



## ABOUT 45SW

45SW is an innovative four-lane toll road built on state property between MoPac and FM 1626 that will bring relief to the rapidly growing area of northern Hays and southern Travis counties. Access to 45SW is available from FM 1626, Bliss Spillar Road, State Loop 1 (MoPac), and SH 45 west of MoPac. To limit the impact to the surrounding environment, the expressway does not have frontage roads.

There are two twelve-foot highway lanes in each direction with a ten-foot outside shoulder and a four- or five-foot inside shoulder with varying median widths.

- **PROJECT COST:**  
\$108 Million
- **PROJECT LENGTH:**  
3.6-miles
- **OPENING DATE:**  
June 1, 2019

The project includes a ten-foot-wide shared use path that will be compliant with the requirements of the Americans with Disabilities Act. The path is separated from the roadway for the entire length of the project, except over the Bear Creek Bridge.

The shared use path will serve as part of the future Violet Crown Trail and has a trailhead under the bridge structure at the intersection of 45SW and MoPac.

To protect the extensive karst (cave) features in the area, 90 percent of the project is built above ground level on fill dirt and did not require excavation.

## PURPOSE AND NEED

As a result of growth and development, drivers are using local roads such as Manchaca Road, Slaughter Lane and Brodie Lane as commuter corridors to reach State Loop 1 and downtown Austin. These local roads have become increasingly congested, with

signalized intersections exacerbating the traffic problem. Neighbors have expressed concerns about cut-through traffic and the inability to safely exit their neighborhoods. 45SW will reduce cut through traffic, increase safety and reduce travel times.

**TOLL RATE:**



The toll rate is \$1.00 for drivers with an electronic tag. Higher rates apply for Pay By Mail.



## TRAVEL TIME IMPROVEMENTS

With construction complete, 45SW will offer immediate relief to drivers in Hays and southern Travis counties and will continue to provide benefits even as the population grows. By redirecting commuting traffic off local roads such as Manchaca Road, Slaughter Lane and Brodie Lane, these arterial streets will better serve their primary purpose of accommodating local neighborhood traffic. During rush hour, drivers who use the new 45SW will save up to 17 minutes in reduced travel time. Drivers who use neighborhood streets will also see travel times reduced by six to seven minutes.



\* Estimated travel time savings after opening of 45SW

## STAY UP-TO-DATE

We welcome your feedback and questions about the 45SW Project. To learn more or to contact us, please visit [www.MobilityAuthority.com](http://www.MobilityAuthority.com) or reach out by phone at (512) 996-9778.



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## ENHANCEMENTS

**ENVIRONMENTALLY SENSITIVE DESIGN** On March 5, 2015 a Record of Decision was issued for 45SW that allowed the project to proceed to final design and construction with specific commitments to protect the environment during its construction and operation.



### WATER QUALITY PROTECTION MEASURES

The 45SW Project was designed with water quality in mind. By using a combination of structural and non-structural Best Management Practices (BMPs) the project will avoid or minimize the amount of pollutants in the water that flows off the roadway. These BMPs include:

- Permeable Friction Course (PFC) pavement
- Water quality ponds
- Vegetated controls such as grassy swales
- Vegetated filter strips



### GREEN MOBILITY CHALLENGE INITIATIVES

In July 2011, the Mobility Authority, in partnership with TxDOT, launched the Green Mobility Challenge, a sustainable design competition that challenged Texas' most creative landscape architects, planners and engineers to propose better ways of constructing, operating and maintaining future transportation projects. Where feasible, ideas submitted as part of the challenge have been incorporated into the project. These ideas include:

- Alignment of the roadway to avoid impacts to Edwards Aquifer recharge features
- Construction of a bridge at Bear Creek that minimizes impacts to the creek
- Innovative intersection designs at FM 1626 to minimize the amount of impervious cover and ensure efficient operation of the intersection
- Native plantings that minimize maintenance needs, improve wildlife habitat and enhance aesthetics of the roadside



### BICYCLE AND PEDESTRIAN ACCOMMODATIONS

45SW features a 4.5-mile long, 10-foot wide shared use path that extends from FM 1626 to Escarpment Blvd. Additional bicycle and pedestrian accommodations include:

- A trailhead with parking at the MoPac and 45SW interchange near Archeleta Blvd.
- A trailhead with parking at Bliss Spillar Road
- Provisions to tie to the Violet Crown Trail near MoPac and near Bear Creek
- Bicycle and pedestrian bridges over Bear Creek and Danz Creek

**For more information on water quality protection measures, bicycle and pedestrian accommodations, Green Mobility Challenge initiatives, travel time improvements and other project details, visit [www.MobilityAuthority.com](http://www.MobilityAuthority.com).**