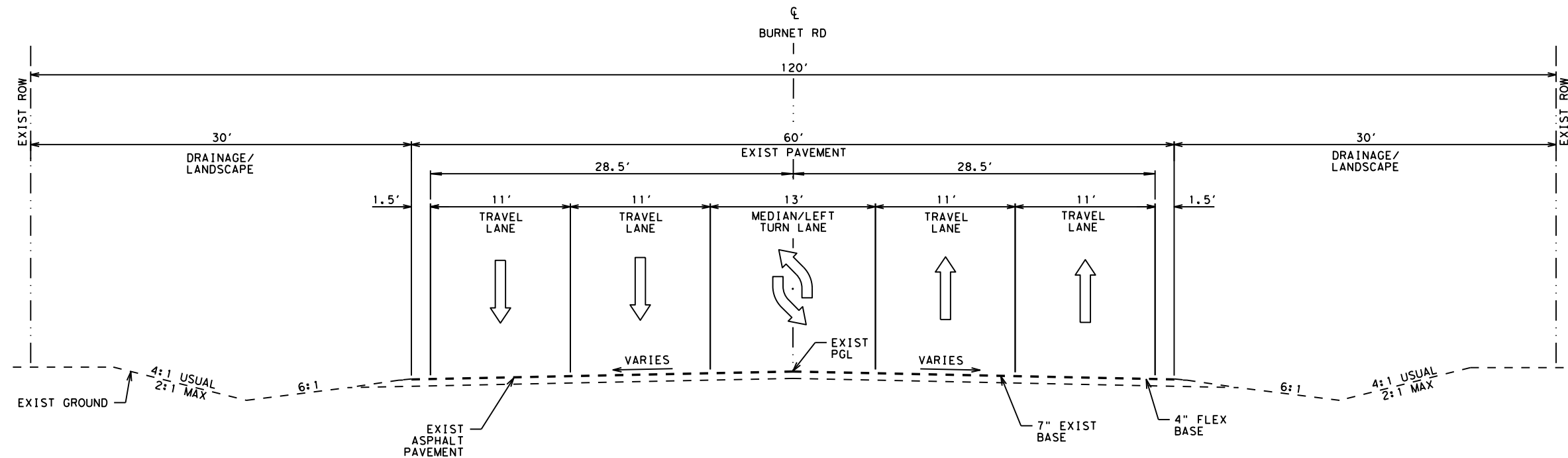
Exhibit 2:  
Schematic Design Layout  
1" =200'







### Exhibit 3: Typical Sections



NOTES:

- EXISTING TYPICAL SECTION IS BASED ON THE BEST AVAILABLE INFORMATION.
- PAVEMENT THICKNESS SHOWN IS APPROXIMATE.

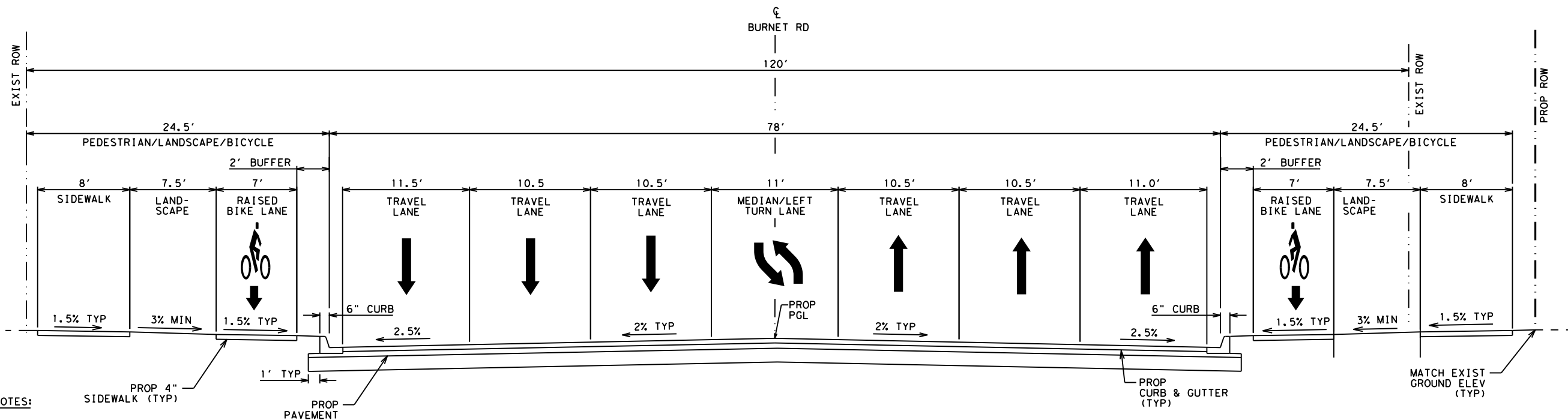
EXIST TYPICAL SECTION BURNET RD  
US 183 TO GRACY FARMS LANE

LEGEND:

- PROPOSED LANE
- EXISTING LANE

INTERIM REVIEW  
NOT INTENDED FOR CONSTRUCTION,  
BIDDING, OR PERMIT PURPOSES

KUSAY ALI, P.E.  
SERIAL NUMBER 100382  
DATE: 8/29/2019  
CDM SMITH (F-3043)



NOTES:

- UNPAVED AREAS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE SODDED OR SEEDED.
- PROPOSED PAVEMENT THICKNESS TO BE DETERMINED BASED ON COMPUTERIZED PAVEMENT DESIGN.
- CONSTRUCTION MUST FOLLOW CITY AND TXDOT SPECIFICATIONS.
- UTILITIES SHALL BE LOCATED TO ALLOW FOR FUTURE RECONSTRUCTION TO URBAN STANDARDS.
- CONTRACTOR SHALL SAW-CUT OR USE ENGINEER APPROVED ALTERNATE METHOD (DO NOT ROUT) TO REMOVE BASE EXISTING PAVEMENT AND BASE MATERIALS TO ACHIEVE A SMOOTH VERTICAL FACE UPON EXCAVATING BASE.

PROPOSED TYPICAL SECTION BURNET RD  
US 183 TO GRACY FARMS LANE



CITY OF AUSTIN, TEXAS

BURNET RD ENHANCED MULTIMODAL  
IMPROVEMENTS TYPICAL SECTION

US 183 TO GRACY FARMS LANE



FIRM REGISTRATION NO: F-3043

HORIZONTAL SCALE: 1" = 10'

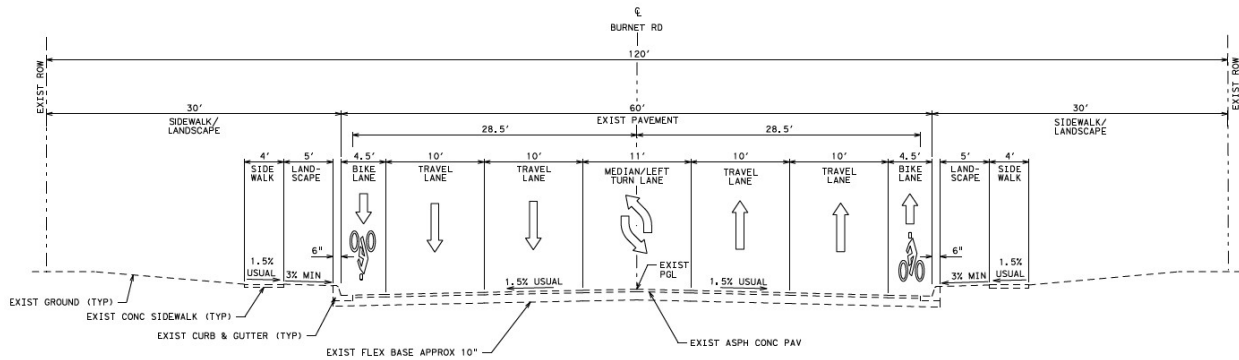


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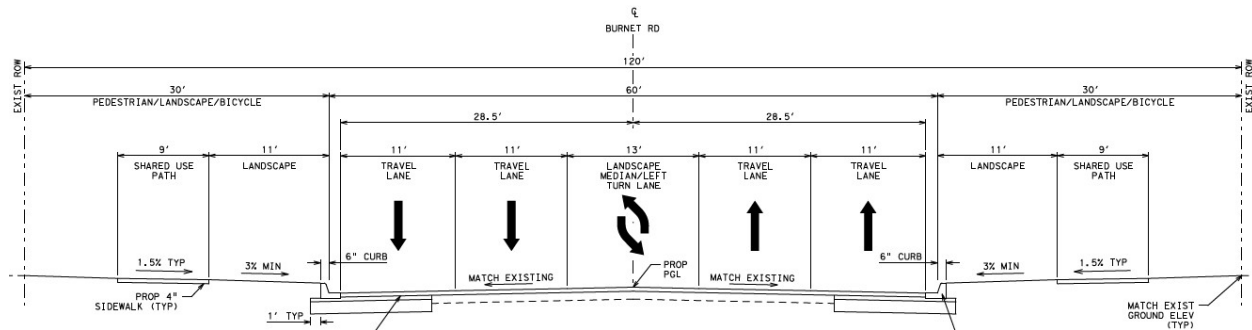


## Exhibit 4: Phasing of Improvements

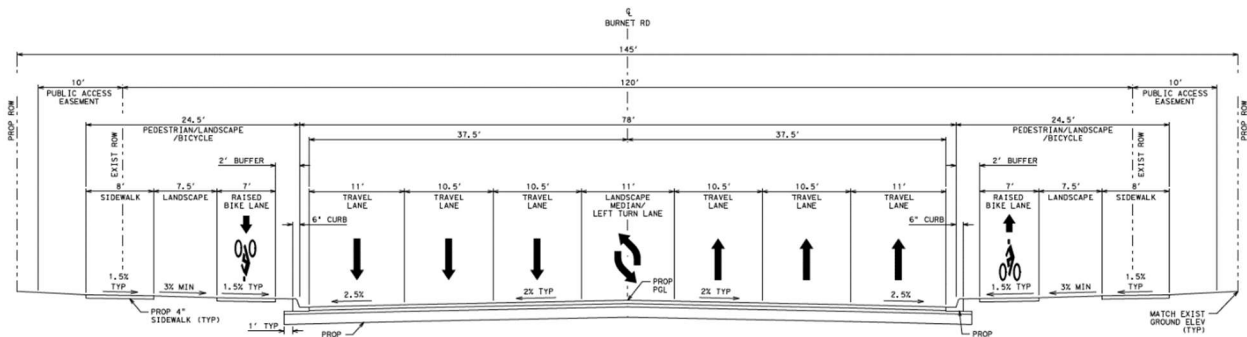
## Typical Sections Phasing of Improvements for Burnet Road



## Existing Conditions



## Phase 1 - Corridor Mobility Improvements



## Phase 2 - Enhanced Multi-Modal Improvements

## Appendix B: Project Photographs

Burnet Road (FM 1325) from U.S. 183 to Gracy Farms Lane  
Project Photographs from August 16, 2019



Photo 1: Burnet Road facing northeast between US 183 and W. Braker Lane.



Photo 2: Burnet Road facing northeast near W. Braker Lane.





Photo 3: Burnet Road facing northeast near Gault Lane.



Photo 4: Burnet Road facing northwest near Gracy Farms Lane.