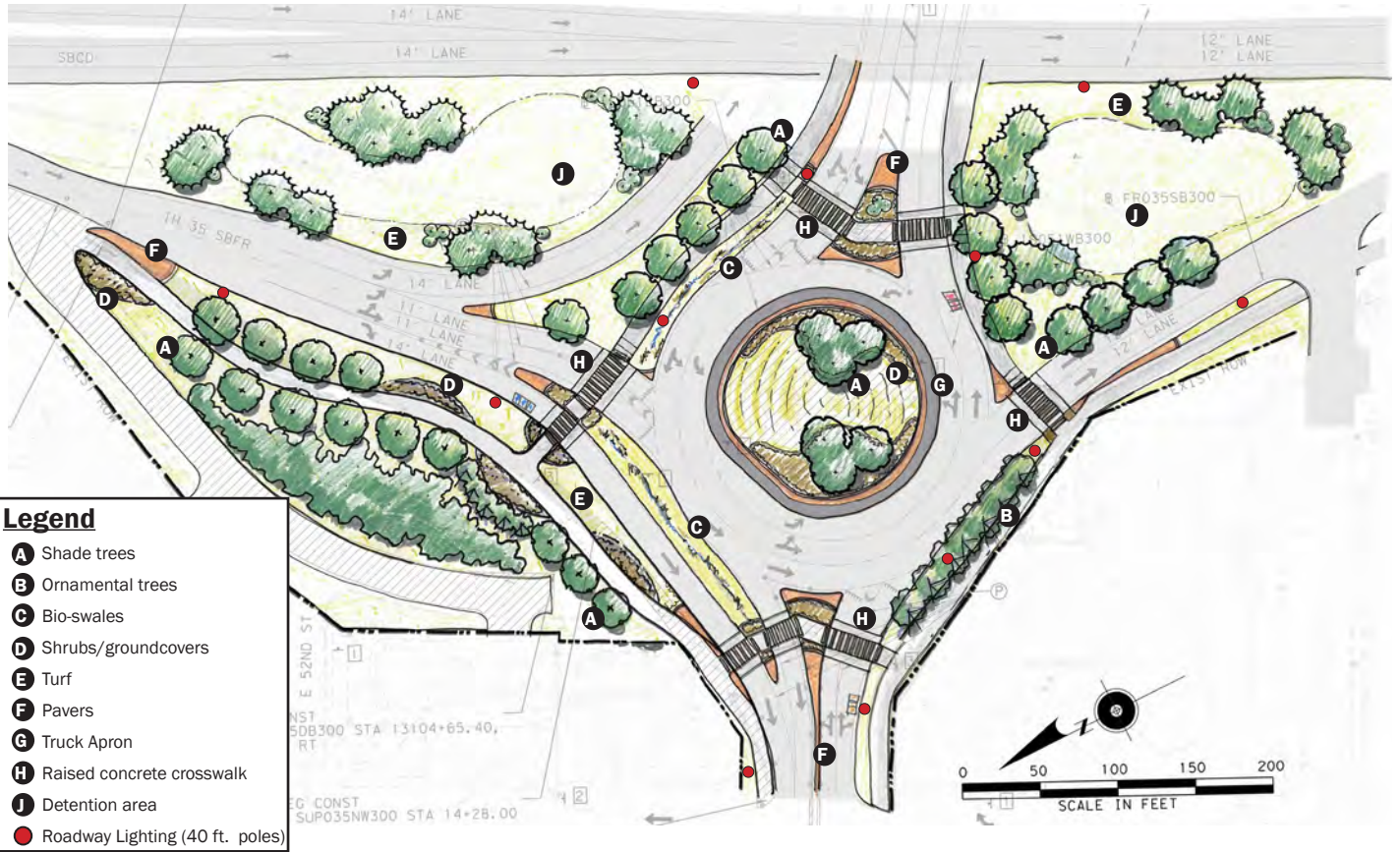


51st Street Charrette

This document summarizes the preferences expressed by neighborhood participants in the 51st Street Aesthetics Charrette conducted on December 9, 2015. Notes document additional considerations which may need to be addressed for implementation. As presented at the charrette, TxDOT will work with the city of Austin as a participating partner to incorporate as many of these preferences as possible within the constraints of safety, mobility, design, environmental, and cost.



Landscape

1. Shade trees (live oaks) for spatial definition and pedestrian-vehicular separation are preferred.
2. Consider natural vegetative buffers or grassed bio-swales where respecting sight distances or space limits establishment of trees.

NOTE:

- Sight distance triangles must be identified and respected.
- Overall landscape improvements may be possible through a City of Austin maintenance agreement. Landscaping as shown is schematic in nature and is subject to change. At this phase, the conceptual layout is for discussion purposes.

Illumination

1. Good visibility and illumination at the roundabout should be the primary focus.
2. Unobtrusive and elegant poles should be used.
3. If shade trees reduce lighting, add bollard lighting along shared use path.
4. Provide landscape lighting on 24 in. tall roundabout wall.

Shared use path

1. Broom finish concrete to be used for the path itself.
2. Pavers will be used adjacent to the path where space limits the establishment of vegetation (5 ft. width minimum).
3. Old town blend, holland stone by Pavestone is the preferred paver.

NOTE:

- Flexibility to separate the shared use path into separate pedestrian and bicycle paths is desirable if use warrants future need.

Roundabout

1. Cohesive, integrated design which could include art as a primary feature is preferred.
2. Include trees/xeriscape with wall similar to Mueller (red stone or limestone veneer to complement preferred paver).
3. Design will not encourage pedestrians to cross travel lanes and access the roundabout.

ADDITIONAL PREFERENCES:

Truck apron between travel lane and barrier curb

- Yellow profile edgeline rumble strip; mountable curb; integral color concrete pavement, dark red to complement pavers.

Area between barrier curb and wall

- Use old town blend pavers; 5% minimum slope.

Wall

- 24 in. tall wall as art or design to allow for future art integration (ceramic tile mural, etc.).
- Design characteristics similar to Mueller (red stone preferred; illumination).

Landscape

- “Landscape as art” or design to allow for future art integration (TBD).
- Naturalistic mounding, integrated with landscape.

NOTE:

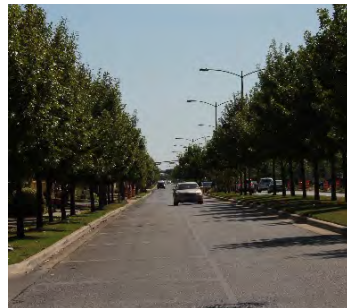
- Water will not flow over wall; drains to capture and pipe water to detention facilities.
- Resulting berm will slope approximately 2% to 3% (18 to 24 in. height) from high point to top of wall.

Crosswalk

1. Detectable warning surface paver color is to be charcoal at curb ramps.
2. Natural (white) concrete with black/gray integral color concrete to distinguish raised crosswalks is desired.

NOTE:

- Due to constructability, the desired aesthetic is likely to be implemented with dark gray concrete and white reflective paint.



Schematic image from the E. 51st Street Vision Plan