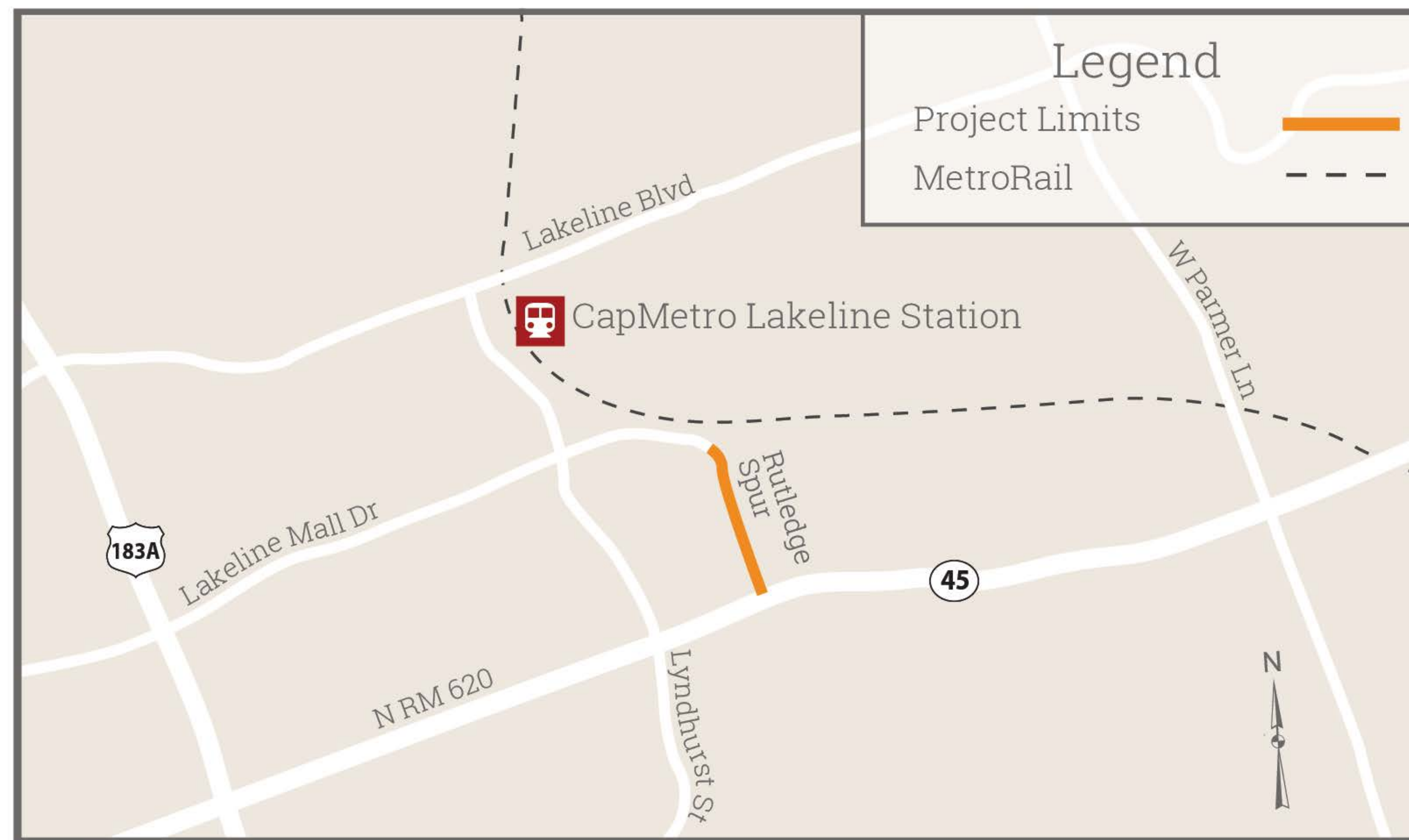


PROJECT OVERVIEW

The City of Austin is analyzing Rutledge Spur between Lakeline Mall Drive and RM 620 to identify potential improvements as part of a Preliminary Engineering Report. This is part of the 2016 Mobility Bond for substandard streets.



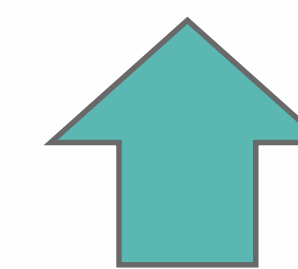
2016 MOBILITY BOND

- **\$720 million for transportation and mobility improvements citywide**
- **Corridor Mobility Program - \$482 million**
- **Regional Mobility Program - \$101 million**
- **Local Mobility Program - \$137 million**
 - Sidewalks - \$37.5 million
 - Safe Routes to School - \$27.5 million
 - Urban Trails - \$26 million
 - Bikeways - \$20 million
 - Intersection Safety/Vision Zero - \$15 million
 - **Substandard Streets/Capital Renewal - \$11 million**

Substandard streets are publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin requirements because they may have pavement widths that are less than 24 feet and typically lack some curb and gutter, drainage, bicycle accommodations, and sidewalk infrastructure.

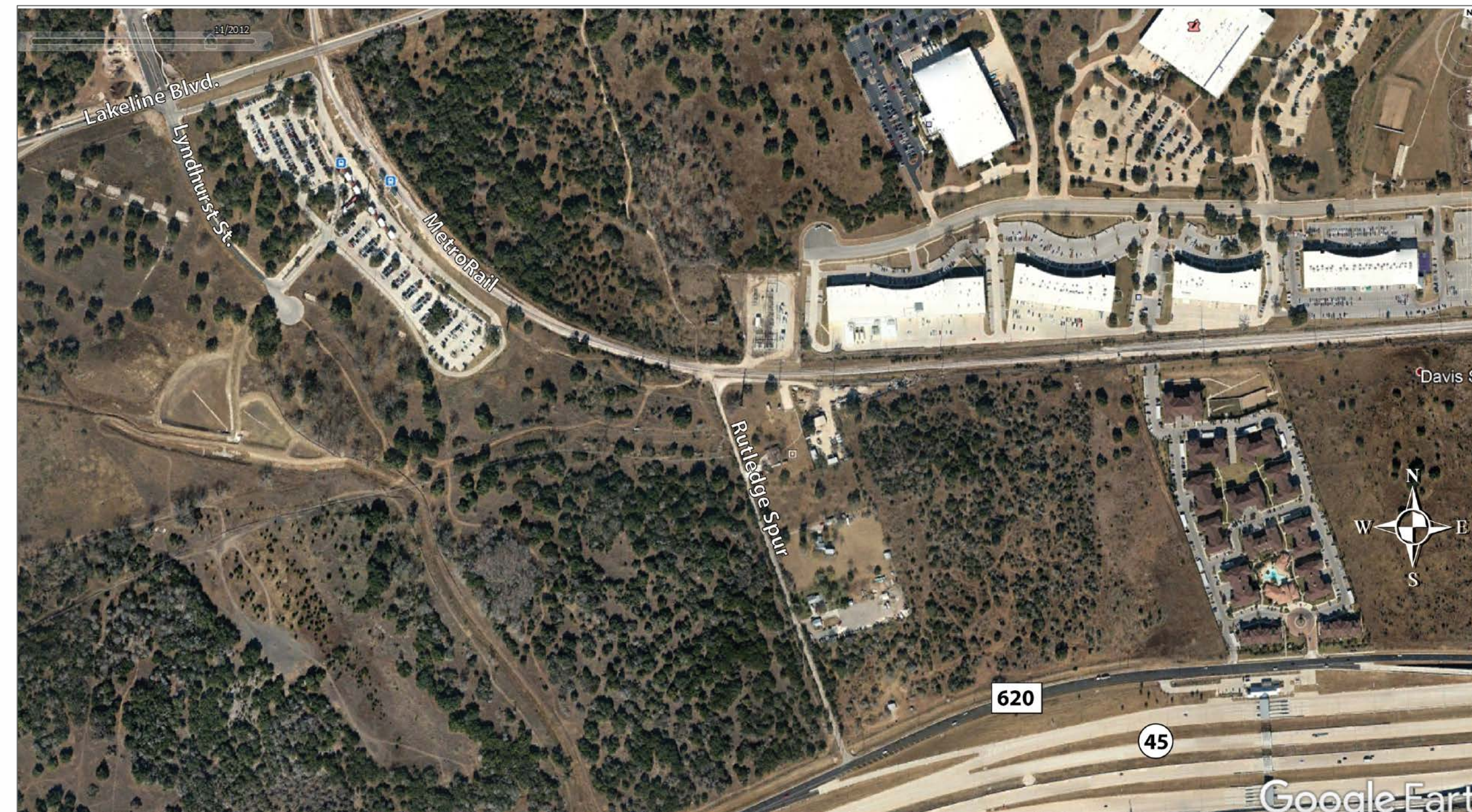
PROCESS

- This project includes a review of existing conditions and constraints
- A Preliminary Engineering Report is being developed to address substandard elements of the street
- There are no design or construction funds allocated for improvements, but having a plan ready allows the City to move forward quickly, if funding is identified
- Community engagement is being coordinated throughout the project to share information and collect feedback



WE ARE HERE

EXISTING CONDITIONS



AERIAL OF PROJECT AREA, 2012



AERIAL OF PROJECT AREA, 2017



NORTH RUTLEDGE SPUR

- 680 feet long
- Narrow roadway width
- Constrained right-of-way
- Missing sidewalks
- Existing specimen trees



SOUTH RUTLEDGE SPUR

- 750 feet long
- Drainage/ponding concerns
- Existing sidewalks
- Existing curb-side parking

PUBLIC FEEDBACK

WHAT WE HEARD



Road Safety Concerns

- Narrow travel lanes
- Poor roadway conditions
- Traffic slowing measures are needed



Pedestrian Safety Concerns

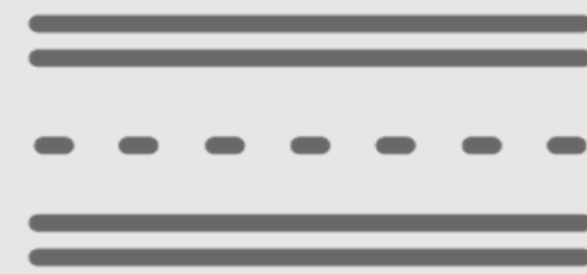
- Lack of continuous sidewalks
- Insufficient lighting



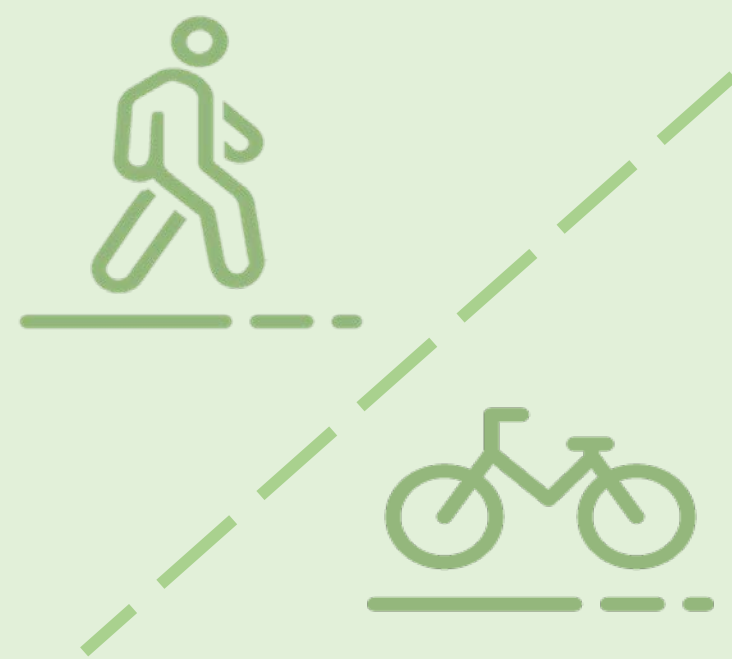
Parking Needs

- Existing street parking

DRAFT RECOMMENDATIONS



- Reconstruct with new asphalt pavement
- Maintain one travel lane in each direction
- Increase pavement width
- Add pavement markings



- Construct new 10-foot shared-used path on east side of street
- Add additional street lighting



- Add water quality elements (rain gardens and drainage)

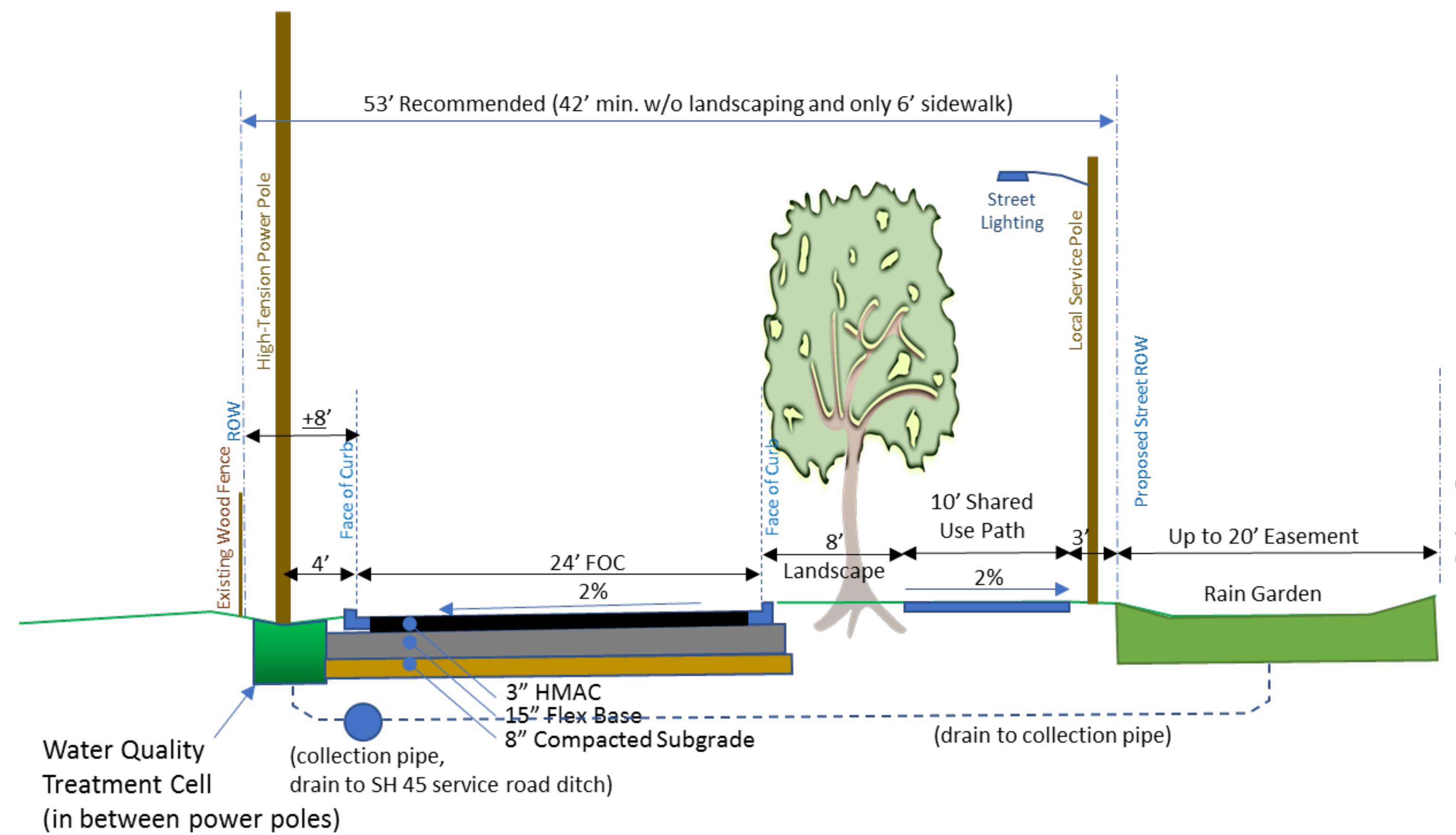
DRAFT RECOMMENDATIONS

NORTH RUTLEDGE SPUR

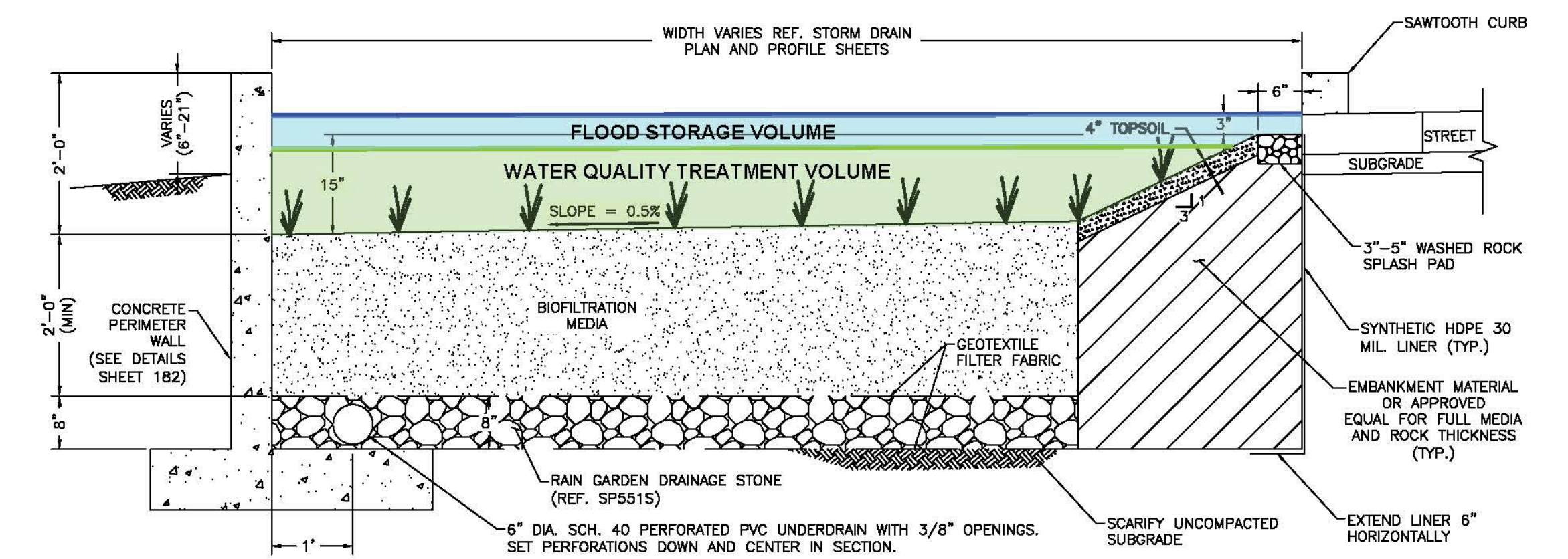
Approximate Length – 680 feet



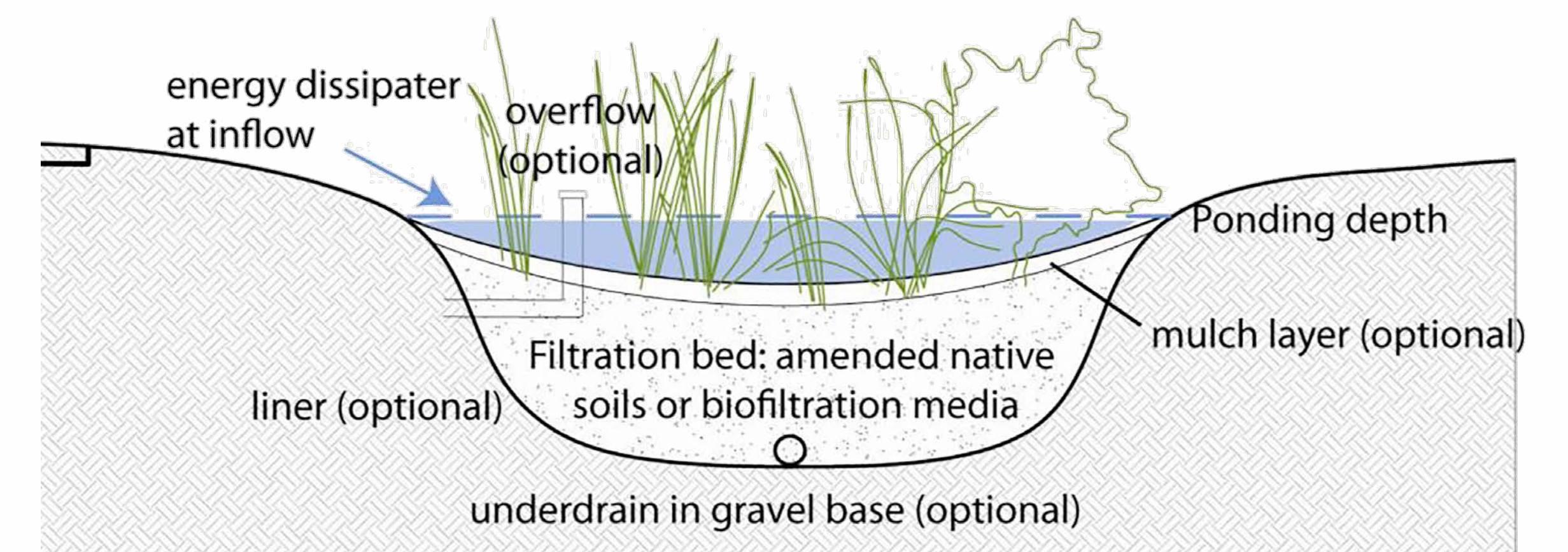
PROPOSED ROADWAY CONFIGURATION



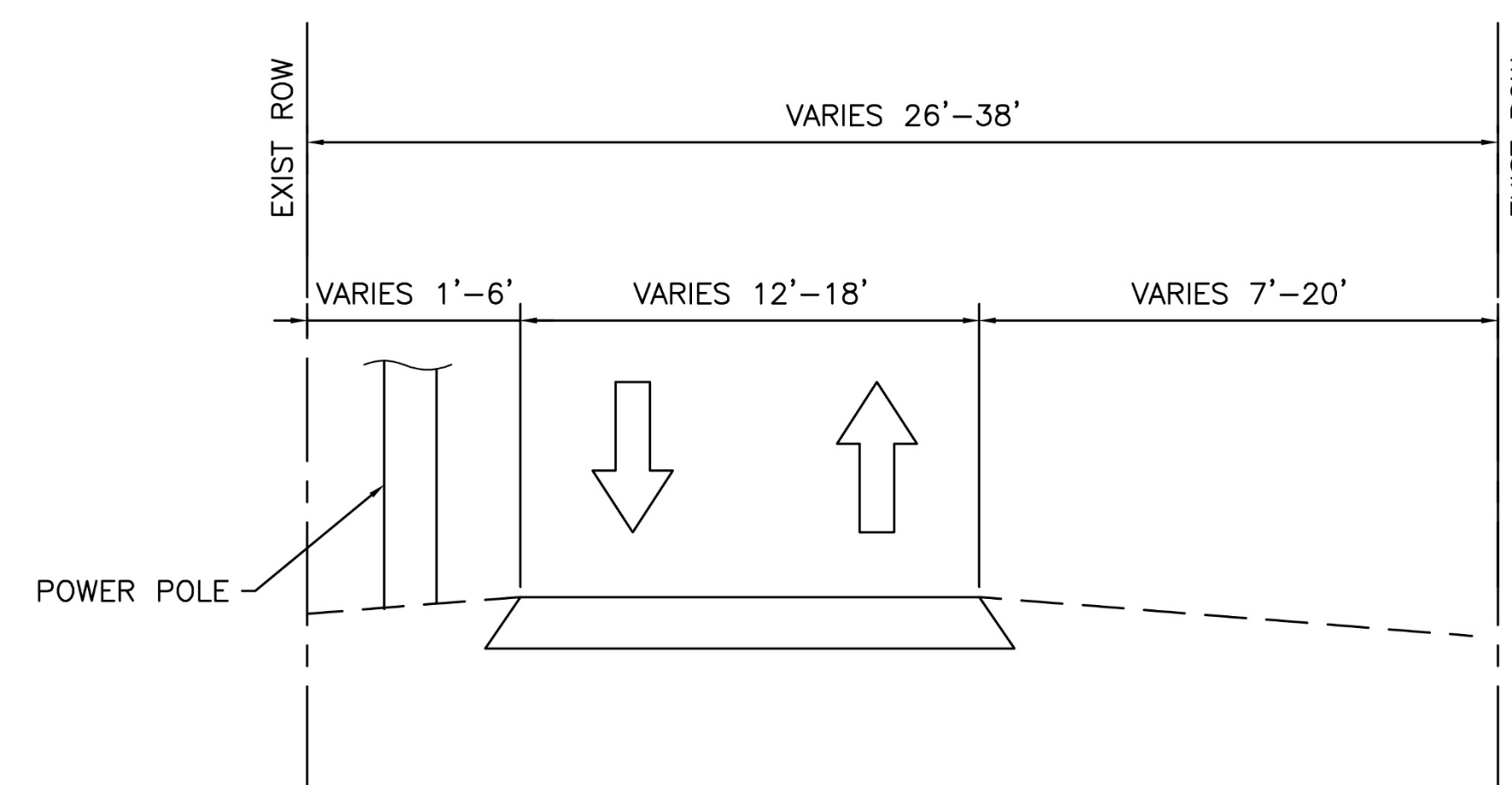
Water Quality Treatment



Rain Garden



EXISTING ROADWAY CONFIGURATION

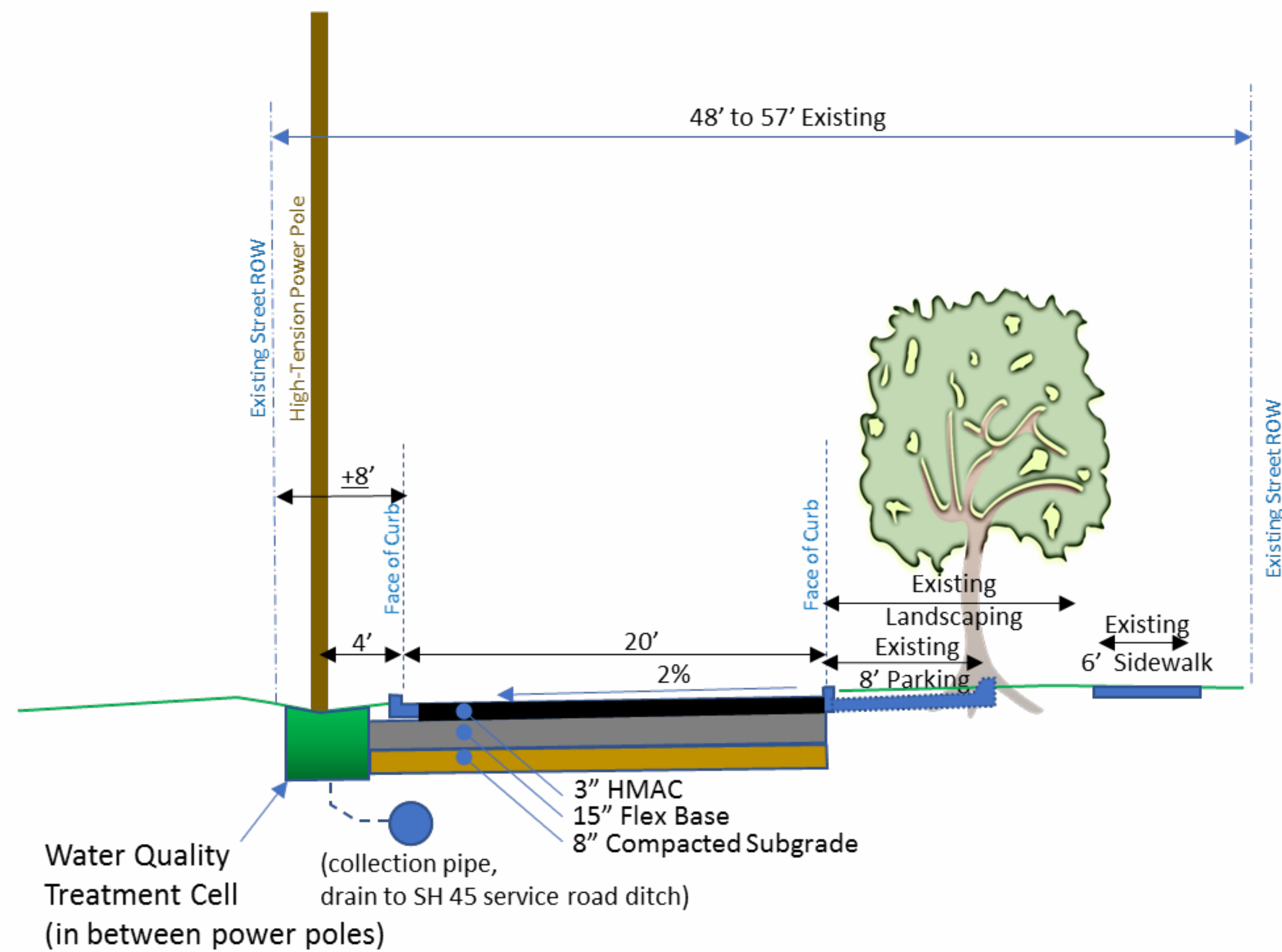


DRAFT RECOMMENDATIONS

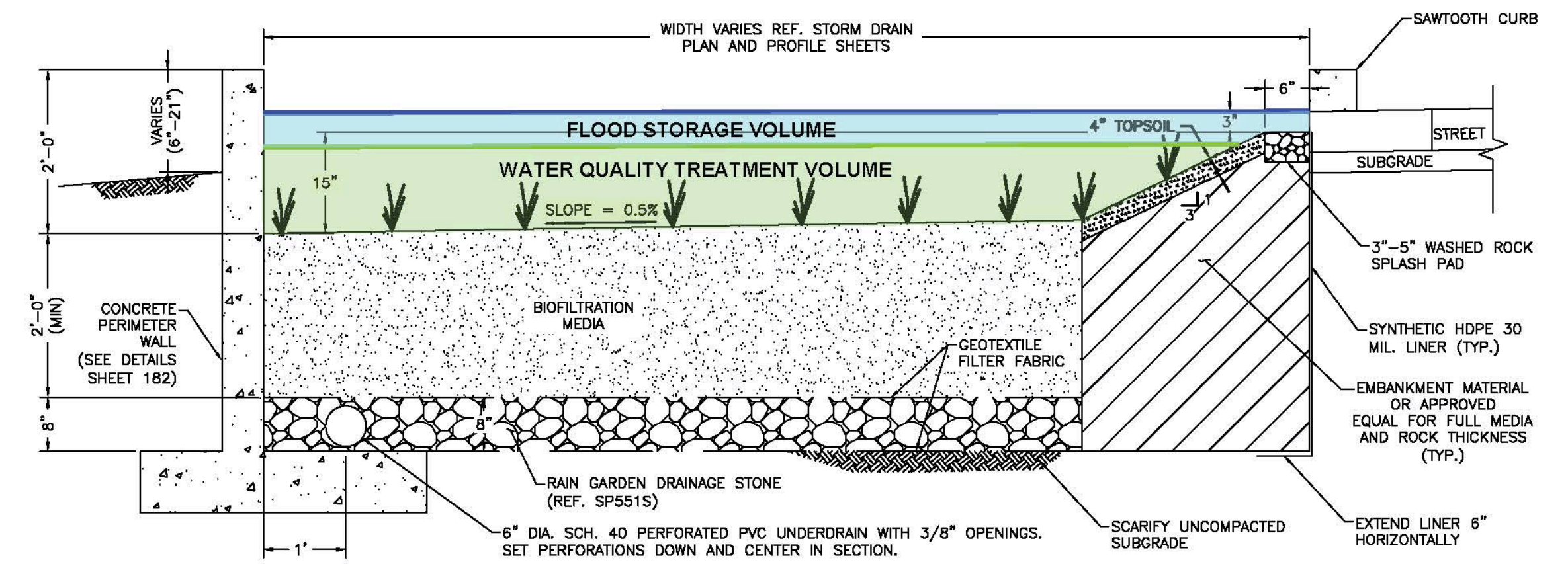
SOUTH RUTLEDGE SPUR

Approximate Length – 750 feet

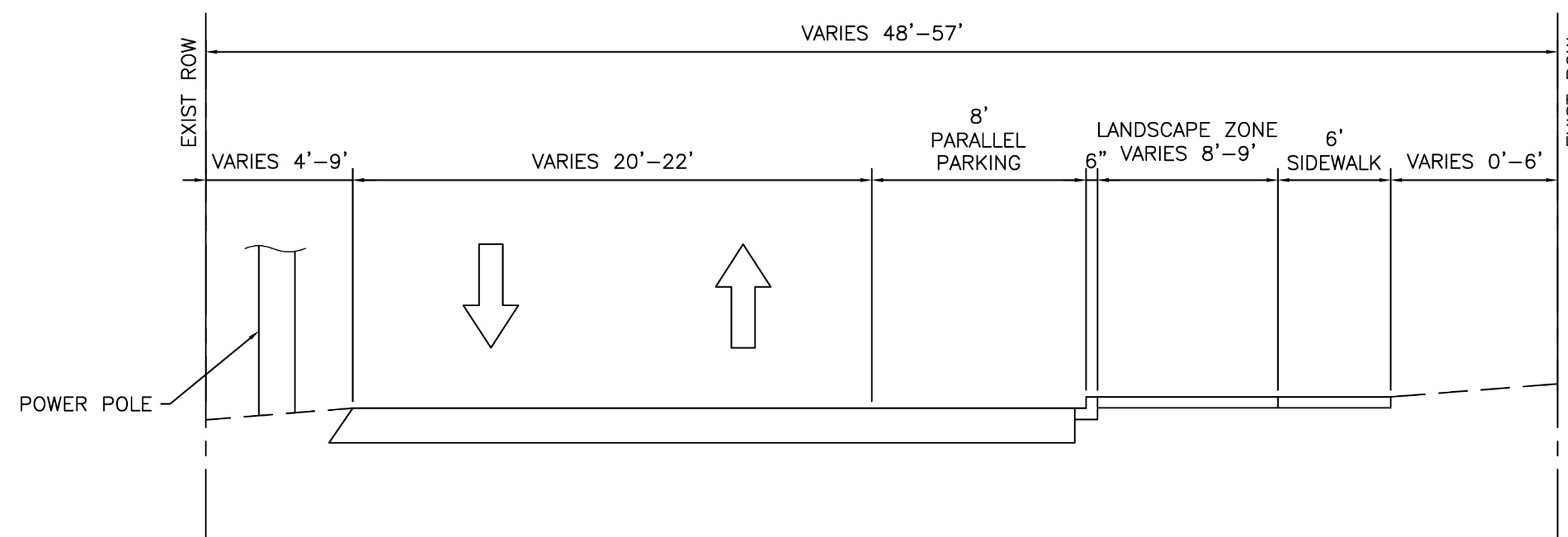
PROPOSED ROADWAY CONFIGURATION



Water Quality Treatment



EXISTING ROADWAY CONFIGURATION



PRELIMINARY COST ESTIMATE

SUBJECT TO CHANGE

Construction Cost and Utility Relocation (Estimate)	\$1.5 M
Soft Costs (Estimate) Including Engineering, Project Management and Construction Services/Testing	\$0.5M
Project Sub-Total (Estimate)	\$2.0 M
Risk-Based Project Contingency and Right-of-Way (Estimate)	\$1.0 M
GRAND TOTAL (Estimate)	\$3.0 M

There are no design or construction funds allocated for improvements, but having a plan ready allows the City to move forward quickly, if funding is identified.