



Final Environmental Assessment

183A Toll Road Phase III, Austin District and Central Texas Regional Mobility Authority

From Hero Way to State Highway 29

CSJ Number: 0914-05-192

Williamson County, Texas

August 2019

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the Texas Department of Transportation (TxDOT) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration and TxDOT.

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Acronyms

AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ACC	Austin Community College
ACS	American Community Survey
AOI	area of influence
APE	area of potential effect
BMP	best management practice
CAMPO	Capital Area Metropolitan Planning Organization
CFR	Code of Federal Regulations
CGP	Construction General Permit
CO	carbon monoxide
CO ²	carbon dioxide
CR	County Road
CTRMA	Central Texas Regional Mobility Authority
DHHS	Department of Health and Human Services (US)
EA	Environmental Assessment
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	environmental permits, issues and commitments
ETJ	extraterritorial jurisdiction
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
HPALM	Hybrid Potential Archeological Liability Maps
IH	Interstate Highway
ISA	Initial Site Assessment
LEP	limited English proficiency
LWCF	Land and Water Conservation Fund
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer System
MSAT	mobile source air toxics
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
NWP	Nationwide Permit
OHWM	ordinary high water mark
PCN	Pre-construction Notification
PM	particulate matter
PS&E	plans, specifications and estimates
RM	Ranch-to-Market Road
ROW	right-of-way
RPST	Registered Petroleum Storage Tank
RTHL	Registered Texas Historic Landmark

Acronyms

RTP	Regional Transportation Plan
SAL	State Antiquities Landmark
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SW3P	Storm Water Pollution Prevention Plan
TCEQ	Texas Commission on Environmental Quality
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIP	Transportation Improvement Program
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSS	total suspended solids
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
USACE	US Army Corps of Engineers
US DOT	US Department of Transportation
USFWS	US Fish and Wildlife Service

1 Introduction

The Central Texas Regional Mobility Authority (CTRMA) and Texas Department of Transportation (TxDOT) propose the extension of the 183A Toll main lanes from Hero Way to State Highway (SH) 29 in Williamson County, Texas (see **Appendix A, Project Location Map**). The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project and determine if those consequences warrant preparation of an Environmental Impact Statement or a Finding of No Significant Impact (FONSI). The draft EA was made available for public review and TxDOT and CTRMA considered comments received for revision to the final EA. If TxDOT determines that there are no significant adverse effects, it will prepare and sign a FONSI, which will be made available to the public. A description of public involvement conducted for the project is provided in **Chapter 7, Public Involvement**.

CTRMA anticipates submitting an application for financial support from the US Department of Transportation (US DOT) for the proposed project through a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; therefore, this EA has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality (CEQ) Regulations (40 CFR §1502.13), Federal Highway Administration (FHWA) Technical Advisory T6640.8A, and TxDOT guidance documents. 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 (MOU) dated December 16, 2014, and executed by FHWA and TxDOT.

1.1 Project Background

The current proposed project is the third phase of the CTRMA planned 183A Toll project. Phase I of the 183A Toll initiative developed and constructed approximately 11.6 miles of the tolled facility from Ranch-to-Market Road (RM) 620 in northwest Austin to New Hope Drive in Cedar Park, and approximately 7.5 miles of non-tolled frontage roads from RM 1431 to the South Fork San Gabriel River. The Final Environmental Impact Statement was completed and Record of Decision issued in 2001 for what would be Phases I and II of the 183A project. The facility opened to traffic in March 2007. In 2009, an environmental assessment was approved for the extension of US Highway 183 (US 183) as a four-lane divided roadway from the South Fork San Gabriel River to SH 29.

Phase II of the 183A Toll initiative extended the tolled main lanes approximately five miles north from RM 1431 to Hero Way. The extension opened in April 2012 and resulted in a shift of traffic from the non-tolled frontage roads to the new tolled facility. The currently proposed 183A Toll Phase III extends 6.6 miles from Hero Way to 1.1 miles north of SH 29.

Generally, Phase I and Phase II have improved travel times and reduced traffic on adjacent roadways, including US 183. However, current and projected growth along the US 183 corridor has continued to drive the need for congestion relief. CTRMA wants to continue to improve mobility and accommodate future growth in this area.

2 Project Description

2.1 Existing Facility

Within the project limits, the current six-lane 183A tolled main lanes terminate approximately 0.4 mile north of Hero Way, where they merge with the existing non-tolled, four-lane, divided 183A frontage roads. The 183A four-lane divided roadway continues north for 1.4 miles to its intersection with US 183 at Bryson Ridge Trail. From this intersection—which is the current northern terminus of existing 183A—heading north, the existing roadway within the project limits is US 183.

From the terminus of the 183A main lanes to SH 29, the existing facility (183A frontage roads and US 183) continues north as a four-lane divided roadway comprised of two 12-foot-wide general purpose lanes in each direction, with 10-foot-wide outside shoulders, four-foot-wide inside shoulders, at-grade intersections, and open-ditch drainage. Lanes are divided by a median typically over 250 feet wide, which was preserved to allow for the currently proposed potential extension of the 183A main lanes, and consists mostly of grassy vegetation, some trees, and drainage features. Left-turn and right-turn bays are present at major arterial intersections and turnarounds are already in place at the intersections with San Gabriel Parkway, US 183/Bryson Ridge Trail, and SH 29. The existing facility traverses the South Fork San Gabriel River via bridges, and multiple box culverts provide crossings over three tributaries to the river. North of SH 29 to the project's northern terminus, the existing facility transitions to an undivided facility with two 10-foot-wide travel lanes in each direction, a 15-foot-wide center left-turn lane, six-foot-wide shoulders, at-grade intersections, and open-ditch drainage. The posted speed limit is 60 miles per hour (mph). The existing US 183 and 183A facilities are depicted in **Appendix B, Project Photographs**, and **Appendix D, Typical Sections**.

2.2 Proposed Facility

The proposed action (Build Alternative) would extend the six-lane, controlled-access, grade-separated 183A tolled main lanes from their current terminus approximately 0.4 mile north of Hero Way to approximately 0.4 mile north of SH 29. The 183A tolled main lanes would be located in the median between the existing northbound and southbound US 183 four-lane divided roadway. The existing US 183 four-lane divided roadway within the proposed project limits would serve as frontage roads north to SH 29, and transition back to the existing, undivided US 183 approximately 1.1 miles north of SH 29. This transition would allow the 183A tolled main lanes to merge with the proposed non-tolled, four-lane, divided US 183 north of SH 29 and, eventually, with the existing four-lane, non-divided US 183 at the project's northern terminus. Project design would include bridges over the South Fork San Gabriel River and multiple box culverts providing for tributary streamflow. A paved, 10-foot-wide pedestrian/bicycle shared use path would be provided within existing right-of-way (ROW) along the west side of the project from Hero Way to the planned Seward Junction South (approximately 4.6 miles).

The proposed 183A main lanes would include three 12-foot-wide lanes in each direction, with 10-foot-wide paved shoulders and a 38-foot wide grassy median. The main travel lanes would be tolled

as an extension of the existing 183A Toll currently in place south of Hero Way. As previously noted, the existing US 183 facility would serve as frontage roads and, along with the existing 183A frontage roads between Hero Way and US 183 (described in **Section 2.1, Existing Facility**), would remain in use as a non-tolled facility. The transition from the 183A main lanes to existing US 183 north of SH 29 would comprise two 12-foot-wide lanes, divided, in each direction, with 10-foot-wide outside shoulders and 4-foot-wide inside shoulders. The 183A main lanes would be depressed under SH 29 and elevated over intersections with:

- Seward Junction South (planned facility);
- Whitewing Drive/Larkspur Park Boulevard;
- South Gabriel Drive/Green Valley Drive (South Fork San Gabriel River bridge);
- US 183/Bryson Ridge Trail; and
- San Gabriel Parkway.

The existing main lanes are already elevated over Hero Way. The proposed divided US 183 section north of SH 29 would have an at-grade intersection at County Road (CR) 213/258 with turnarounds in each direction. Main lane design speed is 70 mph and ramp design speed is 50 mph.

Federal regulations require that federally funded transportation projects have logical termini (23 CFR 771.111(f)(1)). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The proposed project limits extend from Hero Way to 1.1 miles north of SH 29. Towards the south of the proposed project area, Hero Way is the nearest major arterial intersection to the current terminus of the existing 183A tolled main lanes (0.4 mile north) and is the terminus for the existing 183A bicycle-pedestrian shared path. On the northern end, SH 29 is a major intersecting highway with US 183 and the primary source of traffic along the existing alignment (see **Table 1**). Therefore, the logical termini for the proposed project are Hero Way and SH 29, with the 1.1-mile transition north of SH 29 included in the analysis of environmental impacts.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area (23 CFR 771.111(f)(2)). This means a project must be able to provide benefit by itself, and that the project not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed 183A Toll Phase III project would address the need for accommodating forecast traffic volumes in the US 183 corridor between Hero Way and SH 29, regardless of whether other transportation improvements are implemented in the project vicinity. Therefore, the proposed project would have independent utility and, because it stands alone, it cannot and does not irretrievably commit federal funds to other future transportation projects.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements (23 CFR 771.111(f)(3)). This means that a project must not dictate or restrict any future roadway alternatives. Since the proposed project has independent utility and logical termini where it connects with the existing transportation system, it would not restrict consideration of alternatives for other reasonably foreseeable transportation projects.

Design details are shown in **Appendix C, Schematics**, and **Appendix D, Typical Sections**.

2.2.1 Phased Implementation, Estimated Project Cost and Planning Consistency

The 183A Phase III project would be implemented in two sub-phases, which would ultimately result in the full build-out of the proposed project. The first, interim sub-phase would include all features of the project except that it would include construction of only two 12-foot-wide main lanes in each direction. All access ramps, overpasses, underpasses, bridges, culverts, toll gantries, sidewalks and the shared-use path would be included in this first, interim sub-phase. The second and final sub-phase would include constructing a third main lane in each direction. The timing for construction of the two additional lanes included in the ultimate design would depend on the rate of increase in usage of the proposed interim four-lane facility.

The construction of a four-lane facility for the proposed 183A Phase III project was included in the 2019-2022 Transportation Improvement Program (TIP), as amended. The total estimated project cost for the interim, four-lane facility is \$269.7 million (October 2018). The fully built six-lane facility is included in the Capital Area Metropolitan Planning Organization's (CAMPO) 2040 Regional Transportation Plan (RTP) April 2019 update (see **Appendix E, Plan and Program Excerpts** for current listings). No final action to implement the ultimate six-lane facility will be taken until it is included in the TIP. Estimated total project cost for the six-lane facility is \$333.8 million as of October 2018 (\$64.1 million for constructing the additional two lanes). Federal and local funding are anticipated.

3 Purpose and Need

3.1 Need

The project is needed to accommodate forecasted traffic volumes along the US 183 corridor between Hero Way and SH 29, which are driven by continued community growth in the area.

3.2 Supporting Facts and Data

3.2.1 Community Growth

Unprecedented community growth in recent years in the areas around the proposed project has been reflected in increased population in Williamson County and the cities of Cedar Park, Liberty Hill, and Leander. Williamson County had the second highest county population growth in Texas between 2000 and 2012 and was ranked the 13th fastest growing county in the United States between 2000 through 2010. This growth continued after 2010 with Williamson County ranking as the 12th fastest growing county between 2010 through 2016. Between 2010 and 2016, the population of the county grew by approximately 25 percent from 422,537 to 528,718. Projections for Williamson County show a population of 825,127 by 2040, which is an estimated 56 percent increase in population over the next 24 years.

Cedar Park, which is south of the proposed project area along the southern part of existing 183A, is the third largest city in the Austin metropolitan area. Population in Cedar Park has grown approximately 33 percent from 2010 through 2016. Liberty Hill, which is located at the northern

extent of the proposed project area, has grown by an estimated 67 percent from 2010 to 2016. Although Liberty Hill's population as estimated by the US Census Bureau was 1,619 in 2016, the City of Liberty Hill reported that the city and its extraterritorial jurisdiction (ETJ) combined had an estimated population of 9,341 in 2015. Leander, where a significant part of the proposed project is located, grew by an estimated 62 percent between 2010 and 2016.

This growth for the three cities near the proposed project area is projected to increase through 2040 as predicted by the Texas Water Development Board's (TWDB's) 2021 Regional Water Plan Population Projections. According to TWDB, Cedar Park will increase in population to 90,287, an increase of around 31 percent over the 2016 population. Liberty Hill will see an increase of approximately 44 percent in the same time frame, while Leander will see a 271 percent increase with a projected population of 158,728 in 2040.

3.2.2 Travel Demand

Based on the historical and projected population growth occurring in the area, traffic congestion is projected to increase in the area. Along the existing alignment and along other roads in the area, traffic has generally grown between 1999 and 2016 (**Table 1**). Exceptions to traffic growth (reflected in the table) have occurred as previous phases of 183A have been introduced to the system, such as the 2007 Phase I opening of the 183A frontage road configuration from RM 1431 to the South Fork of the San Gabriel River, and the 2012 Phase II opening of the 183A tolled main lanes from RM 1431 to Hero Way. In those instances, traffic counts along the existing (original) alignment of US 183 north of San Gabriel Parkway have dropped in correlation to the opening of the previous 183A phases. However, after the initial traffic number decline, traffic counts have continued to increase to exceed previous totals after four years.

On US 183 between Green Valley Drive and SH 29, average annual daily traffic (AADT) increased 166 percent (from 12,700 vehicles per day (vpd) to 33,721 vpd) between 1999 and 2016. An 89-percent increase occurred during the same period on US 183 north of SH 29. On SH 29, which carries traffic from the growing Liberty Hill and western Georgetown areas to US 183 for trips into the Austin area, traffic has more than doubled since 1999. East of US 183, traffic on SH 29 has increased from 7,800 vpd to 16,447 vpd. West of US 183, traffic on SH 29 increased even more, from 12,300 vpd to 25,966 vpd, or an increase of 111 percent (**Table 1**).

Table 1: Project Area Average Annual Daily Traffic, 1999 to 2016

Year	US 183* between San Gabriel Parkway and Bryson Ridge Trail	183A Between Hero Way and San Gabriel Parkway	US 183 between Green Valley Drive and SH 29	US 183 between SH 29 and CR 213/258	SH 29 East of US 183	SH 29 West of US 183
2016	13,308	8,141	33,721	14,008	16,447	25,966
2015	8,641	5,139	21,718	12,928	15,760	25,657
2014	9,321	5,933	24,599	12,140	14,695	21,723
2013	9,337	4,976	22,726	12,421	14,615	22,955
2012	10,400	N/A	22,000	10,000	13,600	19,000
2011	8,900	N/A	18,400	9,000	12,600	18,300
2010	9,600	N/A	19,700	9,300	12,800	17,900
2009	9,600	N/A	17,800	9,300	12,900	17,900
2008	10,100	N/A	17,100	8,800	12,900	14,400
2007	18,500	N/A	15,600	10,400	11,900	16,200
1999	12,400	N/A	12,700	7,400	7,800	12,300

*Existing original alignment of US 183, parallel with 183A.

Source: TxDOT, Traffic Count Database System, <http://txdot.ms2soft.com/tcds/tsearch.asp?loc=Txdot&mod=> (accessed 2018).

AADT projections developed by CTRMA indicate that AADT on 183A from Hero Way to Bryson Ridge Trail (junction of 183A and US 183) will increase from 22,200 vehicles per day in 2016 to 64,800 in 2042. For the same period on US 183 from Bryson Ridge Trail to SH 29, AADT is projected to increase from 33,800 vehicles per day in 2016 to 92,300 in 2042. These projections represent AADT growth of 183 percent over 26 years, a substantial increase for the existing four-lane, at-grade facility. A detailed traffic forecast analysis shows the build alternative being able to handle the projected capacity while maintaining a Level of Service (LOS) C along the main lanes, assuming a non-tolled facility. LOS is a qualitative rating of traffic operational conditions. LOS ratings range from A through F, with LOS A representing the best operating conditions and LOS F being the worst. The majority of design and planning efforts attempt to maintain LOS C or D, with LOS C considered a stable flow of traffic.

3.3 Purpose

The purpose of the proposed project is to accommodate forecasted traffic and reduce anticipated congestion along the US 183 corridor between Hero Way and SH 29.

4 Alternatives

4.1 Build Alternative

The Build Alternative, as described in **Section 2.2, Proposed Facility**, would meet the purpose of and need for the project by providing additional highway capacity in the form of three tolled, grade-separated main lanes in each direction. The added capacity would relieve forecast traffic on the existing US 183 facility, which would continue to serve as a non-tolled travel alternative to the proposed 183A tolled lanes. Consequently, the Build Alternative would accommodate forecast traffic volumes and alleviate associated traffic congestion, thereby effectively facilitating congestion management in the project area.

4.2 No Build Alternative

The No Build Alternative would maintain the existing 183A and US 183 general purpose lanes in their existing configuration. Therefore, the No Build Alternative would not address forecast traffic volumes and associated traffic congestion and would not meet the purpose and need of the project. Consequently, the Build Alternative is the Preferred Alternative. The No-Build Alternative is carried forward through the analysis to provide a point of comparison for the Build Alternative.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

No other preliminary alternatives were identified.

5 Affected Environment and Environmental Consequences

In support of this EA, the following technical reports and studies were prepared:

- Archeological Survey Report
- Biological Evaluation / Tier I Site Assessment
- Community Impact Assessment Technical Report
 - Environmental Justice Project Level Toll Analysis
- Hazardous Materials Initial Site Assessment
- Historic Resources Survey Report
- Induced Growth Analysis Technical Report
- Mobile Source Air Toxics Technical Report (qualitative)
- Noise Analysis Technical Report
- Water Resources Technical Report

The technical reports may be reviewed and copied upon request at the TxDOT Austin District Office, 7901 North Interstate Highway 35 (IH 35), Austin, Texas 78753, or at the CTRMA offices, 3300 North IH 35, Suite 300, Austin, Texas 78705.

5.1 *Right-of-Way/Displacements*

Most of the proposed Build Alternative would be constructed within the existing ROW of 183A and US 183. The existing ROW comprises approximately 338.6 acres and is typically 400 feet wide.

Approximately 19.3 acres of additional ROW are proposed near the northern portion of the proposed project to provide sufficient area for constructing the transition of US 183 from a divided to an undivided facility for approximately 1.1 miles north of SH 29 (**Appendix C: Schematics**). The 1.1-mile transition would allow for the possibility of a future extension of 183A northward. No permanent easements would be required. The land proposed for additional ROW is not occupied by any buildings or structures and would cause no displacements or inhibition of roadway access to properties, or leave economically nonviable remnant properties, subject to final design considerations. These proposed acquisitions are from a total of five parcels that include: undeveloped land (two parcels), agricultural use (grazing) (one parcel), and open land on industrial properties (two parcels: Lauren Concrete, KLM Design Build). ROW acquisition will be conducted in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970. No additional ROW would be acquired under the No Build Alternative.

5.2 *Land Use*

The project is located within the city limits or ETJ of the City of Leander and the City of Liberty Hill. The 183A Phase III project lies in a generally suburban area of the Austin metropolitan region, including undeveloped lands that are transitioning from rural to suburban. Based on project site observations and aerial photography review, most properties immediately adjacent to the project ROW remain undeveloped. Within Leander, along existing 183A, the Austin Community College (ACC) San Gabriel Campus and the St. David's HealthCare Leander Campus lie along the west side of the ROW. The first facilities built on each campus have opened but the properties mostly remain under development. Other lands immediately adjacent to 183A generally remain undeveloped.

Along US 183, sparse commercial uses are present on some adjacent properties. Small retail and service commercial uses are clustered northeast of the intersection of US 183 and SH 29, and a light industrial area exists northwest of the US 183 and CR 213/258 intersection. Single-family residential neighborhoods are present in the Leander and Liberty Hill areas, as well as one manufactured home park, but are generally situated farther back from the highway corridor than commercial uses. Otherwise, areas north of the river along US 183 are generally undeveloped alongside the project ROW. Existing land use adjacent to the proposed project is mapped in **Appendix F, Map 1, Adjacent Land Use and Development**.

The proposed Build Alternative would require acquisition of approximately 19.3 acres for proposed additional ROW. These proposed acquisitions comprise undeveloped and agricultural land or are open land on industrial properties. The proposed acquisition lies outside the city limits of Liberty Hill and consequently is not zoned. Since the proposed project would allow reasonable access to adjacent properties from the general purpose lanes, direct impacts on land use would be limited to conversion of the 19.3 acres of proposed ROW to transportation use. Additionally, the proposed project is consistent with current zoning and future land use plans. No indirect land use impacts

from induced growth from the proposed project are anticipated (see **Section 5.15, Induced Growth**). The No Build Alternative would have no direct impact on land use.

5.3 Farmlands

The Farmland Protection Policy Act (FPPA) was intended to minimize the contribution of federal programs to the unnecessary conversion of prime and important farmlands to nonagricultural uses. Although most of the proposed project area occurs on land identified as “urbanized area” on Census Bureau maps, approximately 19.3 acres of proposed additional ROW would be acquired for the proposed project that lie within a non-urbanized area. Therefore, the proposed project would convert farmland subject to the FPPA to a nonagricultural, transportation use. Approximately 12.5 acres of the proposed additional ROW are mapped as prime farmland. However, the results of the Farmland Conversion Impact Rating corridor assessment completed for the project (appended to the **Biological Evaluation**) do not warrant further consideration for protection or coordination with the Natural Resources Conservation Service. No impacts on farmland would occur under the No Build Alternative.

5.4 Utilities/Emergency Services

Underground and overhead utilities are currently present within the 183A Phase III project corridor. These include electrical, water and telecommunications utilities. Affected utility owners would include Pedernales Electric Cooperative, the City of Georgetown (water and wastewater), and AT&T (telecommunications). Utilities displaced by the project would be relocated within the existing ROW. Coordination with utility owners will take place during the detailed design phase.

Emergency services in the project area are provided by the Leander Police Department, Liberty Hill Police Department, Williamson County Sheriff’s Office West Substation, Leander Fire Department, Williamson County Emergency Services District #4 (Liberty Hill Fire Department), and Williamson County Emergency Medical Services. Emergency responders are anticipated to have generally the same access under the Build Alternative as what is currently provided. Emergency response times would remain the same or show improvement over No Build conditions, since the grade-separated main lanes would be fully available to emergency vehicles, while the general purpose lanes would maintain existing access to properties and intersecting roadways. The No Build Alternative would provide no improvement to emergency response times.

5.5 Bicycle and Pedestrian Facilities

Existing bicycle and pedestrian accommodations along 183A and US 183 within the project limits are currently limited to crosswalks and ramps at Hero Way, Bryson Ridge Trail, and SH 29, and paved outside shoulders along the general purpose lanes. The proposed 183A Phase III project would provide a 10-foot-wide, paved bicycle and pedestrian shared-use path from Hero Way to the planned Seward Junction South (**Appendix C, Schematics; Appendix D, Typical Sections**). The shared-use path would be constructed along the west side of the project within existing ROW. A connecting trail spur would be included above the river’s north bank under the bridge to the east side of the project to provide trail access to the City of Leander’s planned South San Gabriel River

park. The proposed 183A Phase III Build Alternative would provide a net benefit to bicyclists and pedestrians. The No Build Alternative would provide no improvements to bicycle or pedestrian transportation.

5.6 Community Impacts

The 183A Phase III project lies mostly within the incorporated communities of Leander and Liberty Hill. Leander is a rapidly growing suburban community and continuing growth is leading the Liberty Hill area into transition from a small town and rural area to a suburban community. Recent growth trends are discussed in **Section 3.2.1, Community Growth**. Tables showing the estimated population of census geographies encompassing the project area are attached to the **Community Impact Assessment Technical Report**. The tables also provide data for the study area population by age and by disability status. The report is on file and available for review at the CTRMA and TxDOT Austin District offices.

Proposed ROW acquisition would remove approximately \$520,000 from the property tax base, based on land market values determined for individual parcels by the Williamson Central Appraisal District and prorated for proposed ROW acquisitions on a per acre basis. The total property tax base was approximately \$71.165 billion in Williamson County in 2017 and \$1.404 billion in the Liberty Hill ISD in 2016. Project ROW acquisition would have a negligible impact on the property tax base. Mobility would decline under the No Build Alternative, resulting in greater time costs and associated economic costs anticipated. Construction phase impacts on the local economy are discussed in **Section 5.17, Construction Phase Impacts**.

With the extension of the tolled 183A main lanes from Hero Way to SH 29 under the Build Alternative, some traffic would shift from the existing US 183 non-tolled lanes to the new 183A tolled lanes, improving mobility on the non-tolled lanes. Under the No Build Alternative, mobility would continue to decline on existing US 183 and the 183A frontage roads.

Under both alternatives, the non-tolled lanes would continue to provide access to adjacent properties and intersecting roadways. The northbound-to-southbound turnaround located approximately 1,000 feet north of the Bryson Ridge Trail/183A/US 183 intersection would be relocated approximately one-half mile north as part of the 183A Phase III project. This access change would cause some inconvenience until local travelers became accustomed to the new travel patterns. Crossover and intersection access and travel pattern changes elsewhere in the project study area are not proposed as part of the 183A Phase III project.

Changes in control of access proposed under the Build Alternative would not affect current driveway access to existing land uses, except for one agricultural parcel. However, this parcel currently shares existing, alternate driveway access with an adjacent parcel, which would become the agricultural parcel's primary roadway access. The proposed changes in control of access could also affect future site plans for the development of currently vacant, undeveloped properties. No changes in control of access are proposed under the No Build Alternative.

The **Community Impact Assessment Technical Report** describes in more detail the effects of permanent changes to access and travel patterns resulting from the proposed Build Alternative. Overall, access and travel patterns would not substantially change as a result of the proposed project.

Community facilities adjacent to the proposed project include the following properties within the Liberty Hill and Leander city limits and ETJ (**Appendix F, Map 2**):

- Divine Savior Church, 719 South US 183, located in a small retail complex;
- Capstone Baptist Church, 1401 South US 183 (south building);
- New Life Church, 1015 North US 183;
- Operation Liberty Hill, 1401 South US 183 (north building), a nonprofit food pantry and thrift store providing financial assistance to low-income families in the Liberty Hill area;
- Austin Community College – San Gabriel Campus (183A & Hero Way); and
- St. David’s Emergency Center – Leander (183A & San Gabriel Parkway).

The City of Leander’s planned South San Gabriel River park has not yet been developed as a community facility. These properties would not be adversely affected by the Build or No Build Alternative. The existing access from the US 183 general purpose lanes to these properties would be maintained during and after construction of the Build Alternative.

The proposed 183A facility would stay within the existing 183A and US 183 corridor and no new-location roadways are proposed as part of the Build Alternative. No displacements and relocations are anticipated and physical access to residences and community resources would remain. Changes to neighborhood cohesion, existing access to specific services, or recreation patterns at public facilities are not expected to occur under the proposed project. Overall, the project is not anticipated to impact community cohesion since no new roads are proposed, no displacements are anticipated and physical access to residences and community resources would remain. No impacts to community cohesion would result from the No Build Alternative.

No substantial indirect impacts to community resources are anticipated from the proposed project.

5.6.1 Environmental Justice

Executive Order 12898 entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” mandates that federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of the programs on minority and low-income populations. A minority population is defined as a group of people and/or community experiencing common conditions of exposure or impact that consists of persons classified by the US Bureau of the Census as Hispanic or Latino, Black or African-American, American Indian and Alaska Native, Asian, and/or Native Hawaiian and other Pacific Islander. “Low-income” is defined as persons in households with income below the federal poverty level (\$25,750 for a family of four in 2019). “Disproportionately high and adverse effects” are defined as adverse effects that: (1) are predominantly borne by a minority population and/or a low-income population; or (2) would be suffered by the minority population and/or low-income population and would be

appreciably more severe or greater in magnitude than the adverse effects that would be suffered by the non-minority population and/or non-low-income population.

Five census blocks had populations where minorities were 50 percent or more of total population, according to the US Census Bureau's 2010 Census. These included one block in the Estates at Liberty Hill mobile home park (59.5% minority), one block in the Summerlyn neighborhood (58.5% minority), one block in High Gabriel West (57.1%), and two blocks having only one residence each. Tables and corresponding maps appended to the **Community Impact Assessment Technical Report** provide more detail on the racial and ethnic composition of the study area population.

None of the census block groups within the study area have a median household income below the current (2019) US Department of Health and Human Services (DHHS) poverty guideline (\$25,750 for a four-person household), according to ACS estimates. Below-poverty percentages of persons for whom poverty status was determined in the study area census block groups are as follows: Block Group 1, Census Tract 201.12, 0.7 percent; Block Group 1, Tract 202.02, 9.4 percent; Block Group 2, Tract 202.04, 1.5 percent; Block Group 3, Tract 203.01, 13.9 percent; Block Group 1, Tract 203.02, 9.7 percent; and Block Group 2, Tract 203.14, 2.1 percent. Tables and corresponding maps appended to the **Community Impact Assessment Technical Report** provide more detail on median household income and poverty rates for the study area population.

Operation Liberty Hill, 1401 South US 183, Liberty Hill, is a nonprofit food pantry and thrift store providing financial assistance to low-income families in the Liberty Hill area. This resource would not be adversely affected by the Build Alternative. As noted previously, the existing access from the US 183 general purpose lanes to this property would be maintained during and after construction of the Build Alternative.

A **Project-Level Toll Analysis** was conducted for the proposed project and appended to the **Community Impact Assessment Technical Report**. Based on the analysis, any motorist using the tolled lanes would experience some level of economic impact. The relative economic impact associated with paying a toll would be expected to be higher for low-income users than those with higher incomes. However, net adverse or disproportionate impacts to low-income populations would not be expected as a result of tolling on this project. The proposed project would benefit low-income and non-low-income residents alike within the study area, increasing mobility along the project limits for both drivers and transit users, providing a reliable route for transit, and facilitating reliable emergency response.

No displacements or substantial adverse impacts on community cohesion, air quality, or water quality would occur as a result of the Build or No Build Alternative. No impacts on the human population from hazardous materials are anticipated. Only one residence affected by noise impacts under the Build Alternative is in a predominantly minority census block, according to 2010 census block data. It is the only residence in the census block. A noise barrier for this residence was analyzed and found to be not feasible and reasonable. No census geography with median household income below the DHHS poverty level was identified in the project area. Consequently, no disproportionately high and adverse impacts on minority and/or low-income populations are anticipated.

5.6.2 Limited English Proficiency

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," requires federal agencies to examine the services they provide, identify any need for services to those with Limited English Proficiency (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. ACS data indicated that the LEP population is approximately six percent of the total population of the proposed project area census block groups. Approximately 74.5 percent of the LEP population speaks Spanish (approximately four percent of total population). The remaining 26.5 percent of the LEP population speak either Indo-European languages or Asian and Pacific languages, which account for approximately one percent of the total population. Throughout the project limits, signage was observed to be in English. Tables providing more detail about the LEP populations are appended to the **Community Impact Assessment Technical Report**.

During the project public involvement process, if CTRMA anticipates or receives a request for translation services, it provides translators and/or has public information documents and meeting notices available in the language of the population it is engaging to provide LEP populations an opportunity to fully participate in the study process. In addition, documents are written in a manner that is easily understood, avoids jargon and is in laymen's terms. However, based on the number of LEP populations identified in the study area, it is not anticipated that public presentations will need to be given in Spanish. Efforts will continue to be made throughout the project development process to engage LEP populations by providing project and meeting materials in both English and Spanish, upon request. Translation services will be available for speakers of other languages upon request. Based on the information above and the public involvement documentation, public involvement activity is planned to provide LEP persons the opportunity for meaningful involvement in the NEPA process.

5.7 Visual/Aesthetic Impacts

The project area is characterized by flat to gently rolling terrain, lacking dynamic or dramatic vistas or designated scenic areas. The most expansive views are relatively flat, featuring grassy or partially wooded undeveloped areas or suburban residential land use. In many areas along the project, undeveloped areas are planned for future residential or commercial development.

The potential for the project to cause adverse impacts to visual resources, viewers, or visual quality is negligible. The most noticeable changes to the visual environment resulting directly from the project would be the construction of elevated grade-separation structures at five roadway intersections (see **Section 2.2, Proposed Project**), similar to structures in place on other sections of existing 183A (**Appendix B, Photo 7**).

Much of the land adjacent to the project ROW remains undeveloped, so potential neighboring viewers of the roadway improvements would be those few residents living near the intersections with elevated grade separations. Several of the views of the intersections from residences are obscured by trees, which may provide more pleasant scenery for many neighboring viewers, and many nearby residences are surrounded by developer-built walls, which obscure the views in the

relatively flat terrain. Where views are currently unobscured, the landscape is flat and relatively nondescript, with views of both land and sky already subject to the intrusions of traffic signals, signage, utility poles and lines, and streetlights (**Appendix B, Photos 8–19**).

Landscaping would be a part of the proposed project activities and will be included in the final project design, although specific features and landscaping design have not been identified at this point in project development. In general, with respect to visual quality, the Build Alternative is expected to blend with the character of the area so that the project would be aesthetically pleasing.

The proposed Build Alternative would not create adverse impacts on visual quality. Only minor changes to the project environment and to viewer exposure or awareness are anticipated, primarily changes to the views across arterial intersections where grade separation structures would be built. These minor changes would not constitute adverse impacts; therefore, no mitigation is necessary. The No Build Alternative would have no impact on visual quality.

5.8 Cultural Resources

Cultural resources are structures, buildings, archeological sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries, and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, NEPA and National Historic Preservation Act of 1966 (NHPA), among others, apply to transportation projects such as this one. In addition, state laws such as the Antiquities Code of Texas apply to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/Texas State Historic Preservation Officer (SHPO) and/or federally-recognized tribes to determine the project's effects on cultural resources. Review and coordination of this project is following approved procedures for compliance with federal and state laws and in accordance with the TxDOT's Section 106 of the NHPA Programmatic Agreement (Section 106 PA).

5.8.1 Archeology

The archeological area of potential effects (APE) for the proposed 183A Phase III project is defined as the footprint of all proposed improvements within both existing and proposed new ROW. For these improvements, the APE includes approximately 338.55 acres of existing ROW, and roughly 19.33 acres of proposed new ROW.

An archeological background study included a review of the Austin Hybrid Potential Archeological Liability Maps (HPALM) and a search of the Texas Archeological Sites Atlas to identify previously recorded archeological sites, historical markers (Recorded Texas Historic Landmarks), properties or districts listed on the National Register of Historic Places (NRHP), State Antiquities Landmarks (SALs), cemeteries, or other cultural resources that may have been previously recorded in or near the APE, as well as previous surveys undertaken in the area. A larger one-kilometer (0.6-mile) study area around the APE was also examined.

Most of the APE falls within existing, disturbed 183A and US 183 ROW, and much of the APE has been surveyed, with the THC concurring that no further work was needed in 2009. Although two archeological sites (41WM693 and 41WM1154) with unknown eligibility are located within the APE,

examination of recent aerial imagery indicates that these sites have likely been destroyed by the existing roadway construction. The other two sites located within the APE (41WM688 and 41WM1155) have been previously determined to be ineligible within existing ROW. In addition to the portions of the APE within existing ROW, roughly 19.33 acres of new ROW are proposed near the northern terminus of the APE. This area has never been subject to archeological survey, and the area appeared to be relatively undisturbed in aerial imagery and historical maps.

An intensive archeological survey was completed to inventory and evaluate archeological resources within the APE. Fieldwork was conducted in December 2018 under Texas Antiquities Permit 8605. A vast majority of the APE has been disturbed by construction and maintenance of the existing 183A and US 183 roadways and associated driveways, utilities, and water management features. In all, 18 shovel test units were excavated within the APE; none of these excavations uncovered archeological materials of any age. The survey and results are documented in TxDOT's **Archeological Survey Report**.

No new archeological sites were identified and no artifacts were collected during this study. The proposed Build Alternative would not result in direct impacts to known archeological resources. In the unlikely event that archeological resources are discovered during construction of the proposed project, CTRMA and TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the THC would be able to assess the discovery's significance and the need for any additional investigation. The No Build Alternative would have no impact on archeological resources.

The SHPO concurred with the findings of the **Archeological Survey** for the proposed project on February 14, 2019. TxDOT initiated consultation with federally-recognized tribes whose areas of interest encompass the proposed project on November 8, 2018. See **Chapter 6, Agency Coordination**, and **Appendix G, Resource Agency Coordination**.

5.8.2 Historic Properties

Cultural resources staff conducted a reconnaissance survey of the area of potential effects (APE) for historic resources, which, in accordance with the Section 106 PA, was defined as 150 feet from the locations where the roadway is proposed to be elevated, 150 feet from proposed new ROW, and the existing ROW in all other areas (**Appendix F, Map 3**). Historians documented all resources constructed in 1975 or earlier (45 years prior to the let date). Eloise Brackenridge, chair of the Williamson County Historical Commission, was contacted in January 2019 via email regarding the project, and was also contacted by letter from TxDOT in November 2018. Project historians spoke with Ms. Brackenridge by phone on January 23, 2019. The **Historic Resources Survey Report** provides documentation of the survey and its findings and is on file with the CTRMA and TxDOT Austin District.

In all, 12 historic-age resources (constructed in 1975 or earlier) were documented. Four of the documented resources were determined eligible for the National Register of Historic Places (NRHP) in 2006 as contributing resources to the J. C. Bryson Farmstead (**Appendix B, Photo 20**). One resource (a trough) was excluded from the listing of contributing/non-contributing resources in the 2007 Determination of Effect but is recommended as a contributing resource to the J. C. Bryson

Farmstead as a result of this survey. Two historic-age resources are located within the boundary of the J. C. Bryson Farmstead but were constructed outside of the period of significance and are not recommended as contributing resources. Five historic-age resources unrelated to the Bryson Farmstead were documented in the survey and are not recommended eligible for the NRHP.

The proposed Build Alternative would not require any ROW or permanent easements from within the NRHP boundary of the NRHP-eligible Bryson Farmstead property; there would be no direct effect to the property. The proposed project would also pose no adverse indirect effect to the property; the proposed improvements would not have an adverse effect on the characteristics that make this property eligible for inclusion in the NRHP. No adverse effects are anticipated from the No Build Alternative.

TxDOT historians have determined that project activities pose no adverse effect to historic properties and that individual coordination with the SHPO is not required (**Appendix G, Resource Agency Coordination**).

5.9 Department of Transportation Act, Section 4(f); Land and Water Conservation Fund Act, Section 6(f); and Parks and Wildlife Code, Chapter 26

Section 4(f) of the US Department of Transportation Act requires special consideration to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. Section 6(f) of the Land and Water Conservation Fund (LWCF) Act protects parklands and recreational areas purchased or developed with federal LWCF funds from being converted to non-recreational uses. Chapter 26 of the Texas Parks and Wildlife Code protects any public land designated and used as a park, recreation area, scientific area, wildlife refuge, or historic area from acquisition or use for other purposes.

The City of Leander has designated a city-owned tract of land immediately east of the US 183 ROW and north of the South Fork San Gabriel River as parkland (**Appendix F, Map 2**). The park consists of approximately 77.5 acres that remain unnamed and undeveloped. The City intends to develop a sports complex and paved trails on the site. The property would remain accessible from the existing US 183 northbound general purpose lanes. A connecting trail spur from the shared bicycle/pedestrian path would extend under the South Fork San Gabriel River bridge to the east side of the project to provide trail access to the planned park. Although traffic noise analysis indicates a noise impact at the park location, this impact does not meet the criteria for a constructive use under Section 4(f) per 23 CFR 774.15(e)(1).¹ No use of the parkland would be required by the proposed project.

No other public parks, recreation areas, wildlife or waterfowl refuges, or scientific areas are located adjacent to or in proximity to the proposed project. No lands purchased or developed with LWCF funding are present adjacent to the project.

¹ A noise impact is only considered a constructive use under Section 4(f) if the projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility as defined in 23 CFR 774.15(e)(1). No noise-sensitive facility currently exists or is planned at the subject park site.

The Bryson Farmstead, located northeast of the intersection of 183A and San Gabriel Parkway (Appendix F, Map 3, Figures e and f), was determined to be eligible for the NRHP in 2006. However, no use of this property would be required by the proposed project. Cultural resource surveys found no other significant historic or archeological sites within the respective APEs.

Consequently, it is anticipated that the proposed project would require no use of a Section 4(f), Section 6(f) or Chapter 26 property.

5.10 Water Resources

Five potentially jurisdictional waters of the US, consisting of one perennial waterway (the South Fork of the San Gabriel River), three intermittent tributaries to the South Fork of the San Gabriel River and one adjacent wetland, were identified within the project area. These crossings are currently bridged and culverted within the existing facility. All surveyed waters, except for the wetland, are linear waters and are depicted in Appendix F, Map 4, Figure 1. The wetland location is shown in Appendix F, Map 4, Figure 2. Detailed descriptions of the potential waters of the US are included in the Water Resources Technical Report, which is on file with the CTRMA and TxDOT Austin District, and impacts are summarized in Table 2. Photographs of these resources are shown in Appendix B, Photos 22–35. Build Alternative impacts are estimated to include 0.005 acre to linear streams and no impact to the identified wetland.

Table 2: Summary of Impacts to Waters of the US within the Project Area

Single and Complete Crossing #	Name of Water Body	Average OHWM* within ROW (feet)	Existing Structure	Water of the US? (Yes/No)	Linear Feet/Acres within the ROW	Linear Feet/Acres of Proposed Impacts**	NWP 14 Potentially Required?	PCN Potentially Required?	Individual Permit Potentially Required?
1	Tributary to South Fork San Gabriel River	11.4	Culvert	Yes	57.35/0.015	None	No	No	No
2	Tributary to South Fork San Gabriel River	71.4	Culvert	Yes	990.1/1.622	39.0/0.002	Yes	No	No
2	Wetland 1	—	None	Yes	0.004	None	No	No	No
3	South Fork San Gabriel River	102.6	Bridges	Yes	572.0/1.322	18.0/0.001	Yes	No	No
4	Tributary to South Fork San Gabriel River	18.6	Culvert	Yes	119.6/0.051	7.0/0.002	Yes	No	No

*OHWM: ordinary high water mark

**Impacts based on available culvert/bridge designs.

All proposed roadway and drainage improvements would be designed in a manner to avoid or minimize impacts to jurisdictional crossings. It is anticipated that impacts to waters of the US would be authorized through Nationwide Permit (NWP) 14 without Pre-Construction Notification (PCN). The No Build Alternative would have no impact on waters of the US.

The potential for indirect (encroachment-alteration) effects on wetlands and waters of the US related to the Build Alternative would be mitigated through permanent (post-construction) best management practices (BMPs), as discussed in **Section 5.10.2, Clean Water Act, Section 401**, below. Wetlands and waters of the US could receive an increased amount of sediment if storm water were released from the project area despite the use of BMPs. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained. No indirect effects from induced growth related to the Build Alternative are anticipated (**Section 5.15, Induced Growth**).

5.10.1 Clean Water Act, Section 404

Section 404 of the Clean Water Act, regulated and enforced by the US Army Corps of Engineers (USACE), is applicable to this project. For single and complete crossings within publicly authorized transportation projects, the maximum limit of impacts to non-tidal jurisdictional waters of the US that would be covered under NWP 14 is 0.5 acre. A PCN would be required if the impacts are greater than 0.1 acre or if any proposed discharge would occur within special aquatic sites, including wetlands. A NWP 14 without PCN is anticipated to cover the construction, expansion, modification, and improvements associated with this linear transportation project. Impacts to waters of the US would be minimized to the extent practicable under the Build Alternative.

Under the No Build Alternative, no impacts to waters of the US would occur and, consequently, no permitting would be required with the USACE.

5.10.2 Clean Water Act, Section 401

The proposed 183A Phase III project is a Tier I project under Section 401, affecting less than three acres of waters of the US or less than 1,500 linear feet of stream. In order to comply with the Texas Commission on Environmental Quality's (TCEQ's) Section 401 Water Quality Certification Conditions for NWP 14 for Tier I projects, at least one BMP from each of the following three categories of on-site water quality management must be used on the proposed project: erosion control, post-construction total suspended solids (TSS) control, and sedimentation control. The BMPs to be used on the proposed project include temporary vegetation for erosion control, silt fences for sedimentation control, and vegetative filter strips for post-construction TSS control.

Under the No Build Alternative, no impacts to waters of the US would occur and, consequently, no Section 401 Certification would be required.

5.10.3 Executive Order 11990, Wetlands

Executive Order 11990, Protection of Wetlands (1977), requires federal agencies to minimize the destruction or modification of wetlands. The proposed project would have no impact on wetlands; therefore, Executive Order 11990 does not apply to the proposed project.

5.10.4 Rivers and Harbors Act

No navigable waters regulated under Sections 9 and 10 of the Rivers and Harbors Act lie within the project area. The proposed project would not impact any waters regulated by the Rivers and Harbors Act.

5.10.5 Clean Water Act, Section 303(d)

Storm water runoff from the proposed project would not discharge within five linear miles nor is it within the watershed of a surface water impaired assessment unit per the 2014 303(d) list. Consequently, the proposed action is not expected to contribute a constituent of concern to an impaired water body.

5.10.6 Clean Water Act, Section 402

Since Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP) authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the projects. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a Storm Water Pollution Prevention Plan (SW3P) be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (Notice of Intent or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the Municipal Separate Storm Sewer System (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the “Required Specification Checklists” require Special Provision 506-003 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P and complete the appropriate authorization documents.

5.10.7 Floodplains

The proposed project is located within the Federal Emergency Management Agency (FEMA) base floodplains of the South Fork San Gabriel River and unnamed tributaries of the river crossing US 183 at two locations north of the river (**Appendix F, Map 4**). The facility would permit the conveyance of the 100-year (one-percent annual chance) flood, inundation of the roadway being acceptable, without causing substantial damage to the roadway, stream or other property. The proposed Build Alternative would not increase the base flood elevation to a level that would violate the applicable floodplain regulations or ordinances. Coordination with the local floodplain administrator would be required.

This project is subject to and will comply with federal Executive Order 11988 on Floodplain Management. The department implements this Executive Order on a programmatic basis through its Hydraulic Design Manual. Design of this project will be conducted in accordance with the department’s Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project will not result in a “significant encroachment” as defined by FHWA’s rules implementing Executive Order 11988 at 23 CFR 650.105(q).

The potential for project-related indirect (encroachment-alteration) effects on floodplains would be addressed through temporary and permanent BMPs. Storm water could leave an increased amount of sediment in floodplains if released from the project area, despite the use of BMPs. Sediment build-up, in turn, could reduce the water storage capacity of the floodplain. To minimize the potential for adverse impacts, erosion and sedimentation BMPs would be effectively installed, regularly inspected and proactively maintained.

No direct or indirect impacts to floodplains would be anticipated under the No Build Alternative.

5.10.8 Wild and Scenic Rivers

The proposed project is not located in a county that contains resources regulated under the Wild and Scenic Rivers Act. Consequently, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

5.10.9 Coastal Barrier Resources

The proposed project does not lie within a unit of the Coastal Barrier Resources System. Consequently, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

5.10.10 Coastal Zone Management

The proposed project does not lie within the Texas Coastal Management Program boundary. Consequently, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

5.10.11 Edwards Aquifer

The proposed project is located in the Contributing Zone for the Edwards Aquifer (**Appendix F, Map 4**) and is, consequently, subject to regulation under the TCEQ's Edwards Aquifer Rules (30 TAC 213). No part of the project extends into the Edwards Aquifer Recharge Zone. In compliance with the Edwards Aquifer Rules, an Edwards Aquifer Protection Plan (Contributing Zone Plan) will be prepared and submitted to the TCEQ prior to project construction. The Contributing Zone Plan will outline the BMPs that would be implemented and maintained during and after construction of the 183A Phase III Build Alternative to prevent contaminants found in storm water from reaching the Edwards Aquifer. BMPs can include permanent controls, such as storm water detention ponds, vegetative filter strips, and hazardous material traps, along with temporary controls, such as silt fencing and dust abatement. The proposed project and associated activities undertaken by CTRMA are to be implemented, operated, and maintained in a manner that complies with the Edwards Aquifer Rules and any applicable TCEQ guidance documents in effect to implement the rules. A Contributing Zone Plan would not be required for the No Build Alternative.

The project does not lie within the Environmental Protection Agency's (EPA's) designated Edwards Aquifer Streamflow Source Areas or Recharge Zones and, therefore, does not require coordination under the EPA-TxDOT MOU Regarding EPA's Review of Projects Potentially Affecting the Edwards Aquifer.

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

The potential for indirect (encroachment-alteration) impacts (both construction phase and post-construction) would be minimized by the development and implementation of an Edwards Aquifer Contributing Zone Plan and the use of BMPs in accordance with the non-degradation objectives of the Edwards Rules. The utilization of temporary and permanent BMPs in accordance with an approved Contributing Zone Plan would serve to minimize sediments and roadway pollutants arising from normal roadway usage and from accidental spills. No indirect impacts from induced growth are anticipated (**Section 5.15, Induced Growth**).

No impacts to the Edwards Aquifer would result from the No Build Alternative.

5.10.12 International Boundary and Water Commission

The proposed project is not located in a county that contains resources regulated by the International Boundary and Water Commission. Consequently, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

5.10.13 Drinking Water Systems

Based on the Texas Water Development Board's Groundwater Database, six domestic or public supply water wells are located within ¼ mile of the project area (see **Water Resources Technical Report**). Three of the wells are within the proposed project area (**Appendix F, Map 4**). In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges, these three wells would need to be properly removed, sealed and plugged during construction of the proposed project.

5.11 Biological Resources

A **Biological Evaluation** and **Tier I Site Assessment** were conducted for the proposed 183A Phase III project and documentation is on file and available for review at the TxDOT Austin District and CTRMA.

5.11.1 Texas Parks and Wildlife Coordination

Early coordination is required between TxDOT and the Texas Parks and Wildlife Department (TPWD) per the 2013 MOU between the two departments. Impacts to vegetation (as described in **Section 5.11.2**) would exceed the thresholds established under the 2013 MOU (revised 2017) between TxDOT and TPWD for all vegetation types identified in the project ROW and easements except for Urban Low Intensity vegetation, for which there is no MOU threshold. Coordination correspondence is documented in **Appendix G, Resource Agency Coordination**.

5.11.2 Impacts to Vegetation

Vegetation within the existing 183A and US 183 ROW consists mainly of maintained grasses and forbs or landscaped vegetation that fit the description of "Urban Low Intensity" habitat (**Appendix F, Map 5**). Vegetation along the South Fork of the San Gabriel River and its tributaries consists of

Riparian vegetation, and unmaintained areas throughout the project area are best described as Floodplain, Disturbed Prairie, and Edwards Plateau Savanna, Woodland, and Shrubland (**Appendix B, Photos 36–48**).

The proposed Build Alternative would impact approximately 22.64 acres of Edwards Plateau Savanna, Woodland, and Shrubland; 3.39 acres of Riparian vegetation; 9.62 acres of Disturbed Prairie; and 228.79 acres of Urban Low Intensity vegetation. As noted in the preceding section (**5.11.1**), these impacts—except for impacts to Urban Low Intensity vegetation—require coordination between TxDOT and TPWD. The No Build Alternative would not impact vegetation.

Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. Since potential impacts to vegetation would be confined to the existing and proposed ROW, no indirect (encroachment-alteration) effects on vegetation would occur. The No Build Alternative would have no impact on vegetation.

The following BMPs would be implemented for vegetation:

- Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided to the greatest extent practicable. Wherever practicable, impacted vegetation should be replaced with in-kind on-site replacement/restoration of native vegetation.
- To minimize adverse effects, activities should be planned to preserve mature trees, particularly acorn, nut or berry producing varieties. These types of vegetation have high value to wildlife as food and cover.
- It is strongly recommended that trees greater than 12 inches in dbh that are removed be replaced. TPWD’s experience indicates that for ecologically effective replacement, a ratio of three trees for every one (3:1) lost should be provided to the extent practicable either on-site or off-site. Trees less than 12 inches dbh should be replaced at a 1:1 ratio.
- Replacement trees should be of equal or better wildlife quality than those removed and be regionally adapted native species.
- When trees are planted, a maintenance plan that ensures at least an 85 percent survival rate after three years should be developed for the replacement trees.
- The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
- The use of seed mix that contains seeds from only locally adapted native species is recommended.
- Avoid vegetation clearing activities during the general bird nesting season, March through August, to minimize adverse impacts to birds.

5.11.3 Executive Order 13112 on Invasive Species

This project is subject to and will comply with federal Executive Order 13112 on Invasive Species. The Department implements this Executive Order on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The Department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

5.11.5 Impacts to Wildlife

The vegetation of the Edwards Plateau ecoregion provides habitat for a wide range of reptilian, mammalian, and avian species that are common to the Central Texas environment. Larger mammals, such as the northern raccoon (*Procyon lotor*), nine-banded armadillo (*Dasypus novemcinctus*), striped skunk (*Mephitis mephitis*), Virginia opossum (*Didelphis virginiana*), coyote (*Canis latrans*), porcupine (*Erethizon dorsatum*), and white-tailed deer (*Odocoileus virginianus*), are expected to occur within the 183A Phase III project area and adjacent undeveloped land. Similarly, small mammals such as the eastern cottontail (*Sylvilagus floridanus*), eastern gray squirrel (*Sciurus carolinensis*), white-footed mouse (*Peromyscus leucopus*), deer mouse (*Peromyscus maniculatus*), and hispid cotton rat (*Sigmodon hispidus*) are common to the Central Texas environment and may be present within the project area. Diverse migratory and non-migratory birds are likely to occur within areas of suitable habitat in the project area. The most common avian species observed during on-site habitat assessments included Carolina Chickadee (*Poecile carolinensis*), Black-crested Titmouse (*Baeolophus bicolor*), American Crow (*Corvus corax*), Bewick's Wren (*Thryomanes bewickii*), House Finch (*Haemorhous mexicanus*), Northern Mockingbird (*Mimus polyglottus*), Northern Cardinal (*Cardinalis cardinalis*), Brown-headed Cowbird (*Molothrus ater*), White-eyed Vireo (*Vireo griseus*), and White-winged Dove (*Zenaida asiatica*). Reptiles and amphibians native to the area include several species of snakes, frogs and toads, and turtles; however, these species are relatively rare within developed tracts and in areas recently disturbed by human contact. No reptiles or amphibians were identified during habitat surveys.

A discussion of potential impacts/effects to rare, threatened, or endangered wildlife species and their habitats is included in **Section 5.11.11, Threatened and Endangered Species**. Impacts to wildlife from construction activity are discussed in **Section 5.17, Construction Phase Impacts**.

Regarding indirect (encroachment-alteration) effects under the Build Alternative, the effects of removing important wildlife habitat areas would not extend beyond the riparian vegetation, unmaintained vegetation, four stream crossings and one wetland that are present within the project's construction limits. Accordingly, impacts to habitat would be limited to the area of direct impacts and no encroachment impacts are expected. The limited direct impacts on wildlife habitat are not expected to affect the populations of any rare species in the area, and no indirect impacts to such species elsewhere are expected as a result of habitat removal. Furthermore, the existing habitats are already fragmented by the existing US 183, as well as construction of surrounding commercial and residential properties. No indirect effects from induced growth are anticipated (**Section 5.15, Induced Growth**). Indirect effects to vegetation and wildlife habitat resulting from the proposed improvements are anticipated to be minimal.

Under the No Build Alternative, no impacts to wildlife species or their habitats would occur.

5.11.6 Migratory Bird Protections

This project will comply with applicable provisions of the Migratory Bird Treaty Act and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is the department's policy to, where appropriate and practicable:

- use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- schedule construction activities outside the typical nesting season.

The No Build Alternative would not require any removal or disturbance of migratory birds, their nests, or their young and there would be no impacts to migratory birds.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from the US Fish and Wildlife Service (USFWS) and TPWD whenever a project involves impounding, diverting, or deepening a stream channel or other body of water. The proposed project is authorized by a Nationwide Permit under Section 404 of the Clean Water Act; therefore, no coordination would be required in accordance with the FWCA.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The Bald and Golden Eagle Protection Act provides for the protection of the Bald Eagle and the Golden Eagle by prohibiting, except under certain specified conditions, the taking, possession, and sale of such birds. Although the proposed project lies within the range of the Bald Eagle, there is no suitable eagle nesting or roosting habitat within the proposed project area. Consequently, it was determined that neither the Build nor the No Build Alternative would have an impact on Bald or Golden Eagles.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

The Magnuson-Stevens Fishery Conservation Management Act requires that essential fish habitat be identified for all federally managed fisheries. The project area is not located in a county with tidally influenced waters; therefore, coordination with the National Marine Fisheries Service under the Magnuson-Stevens Fishery Conservation Management Act is not required.

5.11.10 Marine Mammal Protection Act

The Marine Mammal Protection Act was enacted to protect populations of marine mammals. The project area is not near the Texas Gulf Coast and does not contain suitable habitat for marine mammals; therefore, coordination with the National Marine Fisheries Service or USFWS under the Marine Mammal Protection Act is not required.

5.11.11 Threatened, Endangered and Candidate Species

No suitable or critical habitat for any federally-listed threatened or endangered species occurs within the project area. Therefore, no effect on federally listed species would result from the Build or the No Build Alternative. This includes karst species listed as threatened or endangered. The

proposed project lies within Karst Zone 3 (low probability of endangered cave species) and Karst Zone 4 (no probability of endangered cave species). Consultation with the USFWS would not be required.

The proposed project is in range of and suitable habitat characteristics are present for the following state-listed threatened species: false spike mussel (*Fusconia [=Quadrula] mitchelli*), Texas fawnsfoot (*Truncilla macrodon*) (also a candidate for federal listing), Texas pimpleback (*Quadrula petrina*) (also a candidate for federal listing), and timber rattlesnake (*Crotalus horridus*).

The proposed project is in range of and suitable habitat characteristics are present for the following Species of General Conservation Need (SGCNs): gravelbar brickellbush (*Brickellia dentata*), plateau loosestrife (*Lythrum ovalifolium*), plateau milkvine (*Matelea edwardsensis*), Texas almond (*Prunis minutiflora*), A mayfly (*Pseudocentropiloides morihari*), Guadalupe bass (*Micropterus treculii*), southern crawfish frog (*Lithobates areolatus areolatus*), Texas garter snake (*Thamnophis sirtalis annectens*), Western Burrowing Owl (*Athene cunicularia hypugaea*), cave myotis bat (*Myotis velifer*), and plains spotted skunk (*Spilogale putorius interrupta*).

The following BMPs would be implemented in an effort to avoid or minimize impacts to state-listed species and SGCNs:

- Plains Spotted Skunk
 - Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered, and to avoid unnecessary impacts to dens.
- Cave Myotis Bat - Bat BMPs: To determine the appropriate best management practice to avoid or minimize impacts to bats, review the habitat description for the species of interest on the TPWD Rare, Threatened, and Endangered Species of Texas by County List or other trusted resources. All bat surveys and other activities that include direct contact with bats shall comply with TPWD-recommended white-nose syndrome protocols located on the TPWD Wildlife Habitat Assessment Program website under “Project Design and Construction.” The following survey and exclusion protocols should be followed prior to commencement of construction activities. For the purposes of this document, structures are defined as bridges, culverts (concrete or metal), wells, and buildings.
 - For activities that have the potential to impact structures, cliffs or caves, or trees; a qualified biologist will perform a habitat assessment and occupancy survey of the feature(s) with roost potential as early in the planning process as possible or within one year before project letting.
 - For roosts where occupancy is strongly suspected but unconfirmed during the initial survey, revisit feature(s) at most four weeks prior to scheduled disturbance to confirm absence of bats.
 - If bats are present or recent signs of occupation (i.e., piles of guano, distinct musky odor, or staining and rub marks at potential entry points) are observed, take appropriate measures to ensure that bats are not harmed, such as implementing non-lethal exclusion activities or timing or phasing of construction.

- Exclusion devices can be installed by a qualified individual between September 1 and March 31. Exclusion devices should be used for a minimum of seven days when minimum nighttime temperatures are above 50°F AND minimum daytime temperatures are above 70°F. Prior to exclusion, ensure that alternate roosting habitat is available in the immediate area. If no suitable roosting habitat is available, installation of alternate roosts is recommended to replace the loss of an occupied roost. If alternate roost sites are not provided, bats may seek shelter in other inappropriate sites, such as buildings, in the surrounding area. See Section 2: Standard Recommendations from the 2013 TPWD-TxDOT MOU for recommended acceptable methods for excluding bats from structures.
- If feature(s) used by bats are removed as a result of construction, replacement structures should incorporate bat-friendly design or artificial roosts should be constructed to replace these features, as practicable.
- Conversion of property containing cave or cliff features to transportation purposes should be avoided where feasible.
- Large hollow trees, snags (dead standing trees), and trees with shaggy bark should be surveyed for colonies and, if found, should not be disturbed until the bats are no longer occupying these features. Post-occupancy surveys should be conducted by a qualified biologist prior to tree removal from the landscape.
- Retain mature, large diameter hardwood forest species and native/ornamental palm trees where feasible.
- In all instances, avoid harm or death to bats. Bats should only be handled as a last resort and after communication with TPWD.
- Western Burrowing Owl - Bird BMPs: In addition to complying with the MBTA perform the following BMPs:
 - Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed.
 - Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season;
 - Avoid the removal of unoccupied, inactive nests, as practicable;
 - Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair;
 - Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
- Timber Rattlesnake & Texas Garter Snake - Terrestrial Reptile BMPs
 - Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.

- For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.
- Inform contractors that if reptiles are found on project site allow species to safely leave the project area.
- Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.
- Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.
- Southern Crawfish Frog - Amphibian BMPs
 - Minimize impacts to wetland habitats including isolated ephemeral pools

Unless absence of the species can be demonstrated, assume presence in suitable habitat and implement the following BMPs. Absence can only be demonstrated using TPWD-approved survey efforts (contact TPWD for minimum survey protocols for species and project site conditions).

1. For projects within one mile of a known occupied location or observation of the species recorded from 1980 until the current year and suitable habitat is present, coordinate with TPWD.
2. For new location roadway projects, coordinate with TPWD.
3. For projects within existing right-of-way (ROW) when work is in water or will permanently impact a water feature and potential habitat exists for the target species complete the following:
 - a) Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.
 - b) Minimize impacts to wetland, temporary and permanent open water features, including depressions, and riverine habitats.
 - c) Maintain hydrologic regime and connections between wetlands and other aquatic features.
 - d) Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the target species.
 - e) Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.
 - f) Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features.

- g) When work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g., downed trees, sand bars, exposed bedrock) and overwinter sites (e.g., brush and debris piles, crayfish burrows) where feasible.
- h) Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter, which may be refugia for terrestrial amphibians, where feasible.
- i) If gutters and curbs are part of the roadway design, where feasible install gutters that do not include the side box inlet and include sloped (i.e. mountable) curbs to allow small animals to leave roadway. If this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.
4. For projects that require acquisition of additional ROW and work within that new ROW is in water or will permanently impact a water feature, implement a – i above plus j – l below, where applicable:
- j) For sections of roadway adjacent to wetlands or other aquatic features, install wildlife barriers that prevent climbing. Barriers should terminate at culvert openings in order to funnel animals under the road. The barriers should be of the same length as the adjacent feature or 80 feet long in each direction, or whichever is the lesser of the two.
- k) For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs.
- l) When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of terrestrial or aquatic wildlife through the water feature. Where feasible, biotechnical streambank stabilization methods using live native vegetation or a combination of vegetative and structural materials should be used.
- Southern Crawfish Frog – Water Quality BMPs
In addition to BMPs required for a TCEQ SW3P and/or Section 401 water quality permit:
 - Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from the banks, bridge decks, or barges.
 - When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
 - Guadalupe Bass - Fish BMPs
 - For projects within the range of a SGCN or State-Listed fish and work is adjacent to water: Water Quality BMPs. No TPWD Coordination required.
 - For projects within the range of a SGCN or State-Listed fish, and work is in the water: TPWD coordination required.
 - Texas Fawnsfoot, Texas Pimpleback, & False Spike Mussels - Mussel BMPs

- When work is in the water; survey project footprints for state listed species where appropriate habitat exists.
- When work is in the water and mussels are discovered during surveys; relocate state listed and SGCN mussels under TPWD authorization and implement Water Quality BMPs.
- When work is adjacent to the water; Water Quality BMPs implemented as part of the SWPPP for a construction general permit or any conditions of the Section 401 water quality certification for the project will be implemented. (Note: SWPPP and 401 BMPs are not listed in this PA). No TPWD Coordination required.

Under the No Build Alternative, no impacts to SGCNs or state-listed threatened or endangered species or their habitats would occur and, consequently, no coordination would be required with TPWD.

Regarding indirect (encroachment-alteration) effects under the Build Alternative, other than potential impacts to the above-mentioned state-listed threatened and the SGCN species, the proposed project would have no effect or impact on any of the remaining listed species that may occur in Williamson County, their habitats, or designated critical habitats. The proposed project would not alter the hydric regime or reduce diversity within the ecosystem. Indirect effects from induced growth are not anticipated (**Section 5.15, Induced Growth**).

County lists of federally listed and state-listed threatened and endangered species are included with the **Biological Evaluation**, on file and available for review at TxDOT Austin District and CTRMA offices.

5.12 Air Quality

The proposed project is located in an area in attainment or unclassifiable for all national ambient air quality standards; therefore, the transportation conformity rules do not apply. The project is not located within a carbon monoxide (CO) or particulate matter (PM) nonattainment or maintenance area; therefore, a project level hot-spot analysis is not required.

Average annual daily traffic (AADT) forecast for the estimated time of completion year (2022) is 30,600 vehicles per day (vpd) from Hero Way to the junction with US 183, and 43,400 vpd from the 183A/US 183 junction to SH 29. For the project design year (2042), forecast AADT is 64,800 vpd from Hero Way to the junction with US 183, and 92,300 vpd from the 183A/US 183 junction to SH 29. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the CO standard would ever be exceeded as a result of any project with an AADT below 140,000 vpd. The AADT projections for the project do not exceed 140,000 vpd; therefore, a Traffic Air Quality Analysis was not required.

Since the proposed project's forecast design year AADT is less than 140,000 vpd, the project would not affect a major intermodal facility, and no known public concern has been raised regarding mobile source air toxics (MSAT) emissions associated with the project, a quantitative MSAT analysis is not required for this project. Consequently, a qualitative analysis has been prepared. This

qualitative MSAT assessment acknowledges that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated. MSAT emissions would be lower under the No Build Alternative. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today. The **MSAT Technical Report** detailing this qualitative analysis is on file and available for review at the CTRMA and TxDOT Austin District offices.

This project is within an attainment or unclassifiable area for ozone and CO; therefore, a project level congestion management process analysis is not required.

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel powered construction equipment and vehicles.

The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: <https://www.tceq.texas.gov/airquality/terp>.

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

5.13 Hazardous Materials

A **Hazardous Materials Initial Site Assessment (ISA)**, based on a visual survey of the project limits and surrounding area, research of existing and previous land use, and limited review of federal and state regulatory databases, was performed by Cox|McLain Environmental Consulting in accordance with TxDOT's *Environmental Handbook for Hazardous Materials*. The purpose of the **ISA** is to identify possible hazardous materials within the project limits. Documentation of the **ISA** was submitted to the TxDOT Austin District on August 17, 2018, and is maintained in CTRMA project files.

Although mostly undeveloped, adjacent land uses include scattered commercial and residential properties. Except for a small area at the north end of the project, the proposed project would occur within the existing ROW. Approximately 19.3 acres of vacant land would be acquired in the northern portion of the proposed project. No permanent easements would be acquired.

A regulatory database search was performed by Banks Environmental Data on June 26, 2018. A complete list of the regulatory databases reviewed and the registered or regulated sites identified

in that search are included in the **ISA**. A map identifying the regulated sites adjacent to or near the project ROW is provided in **Appendix F, Map 6**.

There are four registered petroleum storage tank (RPST) facilities located adjacent to the proposed project ROW. None of the registered facilities are listed as leaking petroleum storage tank sites. The site visit and research into historical land use did not reveal any other abandoned and/or active gasoline service stations located adjacent to the proposed project. Proposed ROW would be acquired from one of these sites, Lauren Concrete Plant 7, 100 CR 258, Liberty Hill; however, the proposed ROW acquisition would not affect the above-ground RPST on site. **Map 6** in **Appendix F** indicates the locations of the RPST sites. No further investigation of these sites appears necessary.

Four unmapped spills were recorded (Emergency Response Notification System) in the Banks Regulatory Database Report. The locations of all four sites are unknown. Spill details in the database records suggest that they are unlikely to be located in the project area and these reported releases are unlikely to impact the project area.

One Industrial Hazardous Waste Corrective Action site is located at 9880 183A Toll Road in Leander (**Site 10** on **Map 6, Appendix F**). An estimated 300 cubic yards of contaminated soil with abnormally high levels of arsenic, lead and selenium were reported on this 100-acre site. The site is located on the ACC San Gabriel Campus, which lies adjacent to and up gradient from the project ROW. Although the case remains open with TCEQ, campus development has already occurred on the property. ACC's consulting hydrogeologist reported to TCEQ that the presence of arsenic on the property was the result of historical use of pesticides and herbicides for agricultural operations on site, and did not result from an industrial release. The investigation further found that traces of lead on site were below the residential lead protective concentration level, and there was no known industrial source of a lead release. In addition, the Ecological Exclusion Criteria Checklist for the site found that the site poses no risk to ecological receptors. The soils and low levels of naturally occurring metals were not a material concern during the development of the campus, where excavation activities have been completed, and which now has a completed building and landscaping on site. No project ROW acquisition is proposed from this site. Consequently, the site is of little concern to the 183A Phase III project, with low probability of contamination posing a threat to human health within the project ROW.

One TCEQ Voluntary Cleanup Program site—the Emerald Ivy property—is located west of and adjacent to US 183, south of Mourning Dove Lane and north of Whitewing Drive (**Site 6** on **Map 6, Appendix F**). As noted in the **ISA**, the 54.5-acre undeveloped property was still under investigation in July 2017 after testing had indicated soil contamination by heavy metals. Subsequently, a TCEQ case file memorandum in September 2018 stated that reported concentrations of contaminants detected in soil samples were below residential assessment levels and that no soil remediation was necessary. No project ROW acquisition is proposed from this site. The site is of little concern to the 183A Phase III project, with low probability of contamination posing a threat to human health within the project ROW.

At this time, utility adjustment requirements have not been determined. There is potential for contamination to be encountered during utility adjustments. Coordination with utility companies

concerning this contamination would be addressed during the ROW stage of project development. It is anticipated that all utility adjustments or relocation would be completed prior to construction.

Any unanticipated hazardous materials encountered during construction would be handled according to applicable federal and state regulations per TxDOT Standard Specifications. Section 6.10 of the *General Provisions of the Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges*, which applies to all TxDOT highway projects, includes guidelines addressing the contractor's responsibilities regarding the discovery of hazardous materials during construction.

No exposure to contamination from hazardous materials would result from the No Build Alternative.

5.14 Traffic Noise

A traffic noise analysis was conducted for the proposed 183A Phase III project in accordance with TxDOT's (FHWA-approved) 2011 *Guidelines for Analysis and Abatement of Highway Traffic Noise*. The **Traffic Noise Analysis Technical Report** is available for review at the TxDOT Austin District and CTRMA.

The traffic noise analysis determined that traffic noise impacts would occur at 36 representative receivers along the project corridor under the Build Alternative (**Table 3**). These 36 affected sites represent 24 homes and 19 outdoor recreation areas (a planned park, which is equivalent to 58 residential lots, and a church playground) that are predicted to experience future traffic noise impacts resulting from the Build Alternative. The increase in noise levels is due to the increase in roadway traffic lanes and traffic volumes (although noise levels already approach or exceed noise abatement criteria at seven modeled receivers under existing conditions). The 36 representative receivers at these sites are labeled as: MS1, MS6, M6, M17 to M21, M17A, M18A, M28, M29, M30A, M30B, M31, M31A, M31B, M31D, and P1 through P18. These sites, described in the noise barrier analysis summary below, are indicated in **Table 3** and shown in **Appendix F, Map 7, Figures 1 and 2**.

Because predicted traffic noise levels are expected to exceed FHWA/TxDOT noise criteria limits at the 36 indicated sites, noise abatement must be considered for the Build Alternative. Noise barriers were considered as abatement for these 36 sites:

- Site MS1 represents one affected residence located northeast of the intersection of 183A and San Gabriel Parkway. A noise barrier 16 feet high would be feasible for this site, with noise reduction of 7 dBA; however, the barrier would not be reasonable per TxDOT's cost-effectiveness criteria since the estimated cost (\$582,048) would be greater than \$25,000 per benefited receiver.
- Site MS2 represents a City of Leander property designated as parkland, but currently undeveloped. The planned park is approximately 77 acres in size and the impacted area is approximately 14.6 acres, which is equivalent to 58 average residential lots (0.25 acre per residence). For the 58 affected represented "residences," based on preliminary calculations, a combination of two noise barriers 14 feet high along the northbound main lanes and an

off-ramp would reduce noise levels by 5 to 8 dBA. The total cost of the noise barrier would be \$803,376, or \$13,851 for each benefited receiver. The barrier would be considered reasonable since the cost would be less than \$25,000 per benefitted receiver. An additional barrier location was modeled along the northbound US 183 general purpose lanes; however, it would not be feasible because it would block access to the property.

- Sites MS6, M17, M17A, M18, M18A, M19, M20 and M21 represent 14 affected single-family residences located in the residential subdivision south of the South Fork San Gabriel River along the west side of southbound US 183/proposed 183A. Two 16-foot high noise barriers along the southbound main lanes and an off-ramp would reduce noise levels by 5 to 10 dBA for 21 benefited receivers. The total cost of the noise barriers would be \$1,321,056, or \$62,907 for each benefited receiver. The barriers would not be reasonable since the cost would be greater than \$25,000 per benefitted receiver. An additional barrier modelled along the US 183 southbound general purpose lanes would reduce noise levels by 5 to 8 dBA for 11 benefitted receivers. The total cost of the noise barrier would be \$1,428,480, or \$129,862 for each benefited receiver. The barrier would not be reasonable since the cost is greater than \$25,000 per benefitted receiver
- Sites M6 and M29 represent 3 single-family residences south of Mourning Dove Lane along the west side of southbound US 183/proposed 183A. A noise barrier along the proposed southbound main lanes would not be feasible since it would not provide 5 dBA of noise reduction. A noise barrier along the US 183 general purpose lanes would not be feasible since it would block access to the property.
- Site M28 represents an affected outdoor play area of New Life Church, located on the east side of US 183. A noise barrier at this location along the proposed southbound lanes would not achieve the noise reduction design goal of 7 dBA.
- Sites M30A, M30B, M31, M31A, M31B and M31D represent 6 affected single-family residences located in the Grayson subdivision along the east side of northbound US 183/proposed 183A. A 14-foot-high noise barrier along the proposed northbound 183A main lanes would be feasible, achieving the minimum feasible noise reduction of 5 dBA and the noise reduction design goal of 7 dBA. A total of 13 residences would benefit from noise reduction. The total cost would be \$448,560, or \$34,504 per benefitted receiver, which would not fall within the reasonable criteria. An additional barrier modelled along the US 183 northbound general purpose lanes would not achieve the noise reduction design goal of 7 dBA.

The results of the barrier analysis indicated that one combination of two noise barriers would be feasible and reasonable as a noise abatement measure adjacent to the South San Gabriel River park planned by the City of Leander (**Appendix F, Map 7, Figure 3**). Other noise barriers, where feasible, would not be reasonable for the impacted receivers since they would exceed TxDOT's cost-effectiveness criteria. No other noise barriers are proposed for incorporation into the proposed Build Alternative.

Feasibility and reasonableness determinations may change due to changes in project design after approval of this environmental assessment. The abatement measures determined feasible and

reasonable in this preliminary analysis include the above described combination of two noise barriers, which would be 14 feet high and extend a total of 3,188 feet along the east side of the northbound edge-of-shoulder along the proposed 183A main lanes and off-ramp, adjacent to the City of Leander's planned South San Gabriel River park (**Appendix F, Map 7, Figure 3**). Final recommendations on the construction of noise abatement measures will be determined during completion of the proposed project's final design, coordination with the City of Leander, and any required traffic noise workshops.

Noise impacts anticipated during the construction phase of the Build Alternative are described in **Section 5.17, Construction Phase Impacts**.

Under the No Build Alternative, traffic noise would increase over existing conditions because of increased traffic volumes. Five modeled receivers, representing 6 residences, the church playground, and the planned park, already exceed noise abatement criteria under existing conditions.

A copy of this traffic noise analysis will be provided to local officials to ensure, to the maximum extent possible, future developments are planned, designed and programmed in a manner that will avoid traffic noise impacts. On the date of approval of this document (Date of Public Knowledge), FHWA, TxDOT and CTRMA are no longer responsible for providing noise abatement for new development adjacent to the project.

Table 3: Modeled Traffic Noise Levels

Site ID	Receiver Represented	NAC Category*	NAC Level	Existing (2016) dBA Leq(h)	Build Alternative (2041) Leq(h)	Change (+/-)	Build Alternative Impact (Yes/No)
MS1 (residence)	1	B	67	54	66	12^	Yes
MS2 (parkland)	1***	C	67	65	N/A***	-	-
MS3 (undeveloped)	N/A**	G	-	63	66	3	No
MS4 (undeveloped)	N/A**	G	-	64	68	4	No
MS5 (retail center)	13	E	72	68	70	2	No
MS6 (residence)	1	B	67	64	69	5	Yes
M1 (residence)	7	B	67	56	62	6	No
M2 (residence)	6	B	67	56	60	4	No
M3 (residence)	2	B	67	57	61	4	No
M4 (residence)	6	B	67	55	62	7	No
M5 (residence)	5	B	67	54	62	8	No
M6 (residence)	2	B	67	65	67	2	Yes
M7 (residence)	6	B	67	53	60	7	No
M8 (residence)	5	B	67	51	57	6	No
M9 (residence)	1	B	67	58	65	7	No
M10 (thrift shop)	1	F	-	68	71	3	No
M11 (residence)	1	B	67	60	65	5	No
M12 (residence)	4	B	67	51	58	7	No
M13 (residence)	7	B	67	53	60	7	No
M14 (residence)	9	B	67	58	64	6	No
M15 (residence)	10	B	67	54	61	7	No
M16 (undeveloped)	N/A**	G	-	65	68	3	No

Site ID	Receiver Represented	NAC Category*	NAC Level	Existing (2016) dBA Leq(h)	Build Alternative (2041) Leq(h)	Change (+/-)	Build Alternative Impact (Yes/No)
M17 (residence)	1	B	67	63	68	5	Yes
M17A (residence)	1	B	67	58	67	9	Yes
M18 (residence)	2	B	67	65	73	8	Yes
M18A (residence)	1	B	67	58	67	9	Yes
M19 (residence)	2	B	67	59	67	8	Yes
M19A (residence)	2	B	67	58	65	7	No
M20 (residence)	3	B	67	66	70	4	Yes
M20A (residence)	2	B	67	58	65	7	No
M21 (residence)	3	B	67	66	70	4	Yes
M21A (residence)	2	B	67	59	65	6	No
M21B (residence)	1	B	67	58	65	7	No
M21C (residence)	1	B	67	59	65	6	No
M22 (residence)	1	B	67	58	63	5	No
M23 (residence)	1	B	67	60	65	5	No
M24 (residence)	1	B	67	59	61	2	No
M25 (residence)	1	B	67	59	61	2	No
M26 (undeveloped)	N/A**	G	-	64	65	1	No
M27 (emergency center)	1	C	67	60	64	4	No
M28 (church playground)	1	C	67	69	67	-2	Yes
M29 (residence)	1	B	67	65	67	2	Yes
M30 (residence)	1	B	67	59	65	6	No
M30A (residence)	1	B	67	64	69	5	Yes
M30B (residence)	1	B	67	62	67	5	Yes

Site ID	Receiver Represented	NAC Category*	NAC Level	Existing (2016) dBA Leq(h)	Build Alternative (2041) Leq(h)	Change (+/-)	Build Alternative Impact (Yes/No)
M30C (residence)	1	B	67	60	65	5	No
M30D (residence)	1	B	67	58	64	6	No
M30E (residence)	1	B	67	56	64	8	No
M30F (residence)	1	B	67	58	65	7	No
M30G (residence)	1	B	67	57	64	7	No
M30H (residence)	1	B	67	58	65	7	No
M31 (residence)	1	B	67	64	68	4	Yes
M31A (residence)	1	B	67	61	68	7	Yes
M31B (residence)	1	B	67	59	66	7	Yes
M31C (residence)	1	B	67	57	64	7	No
M31D (residence)	1	B	67	62	68	6	Yes
M31E (residence)	1	B	67	59	65	6	No
M31F (residence)	1	B	67	57	64	7	No
M32 (residence)	1	B	67	53	57	4	No
M33 (residence)	1	B	67	55	61	6	No
M34 (residence)	1	B	67	53	60	7	No
P1 (parkland)	4	C	67	65	69	4	Yes
P2 (parkland)	3	C	67	66	72	6	Yes
P3 (parkland)	3	C	67	66	72	6	Yes
P4 (parkland)	3	C	67	66	71	5	Yes
P5 (parkland)	3	C	67	65	71	6	Yes
P6 (parkland)	3	C	67	66	71	6	Yes
P7 (parkland)	3	C	67	65	71	6	Yes

Site ID	Receiver Represented	NAC Category*	NAC Level	Existing (2016) dBA Leq(h)	Build Alternative (2041) Leq(h)	Change (+/-)	Build Alternative Impact (Yes/No)
P8 (parkland)	4	C	67	65	71	6	Yes
P9 (parkland)	4	C	67	65	71	6	Yes
P10 (parkland)	3	C	67	60	67	7	Yes
P11 (parkland)	3	C	67	60	67	7	Yes
P12 (parkland)	3	C	67	61	68	7	Yes
P13 (parkland)	3	C	67	61	68	7	Yes
P14 (parkland)	3	C	67	61	68	7	Yes
P15 (parkland)	3	C	67	61	68	7	Yes
P16 (parkland)	3	C	67	61	69	8	Yes
P17 (parkland)	3	C	67	61	69	8	Yes
P18 (parkland)	4	C	67	61	69	8	Yes

*Note **bold** indicates noise level above or approaching the NAC.

^Substantial Increase (>10 dBA)

**Site used for verification purposes only.

***Planned park area represented by Sites P1 through P18.

5.15 Induced Growth

Induced growth impacts are a category of indirect impacts that involve changes in the location, magnitude or pace of future development resulting from changes in accessibility caused by a project. More generally, indirect impacts are those that are not directly caused by project construction but are reasonably foreseeable and occur further removed in time or location. Another type of indirect impact—encroachment-alteration impacts, which involve physical, chemical or biological changes in the environment removed in time or distance from the project—is addressed in the specific resource subsections of this EA with the discussions of direct impacts. Induced growth impacts were analyzed in the **Induced Growth Analysis Technical Report**, available for review at TxDOT Austin District and CTRMA offices, and summarized here.

The indirect impacts analysis for the proposed project is based on TxDOT's 2016 Guidance: Indirect Impacts Analysis and supporting TxDOT resources on preparing indirect and cumulative impacts analyses. Additional guidance was derived from the National Cooperative Highway Research Program (NCHRP) Report 466 entitled *Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects* (NCHRP 2002); the NCHRP Project 25-25, Task 22 report entitled *Forecasting Indirect Land Use Effects of Transportation Projects* (NCHRP 2007); and the American Association of State Highway and Transportation Officials (AASHTO) *Practitioner's Handbook on Assessing Indirect Effects and Cumulative Impacts under NEPA* (AASHTO 2016).

The area of influence (AOI) includes the proposed project area and surrounding areas that could be influenced by the project and is often delineated using political or geographical boundaries. For the proposed project, major parallel roadways and the North Fork San Gabriel River were identified as boundaries for the AOI (**Appendix F, Map 8**). The eastern and western boundaries of the AOI were identified as major parallel roadways from which improvements to US 183/183A could likely draw travellers. These roadways are North Bagdad Road, CR 279, and CR 200 to the west and Ronald Reagan Boulevard to the east. The southern boundary was identified as Hero Way since the roadway marks the southern extent of proposed improvements with travellers south of this location being unlikely to access 183A farther to the north. The northern boundary was identified as FM 3405 and the North Fork San Gabriel River since development north of this area is growing at a slower pace than communities to the south, likely because of current access to I-35 provided by FM 3405 via RM 2338/Williams Drive in the Georgetown area and the natural boundary provided by the North Fork San Gabriel River. Other major roadways within the AOI include RM 1869, SH 29, and FM 3405.

With the rapid regional and local growth in mind, a determination was needed on whether the proposed Build Alternative had the potential to induce growth on parcels identified as developable within the AOI. As stated in **Section 3.2.1, Community Growth**, the area has been growing at an unprecedented rate and projections show growth continuing through 2040. This continued community growth is reflected in projected traffic volumes along the US 183 corridor, necessitating the proposed project to accommodate these forecasted traffic volumes. The projected continued

community growth was reinforced by local planners and their conclusion that the current growth trend would continue with or without the proposed Build Alternative.

In addition to regional trends, induced growth effects are often related to changes in accessibility to an area for transportation projects. As stated in **Section 2.2, Proposed Facility**, the proposed Build Alternative would add tolled main lanes between the existing four-lane divided roadway from Hero Way to one mile north of SH 29. The existing four-lane divided roadway would be maintained as toll-free frontage roads with access to the proposed, tolled main lanes, adjacent roads and properties. Since the proposed Build Alternative is essentially providing northbound and southbound traffic the option of using tolled lanes instead of the existing four-lane divided roadway, access to adjacent roadways and undeveloped land would remain unchanged.

Overall, the proposed Build Alternative would accommodate projected traffic volumes attributed to the continued community growth and provide limited changes in access and travel patterns compared to current conditions. The current rapid growth rate makes it difficult to “reasonably assume” that any projected growth can be directly attributed to the proposed project. As regional trends and insight from local planners have concluded, the growth trend in the area is projected to continue regardless of whether the currently proposed Build Alternative is completed or the No Build Alternative is selected. Therefore, the current and projected growth and development in the area can be most reasonably attributed solely to the rapid growth trends in the area.

5.16 Cumulative Impacts

Since the analyses conducted for this EA have identified no substantial direct or indirect impacts from the proposed project on any resource, and no resources in the project area have been identified as being in poor or declining health, a cumulative impact analysis was determined to be unnecessary for this project.

5.17 Construction Phase Impacts

The construction phase of the proposed project is anticipated to be approximately three years in duration. Project construction would occur within the existing 183A and US 183 ROW and easements and the proposed 19.3 acres of additional ROW north of SH 29.

No detours or road closures are anticipated since the existing US 183 lanes would remain open. Temporary lane closures would be minimal and primarily associated with construction of entrance/exit ramps and grade separations. Consequently, economic impacts to local businesses associated with roadway access during construction are not anticipated. The expenditures of contractors and employees during the project’s construction phase would be expected to benefit the local economy.

Storm water impacts during construction of the proposed project would be addressed by the project’s SW3P, as required under the CGP authorized by TCEQ. As noted previously, a construction site notice posted on the construction site and a notice of intent would be required with the SW3P (see **Section 5.10.6, Clean Water Act, Section 402**). In addition, the Edwards Aquifer contributing zone plan will outline the BMPs that would be implemented and maintained during construction of

the project to prevent contaminants found in storm water from reaching the Edwards Aquifer. Temporary BMPs can include controls such as silt fencing and dust abatement (see **Section 5.10.12, Edwards Aquifer**).

As noted in **Section 5.11.5, Impacts to Wildlife**, required clearing or other construction-related activities could directly and/or indirectly affect animals that reside on or adjacent to the project area. Heavy machinery could kill small, low-mobility animals such as mice, rats, lizards, and snakes or could cause soil compaction, impacting animals that live underground. Larger, more mobile species would typically avoid construction activities and move into adjacent areas. To minimize disturbance to inert microhabitats (e.g., snags, brush piles), clearing within the ROW would be minimized to the extent practicable.

Any unanticipated hazardous materials encountered during construction would be handled according to applicable federal and state regulations per TxDOT Standard Specifications (see **Section 5.13, Hazardous Materials**).

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are tolerable. None of the receivers is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

Construction phase air quality impacts are discussed in **Section 5.12, Air Quality**.

6 Agency Coordination

TxDOT initiated consultation with federally-recognized tribes whose areas of interest encompass the proposed project on November 8, 2018. No comments from tribes were received.

The SHPO concurred with the findings of the **Archeological Survey** for the proposed project on February 14, 2019. TxDOT historians determined on May 12, 2019, that individual project coordination was not required for historic resources.

TxDOT initiated early coordination with TPWD on February 26, 2019. Early coordination was completed on May 31, 2019. No additional avoidance, mitigation or minimization measures were required beyond BMPs included in the project **Tier I Site Assessment** and outlined in **Section 5.11.2, Impacts to Vegetation**, and **Section 5.11.11, Threatened, Endangered and Candidate Species**.

TxDOT provided Notice of Availability of the draft EA to TCEQ on June 6, 2019. TCEQ did not provide comments on the proposed project.

Written coordination exchanges are included in **Appendix G, Resource Agency Coordination**.

7 Public Involvement

Project public involvement has included meetings with residents of neighborhoods adjacent to the project, an open-house public meeting held in November 2018, and a public hearing held in June 2019.

The meetings with residents of adjacent neighborhoods included the High Gabriel Estates Property Owners Association and the Summerlyn Property Owners Association. Meetings with the High Gabriel Estates Property Owners Association were held on October 8, 2018, June 10, 2019, and July 8, 2019, at the First Baptist Church in Leander. An informational meeting with the Summerlyn Property Owners Association was held on October 24, 2018, and July 17, 2019. The meetings took place at the Liberty Hill Learning and Event Center in Liberty Hill. Potential noise impacts were among topics discussed with participants at the meetings, along with concerns about neighborhood access and aesthetics. In response, the noise assessment and abatement process was explained by CTRMA staff, and residents' other concerns were taken into consideration with regard to the project's preliminary and ultimate final design. An informational meeting for Bryson neighborhood residents had been scheduled for November 8, 2018, at the Bryson Community Amenity Center in Leander but was cancelled due to inclement weather. Residents were sent invitations to the open house public meeting (described in the following paragraph) and CTRMA offered to reschedule after the open house; however, residents did not express interest in an additional meeting.

An open house public meeting was held from 5:00 pm to 7:30 pm, November 14, 2018, at the Leander VFW 10427 Banquet Hall, 8760 RM 2243, in Leander. The meeting was conducted as a public open house with visual displays and project staff (CTRMA and TxDOT) present to provide information to attendees. Displays included the project design schematic and informational boards with project schedule, purpose and need, preliminary design concept, typical sections, environmental process, and environmental constraints maps. Public attendance included 91 people. For those unable to attend, a virtual open house was made available on the project website, www.183A.com, which housed the open house materials and exhibits for the public to review. Twenty-two comments were received during the official comment period, which ended November 30, 2018. Comments included concerns about traffic noise, stormwater runoff, toll costs, entering/exiting traffic, and specific design suggestions. In response, the project team explained how the environmental process, design process, and toll policies would address these issues, and will take other comments into consideration. The comment-response matrix is provided in **Appendix H**.

A public hearing for the project was held on Thursday, June 13, 2019, at Upwards Church, 8754 RM 2243, Leander, Texas. A total of approximately 119 people attended including four local elected officials or their representative. An open house began at 6:00 pm and featured the project design schematic and informational boards with project schedule, purpose and need, preliminary design concept, typical sections, environmental process, and environmental constraints maps. The draft environmental assessment and supporting technical reports were available for review. The formal hearing began at 7:00 pm, led by TxDOT and CTRMA, and featured a slide presentation. A court reporter recorded the proceedings and was available to take public comments directly. Two

people made oral comments at the hearing, one person provided comments to the court reporter, and 35 written comments were received via comment cards provided at the hearing, email messages, or comments provided through the project website, for a total of 38 public comments. The public comment period ended June 28, 2019. Several comments expressed concern about northbound high-speed traffic exiting the tolled main lanes at their terminus north of SH 29, often requesting a traffic signal at the intersection of US 183 and CR 213/258. TxDOT will determine when conditions at the intersection require a traffic signal warrant study. Other frequent comments pertained to turning access to businesses in the transition near the northern terminus, location of access/egress ramps, landscaping and tree removal, and potential neighborhood walls in lieu of noise barriers. CTRMA will consider these comments for possible incorporation into final design as appropriate. The comment-response matrix is provided in **Appendix H**.

Prior to construction of the proposed improvements, a notice of impending construction will be provided to owners of adjoining property and affected local governments and public officials. This notice may be provided via a sign or signs posted in the ROW, mailed notice, printed notice distributed by hand, or notice via website when the recipient has previously been informed of the relevant website address. The notice will be provided after the environmental decision, but before earthmoving or other activities requiring the use of heavy equipment begin.

8 Post-Environmental Clearance Activities and Contractor Communications

These summary lists of post-environmental clearance activities and contractor communications for the proposed 183A Phase III project have been described in context and greater detail under the respective resource categories in **Chapter 5, Affected Environment and Environmental Consequences**. Please see the contextual and detailed descriptions of these activities in their respective referenced sections of **Chapter 5** for the specific commitments made or permits/approvals required.

8.1 Post-Environmental Clearance Activities

8.1.1 USACE Section 404 Permit

The placement of temporary or permanent dredge or fill material into potentially jurisdictional waters (South Fork San Gabriel River and tributaries) would be authorized under USACE Section 404 NWP 14 for Linear Transportation Projects with no requirement for PCN (see **Section 5.10.1, Clean Water Act, Section 404**).

8.1.2 Section 401 Water Quality Certification

Since NWP 14 would be necessary, construction activities would require compliance with TCEQ's Water Quality Certification Program. The Section 401 Certification requirements for NWP 14 would be met by implementing BMPs from the TCEQ Section 401 Water Quality Certification Conditions for NWPs (see **Section 5.10.2, Clean Water Act, Section 401**). This activity is anticipated to be complete prior to construction.

8.1.3 TPDES Construction General Permit

Since the proposed project would be considered a large construction activity under TCEQ's TPDES Construction General Permit (CGP), CTRMA is required to comply with the CGP terms. During the final design phase of project development, a SW3P would be developed and implemented, a construction site notice would be posted on the construction site, and a notice of intent would be required and filed with TCEQ prior to construction. The notice of intent would be submitted to the City of Leander and Williamson County as operators of the local MS4s. The SW3P would identify a system of temporary BMPs to be employed during construction to mitigate construction-related water quality impacts. Temporary erosion controls would be installed, per the construction plans, prior to commencement of construction. Controls would be subject to regular inspections and replaced or maintained as needed (see **Section 5.10.6, Clean Water Act, Section 402**).

8.1.4 Floodplain Coordination

The proposed project involves construction in floodplains of the South Fork San Gabriel River and tributaries. CTRMA will notify the local floodplain administrator as necessary and comply with all applicable rules and regulations regarding the hydraulic design of the project (see **Section 5.10.7, Floodplains**). This activity is anticipated to be complete prior to construction.

8.1.5 Edwards Aquifer Protection Plan

An Edwards Aquifer Protection Plan (Contributing Zone Plan) will be prepared and submitted to the TCEQ prior to project construction. The Contributing Zone Plan will outline the BMPs that would be implemented and maintained during and after construction of the 183A Phase III project to prevent contaminants found in storm water from reaching the Edwards Aquifer. The proposed project and associated activities undertaken by CTRMA will be implemented, operated, and maintained in a manner that complies with the Edwards Aquifer Rules and any applicable TCEQ guidance documents (see **Section 5.10.11, Edwards Aquifer**).

8.1.6 Utility Coordination

At this time, utility adjustment requirements have not been determined. Utilities displaced by the project would be relocated within the existing ROW. Coordination with utility owners will take place during the detailed design phase. There is a potential for contamination to be encountered during utility adjustments. Coordination with utility companies concerning this contamination would be addressed during the ROW stage of project development. It is anticipated that all utility adjustments or relocation would be completed prior to construction (see **Section 5.13, Hazardous Materials**).

8.2 Contractor Communications

8.2.1 Archeological Resource Discovery

In the unlikely event that archeological resources are discovered during construction of the proposed project, CTRMA and TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the Texas Historical Commission could assess the discovery's significance and the need for any additional investigation (see **Section 5.8.1, Archeology**).

8.2.2 Water Well Disposition

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges, three water wells located within the project ROW will be properly removed, sealed and plugged during construction of the proposed project (see **Section 5.10.14, Drinking Water Systems**).

8.2.3 Vegetation Impact Avoidance

Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The following BMPs would be implemented for the proposed project. See **Section 5.11.2, Impacts to Vegetation** for the specific provisions of the BMPs:

- Minimizing the amount of vegetation cleared and avoiding removal of native vegetation to the greatest extent practicable.
- Preserving mature trees.
- Recommended replacement of trees greater than 12 inches dbh that are removed.
- Replacing trees with regionally adapted native species of equal or better wildlife quality.
- Implementing a maintenance plan ensuring the survival rate of the replacement trees.
- Discouraging the use of non-native vegetation in landscaping and revegetation.
- Recommended use of seed mix from locally adapted native species only.
- Avoiding clearing activities during the general bird nesting season.

8.2.4 Executive Order on Invasive Species (EO 13112) Requirements

Re-vegetation of disturbed areas will comply with the Executive Order on Invasive Species (EO 13112) (see **Section 5.11.3**). Regionally native and non-invasive plants will be used to the extent practicable in landscaping and re-vegetation.

8.2.5 Executive Memorandum on Beneficial Landscaping Requirements

Re-vegetation of disturbed areas will comply with the Executive Memorandum on Environmentally and Economically Beneficial Landscaping (see **Section 5.11.4**). Regionally native and noninvasive plants will be used to the extent practicable in landscaping and re-vegetation.

8.2.6 Protection of Wildlife

In order to minimize disturbance to inert microhabitats (e.g., snags, brush piles), clearing within the ROW during project construction would be minimized to the extent practicable.

The following water quality BMPs would be implemented for the protection of wildlife and habitat:

- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.

8.2.7 Migratory Bird Protection

While no impact to migratory birds is expected, removal and destruction of active bird nests will be avoided except through federal or state approved options. In addition, where appropriate and

practicable, measures will be implemented to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and construction activities will be scheduled outside the typical nesting season. Direction to contractors is provided on the standard Environmental Permits, Issues and Commitments (EPIC) sheet (see **Section 5.11.6**).

8.2.8 Protection of Rare, Threatened and Endangered Species

No suitable habitat was observed for any federally listed threatened or endangered species. However, measures to avoid harm to any threatened or endangered species would be taken should they be observed during construction of the proposed project (see **Section 5.11.11, Threatened, Endangered and Candidate Species**).

BMPs will be implemented by the proposed project to avoid or minimize impacts to these state-listed threatened species and SGCNs. See **Section 5.11.11, Threatened, Endangered and Candidate Species** for the specific provisions of each species' BMPs:

- Plains spotted skunk
- Cave myotis bat: Bat BMPs
- Western Burrowing Owl: Bird BMPs
- Timber rattlesnake and Texas garter snake: Terrestrial Reptile BMPs
- Southern crawfish frog: Amphibian and Water Quality BMPs
- Guadalupe bass: Fish BMPs
- Texas fawnsfoot, Texas pimpleback and false spike mussels: Mussel BMPs

8.2.9 Hazardous Materials Discovery

Any unanticipated hazardous materials encountered during construction would be handled according to applicable federal and state regulations per TxDOT Standard Specifications (see **Section 5.13, Hazardous Materials**).

8.2.10 Construction Phase Air Quality Impact Minimization

The potential impacts of PM emissions during construction will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate (see **Section 5.12, Air Quality**).

8.2.11 Construction Phase Noise Impact Minimization

Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems (see **Section 5.17, Construction Phase Impacts**).

9 Conclusion

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a Finding of No Significant Impact is recommended.

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Appendices

Appendix A
Project Location Map

Appendix B
Project Photographs

Appendix B: Project Photographs



Photo 1: Southern project terminus, facing southeast, February 2017



Photo 2: Southern project terminus, facing northwest, February 2017



Photo 3: Typical right-of-way, facing northwest, February 2017



Photo 4: Culvert near Mourning Dove Lane, view facing southwest, February 2017



Photo 5: US 183 and County Road 213, facing north, February 2017



Photo 6: Northern project terminus, facing south, June 2018



Photo 7: Existing grade separation at Hero Way and 183A, facing west southwest, May 2017



Photo 8: San Gabriel Parkway and 183A intersection (near rural residence), facing south southwest, May 2017



Photo 9: San Gabriel Parkway and 183A intersection (near rural residence), facing west southwest, May 2017



Photo 10: San Gabriel Parkway and 183A intersection from Mel Mathis Boulevard (approximately 900 feet southwest, planned development), facing northeast, May 2017



Photo 11: Bryson Ridge Trail/US 183 and 183A intersection (obscured by trees), viewed from Bryson Ridge Trail (approximately 880 feet east) in Bryson neighborhood, facing west, May 2017



Photo 12: US 183/Bryson Ridge Trail and 183A intersection (obscured by trees), viewed from rural residence driveway (approximately 450 feet west northwest) north of County Road 276, facing east southeast, May 2017



Photo 13: South Gabriel Drive and US 183 intersection, viewed from High Gabriel East low-density residential area (approximately 550 feet east), facing west, May 2017



Photo 14: Woods in High Gabriel West neighborhood obscuring views of Green Valley Drive and US 183 intersection, facing northeast, May 2017



Photo 15: Whitewing Drive and US 183 intersection (obscured by trees), viewed from outside walled residence north of Whitewing Drive, facing east, May 2017



Photo 16: Whitewing Drive and US 183 intersection (obscured by trees), viewed from outside walled residence north of Whitewing Drive, facing east northeast, May 2017



Photo 17: Whitewing Drive and US 183 intersection (partially obscured by trees), viewed from outside walled residence south of Whitewing Drive, facing east northeast, May 2017



Photo 18: Planned Seward Junction Loop and US 183 intersection, facing west southwest, May 2017



Photo 19: Hedgerow along County Road 263 (northeast corner of Summerlyn neighborhood) obscuring views of planned Seward Junction Loop and US 183 intersection, May 2017



Photo 20: Bryson Farmstead, facing northeast, February 2017



Photo 21: Remnant of former low-water crossing bridge over South Fork San Gabriel River, west of current US 183 bridges, looking southwest, February 2017



Photo 22: Stream crossing 1, facing northwest, March 2017



Photo 23: Stream crossing 1, facing southeast, March 2017



Photo 24: Stream crossing 2, west side of roadway, facing south, March 2017



Photo 25: Stream crossing 2, west side of roadway, facing north, March 2017



Photo 26: Stream crossing 2, median of US 183, facing northwest, March 2017



Photo 27: Stream crossing 2, east side of roadway, facing south, March 2017



Photo 28: Stream crossing 2, east side of roadway, facing southwest, March 2017



Photo 29: Stream crossing 2, east side of roadway, facing southeast, March 2017



Photo 30: Wetland 1 (at Crossing 2), facing northwest, March 2017



Photo 31: South Fork of the San Gabriel River, facing northeast, March 2017



Photo 32: South Fork of the San Gabriel River, facing north, March 2017



Photo 33: South Fork of the San Gabriel River, facing west, March 2017



Photo 34: Stream crossing 4, west side of roadway, facing east, March 2017



Photo 35: Stream crossing 4, roadway median, facing northeast, March 2017



Photo 36: Edwards Plateau: Ashe Juniper Motte & Woodland and Urban Low Intensity habitat type observed on edge of 183A right-of-way, facing southeast, February 2017



Photo 37: Edwards Plateau: Live Oak Motte & Woodland observed in US 183 median and scattered throughout project area, facing southwest, February 2017



Photo 38: Edwards Plateau: Riparian Herbaceous Vegetation in foreground and Edwards Plateau: Oak Hardwood Motte & Woodland in background, along tributary to South Fork of San Gabriel River, facing south, February 2017



Photo 39: Edwards Plateau: Riparian Hardwood Forest along banks of South Fork of San Gabriel River, facing northeast, February 2017



Photo 40: Edwards Plateau: Riparian Deciduous Shrubland (woody vegetation in foreground) in roadway median along tributary to South Fork of San Gabriel River, facing north, February 2017



Photo 41: Edwards Plateau: Riparian Ashe Juniper Forest near tributary to South Fork of San Gabriel River, facing northeast, February 2017



Photo 42: Non-native Invasive: Chinese Tallow Woodland vegetation near project northern terminus (along US 183), facing southeast, February 2017



Photo 43: Disturbance Grassland near northern project terminus, facing north, February 2017



Photo 44: Edwards Plateau: Floodplain Hardwood Forest north of South Fork of San Gabriel River, west side of US 183, facing north, February 2017



Photo 45: Edwards Plateau: Savanna Grassland observed north of County Road 258, east side of US 183, facing north, June 2018



Photo 46: View of area surveyed for Golden-cheeked Warbler in 2018, including Edwards Plateau: Live Oak–Ashe Juniper Woodland vegetation; facing south from County Road 258.



Photo 47: View of Urban area and low density commercial land use at the intersection of County Road 258 and US 183; facing west.



Photo 48: View of Edwards Plateau: Savanna Grassland, foreground, and Edwards Plateau: Live Oak-Ashe Juniper Woodland vegetation, background; facing northeast towards proposed project right-of-way adjacent to US 183.

Appendix C Schematics

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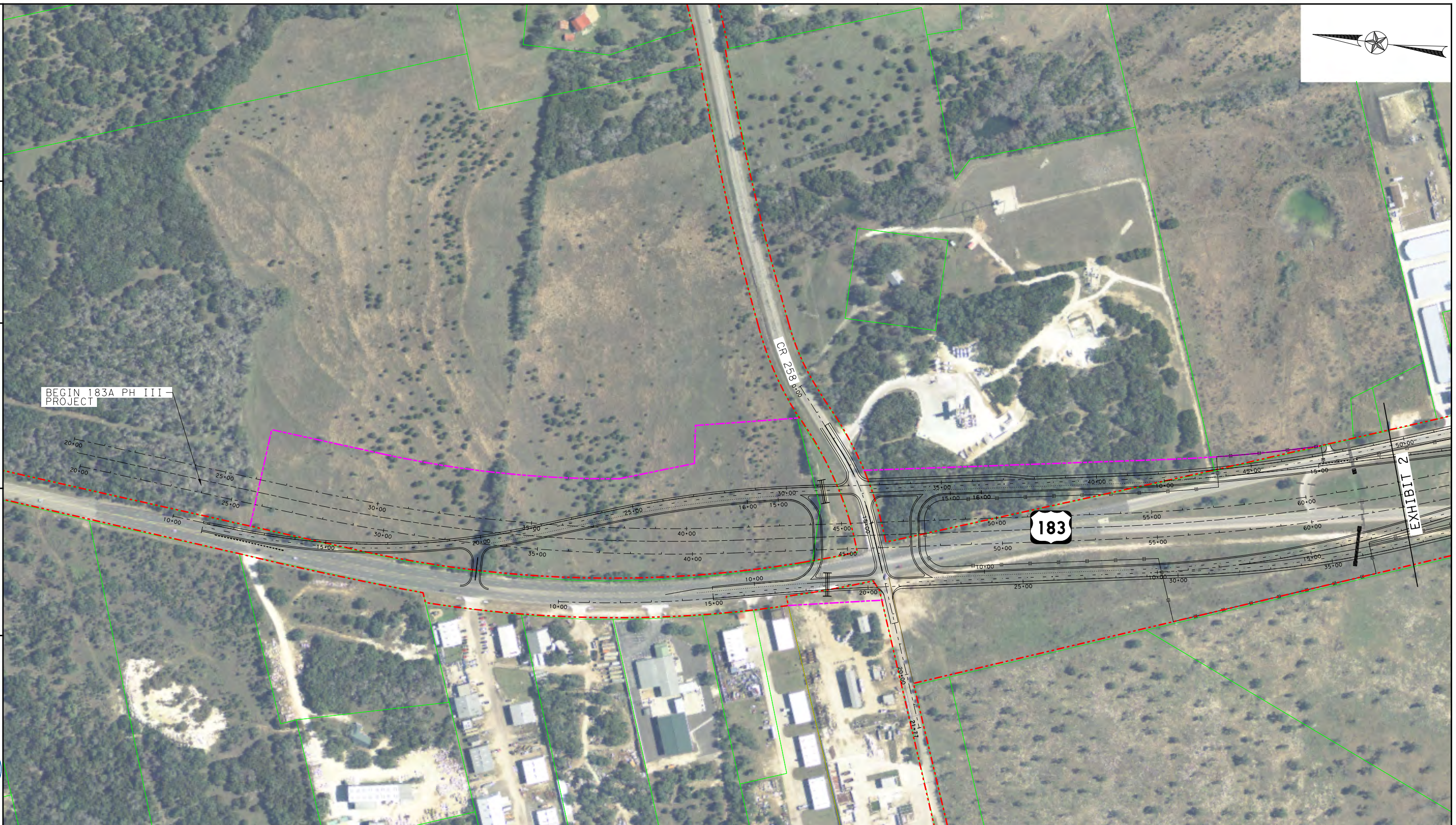
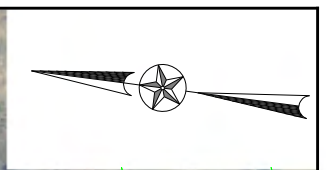
SHEET 1 OF 8

PLAN VIEW

ENVIRONMENTAL EXHIBIT

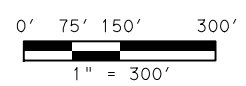


CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



183A PH III PROJECT

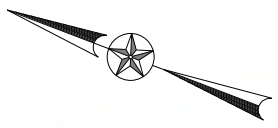
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NOT FOR CONSTRUCTION



SHEET 1 OF 8

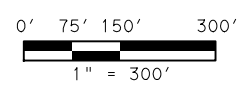
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- - - PROPOSED RIGHT-OF-WAY
- PARCEL LINE
- CTRMA OWNED POND
- TXDOT OWNED POND
- PROPOSED IMPROVEMENT
- PROPOSED BRIDGE



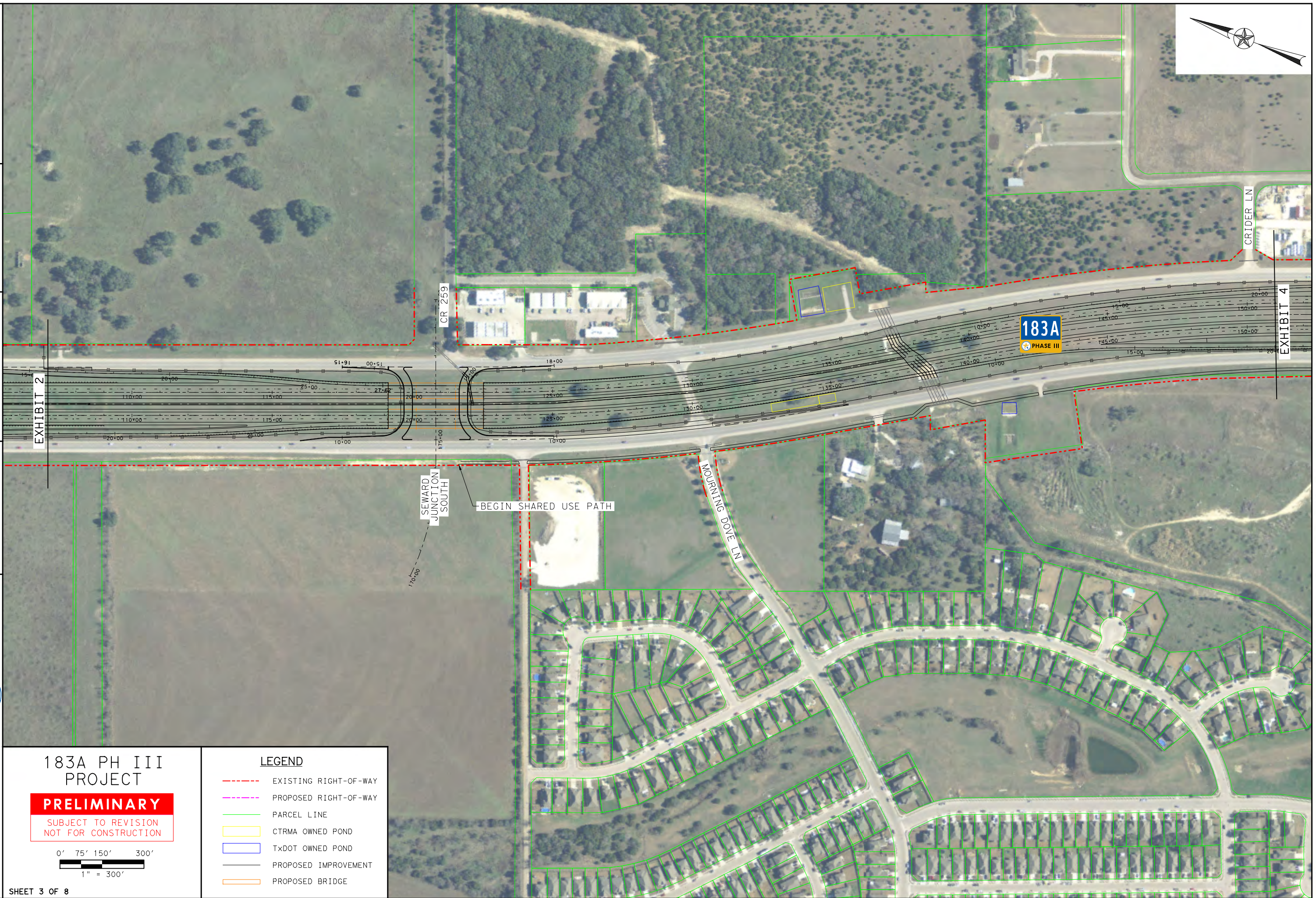
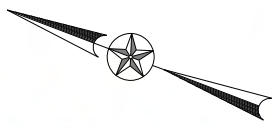
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NOT FOR CONSTRUCTION



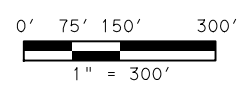
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- CTRMA OWNED POND
- TxDOT OWNED POND
- PROPOSED IMPROVEMENT
- PROPOSED BRIDGE



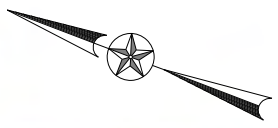
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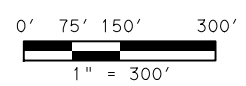
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- PARCEL LINE
- CTRMA OWNED POND
- TxDOT OWNED POND
- PROPOSED IMPROVEMENT
- PROPOSED BRIDGE



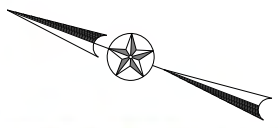
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PRELIMINARY
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NOT FOR CONSTRUCTION



LEGEND

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- - - PROPOSED RIGHT-OF-WAY
- PARCEL LINE
- CTRMA OWNED POND
- TxDOT OWNED POND
- PROPOSED IMPROVEMENT
- PROPOSED BRIDGE



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SHEET 5 OF 8

PLAN VIEW

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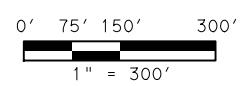


CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



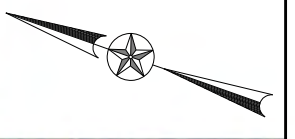
183A PH III PROJECT

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LEGEND

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- PARCEL LINE
- CTRMA OWNED POND
- TxDOT OWNED POND
- PROPOSED IMPROVEMENT
- PROPOSED BRIDGE



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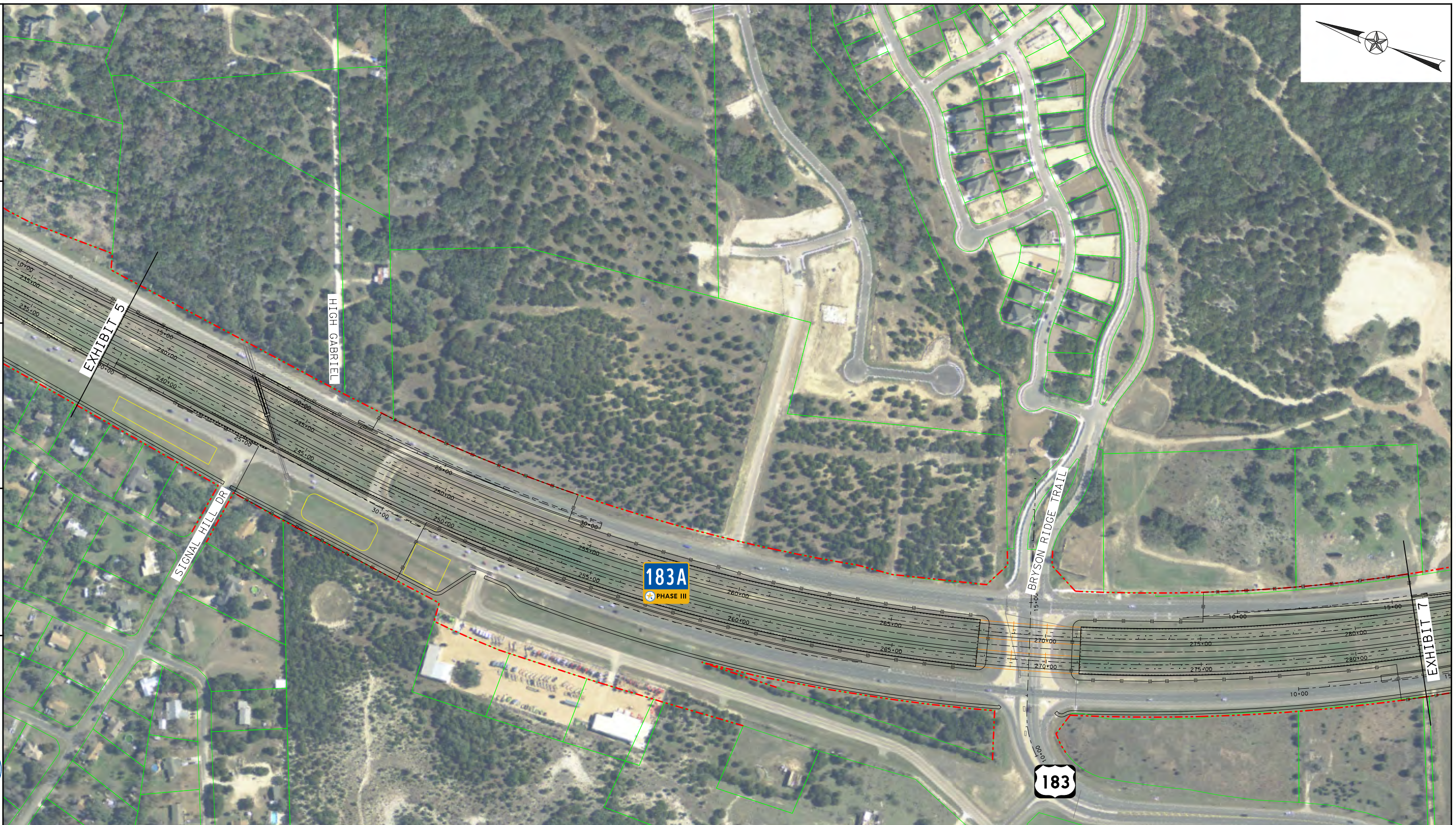
SHEET 6 OF 8

PLAN VIEW

ENVIRONMENTAL EXHIBIT

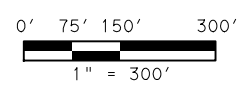


CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



183A PH III PROJECT

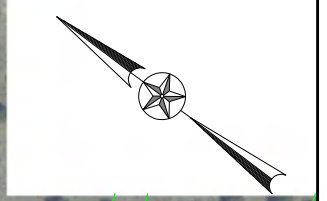
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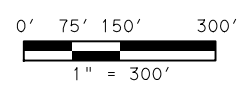
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- - - PROPOSED RIGHT-OF-WAY
- PARCEL LINE
- CTRMA OWNED POND
- TxDOT OWNED POND
- PROPOSED IMPROVEMENT
- PROPOSED BRIDGE



183A PH III PROJECT

PRELIMINARY
SUBJECT TO REVISION
NOT FOR CONSTRUCTION



LEGEND

- - - - EXISTING RIGHT-OF-WAY
- - - - PROPOSED RIGHT-OF-WAY
- PARCEL LINE
- CTRMA OWNED POND
- TxDOT OWNED POND
- PROPOSED IMPROVEMENT
- PROPOSED BRIDGE

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SHEET 8 OF 8

PLAN VIEW

ENVIRONMENTAL EXHIBIT

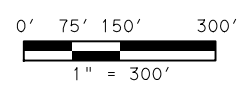


CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



183A PH III PROJECT

PRELIMINARY
SUBJECT TO REVISION
NOT FOR CONSTRUCTION

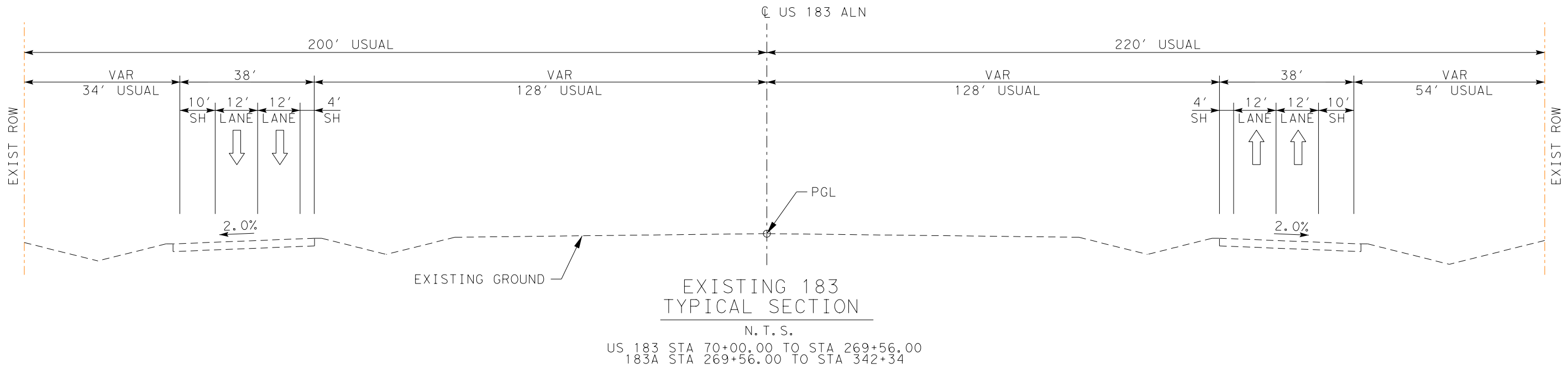
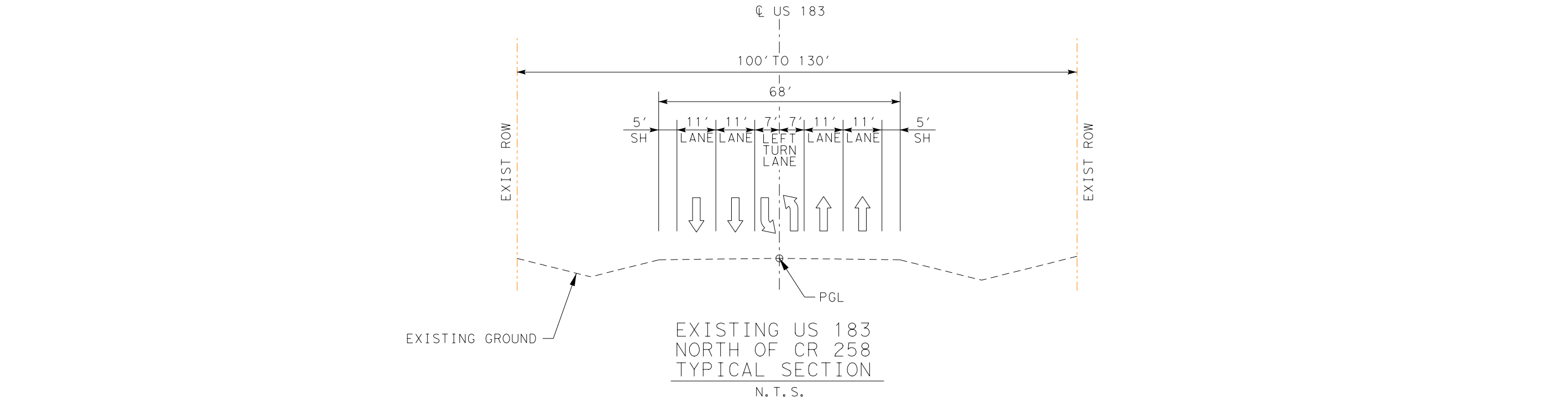


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- - - - PROPOSED RIGHT-OF-WAY
- PARCEL LINE
- CTRMA OWNED POND
- TxDOT OWNED POND
- PROPOSED IMPROVEMENT
- PROPOSED BRIDGE

Appendix D

Typical Sections



183A PH III PROJECT

PRELIMINARY

SUBJECT TO REVISION
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NOT TO SCALE

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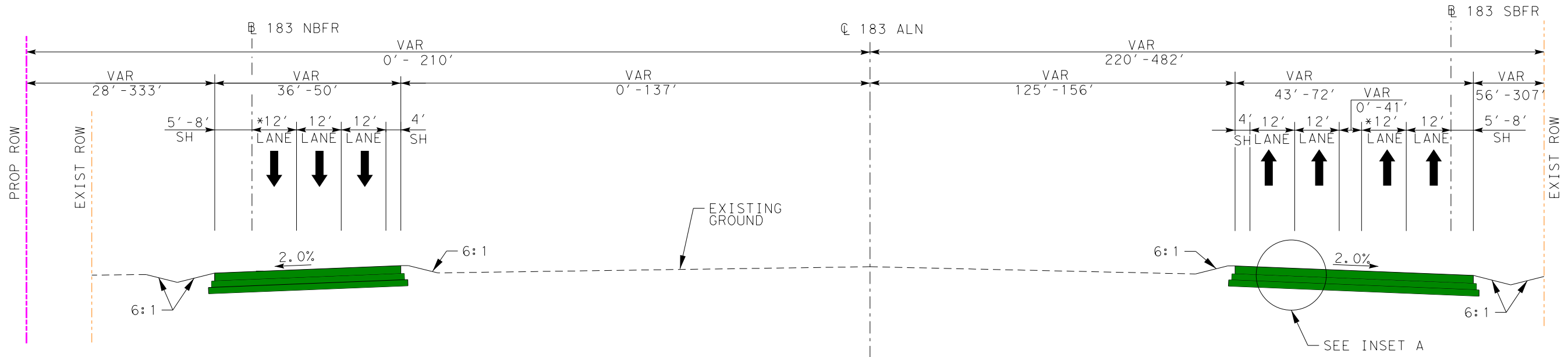
SHEET 2 OF 7

TYPICAL SECTIONS

ENVIRONMENTAL EXHIBIT



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



* 12' RIGHT TURN LANE FROM 183A STA 32+00 TO STA 38+00

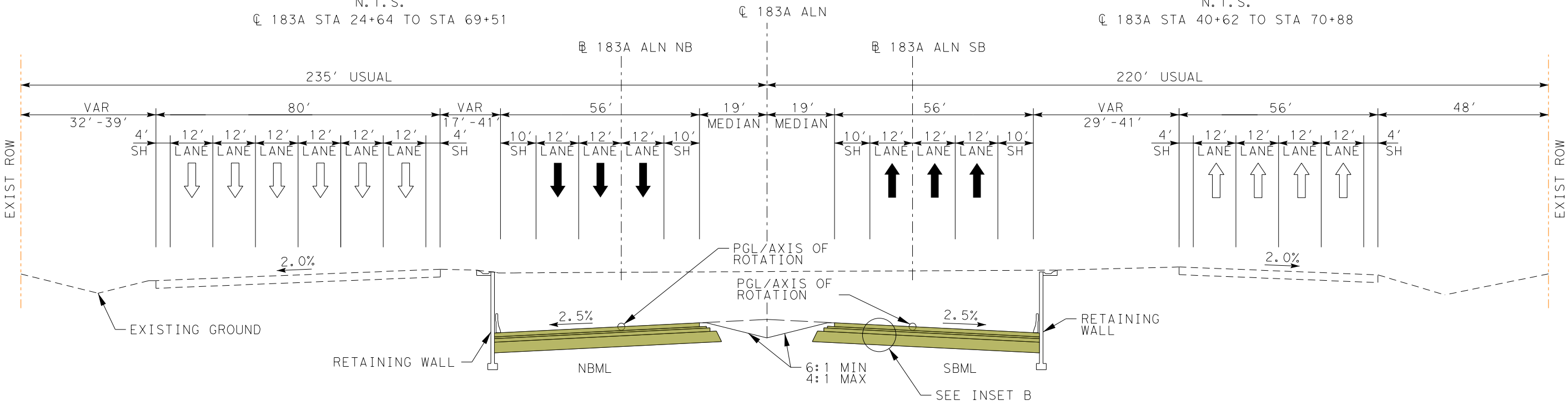
* 12' LANE FROM STA 55+00 TO STA 61+78

PROPOSED US 183 NB FRONTAGE ROAD TYPICAL SECTION

PROPOSED US 183 SB FRONTAGE ROAD TYPICAL SECTION

N. T. S. CL 183A STA 24+64 TO STA 69+51

N. T. S. CL 183A STA 40+62 TO STA 70+88

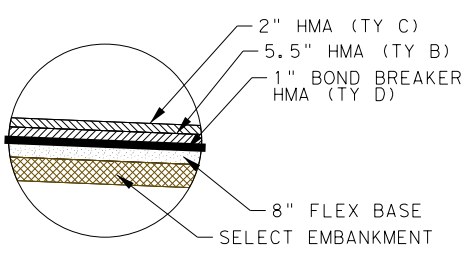


PROPOSED 183A NB MAINLANES TYPICAL SECTION

PROPOSED 183A SB MAINLANES TYPICAL SECTION

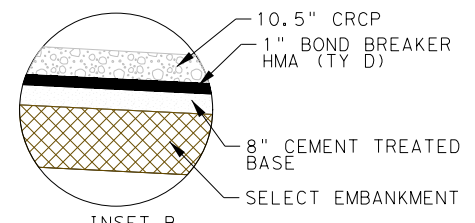
N. T. S. CL 183A ALN NB STA 73+25 TO STA 100+00

N. T. S. CL 183A ALN SB STA 73+50 TO STA 100+00



INSET A

(FINAL PAVEMENT STRUCTURE TO BE DETERMINED DURING PSE)



INSET B

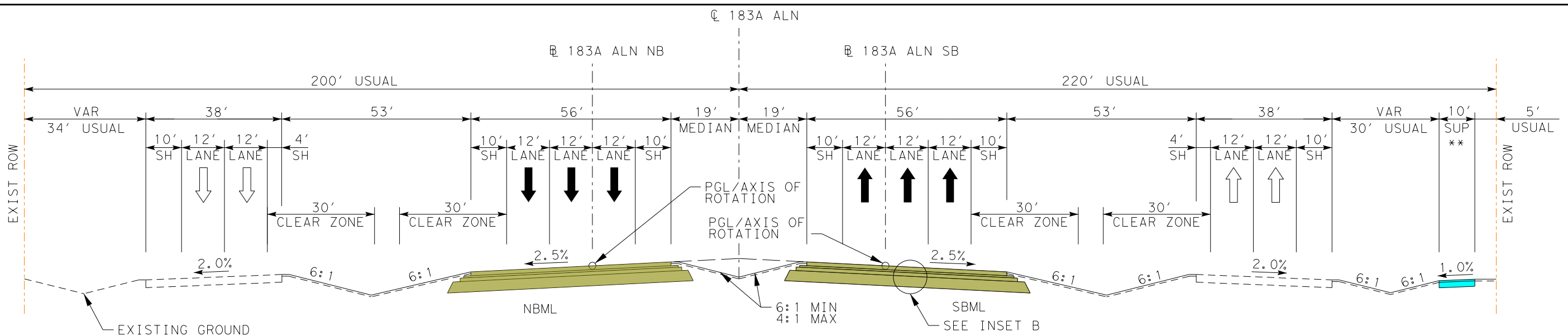
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183A PH III PROJECT

PRELIMINARY

SUBJECT TO REVISION NOT FOR CONSTRUCTION

NOT TO SCALE



PROPOSED 183A NB MAINLANES TYPICAL SECTION

PROPOSED 183A SB MAINLANES TYPICAL SECTION

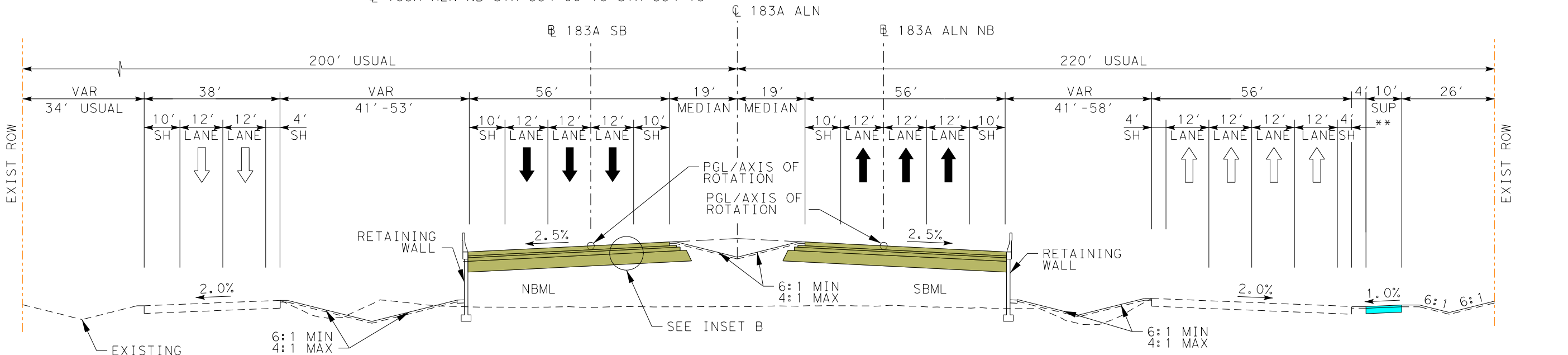
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 183A STA 121+65 TO STA 362+94

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183A ALN NB	STA 128+30	TO	STA 138+00
183A ALN NB	STA 140+10	TO	STA 152+62
183A ALN NB	STA 162+39	TO	STA 163+50
183A ALN NB	STA 231+50	TO	STA 233+80
183A ALN NB	STA 248+00	TO	STA 256+10
183A ALN NB	STA 280+75	TO	STA 281+94
183A ALN NB	STA 290+90	TO	STA 305+00
183A ALN NB	STA 334+00	TO	STA 334+75

N. T. S.

183A ALN SB	STA 67+00	TO	STA 73+50
183A ALN SB	STA 135+25	TO	STA 146+50
183A ALN SB	STA 228+80	TO	STA 234+50
183A ALN SB	STA 248+25	TO	STA 250+25
183A ALN SB	STA 282+90	TO	STA 288+60
183A ALN SB	STA 332+20	TO	STA 342+60



PROPOSED 183A NB MAINLANES TYPICAL SECTION

PROPOSED 183A SB MAINLANES TYPICAL SECTION

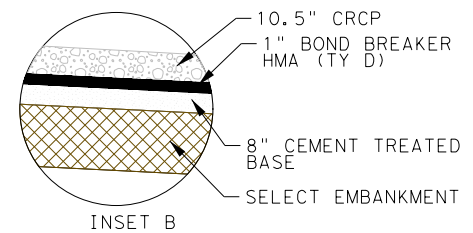
** SHARED USE PATH
 183A STA 121+65 TO STA 362+94

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183A ALN NB	STA 122+55	TO	STA 128+30
183A ALN NB	STA 163+50	TO	STA 166+00
183A ALN NB	STA 220+54	TO	STA 231+50
183A ALN NB	STA 247+20	TO	STA 248+00
183A ALN NB	STA 256+10	TO	STA 267+85
183A ALN NB	STA 271+13	TO	STA 280+75
183A ALN NB	STA 289+89	TO	STA 290+90
183A ALN NB	STA 305+00	TO	STA 307+23
183A ALN NB	STA 313+88	TO	STA 320+00
183A ALN NB	STA 334+75	TO	STA 342+10

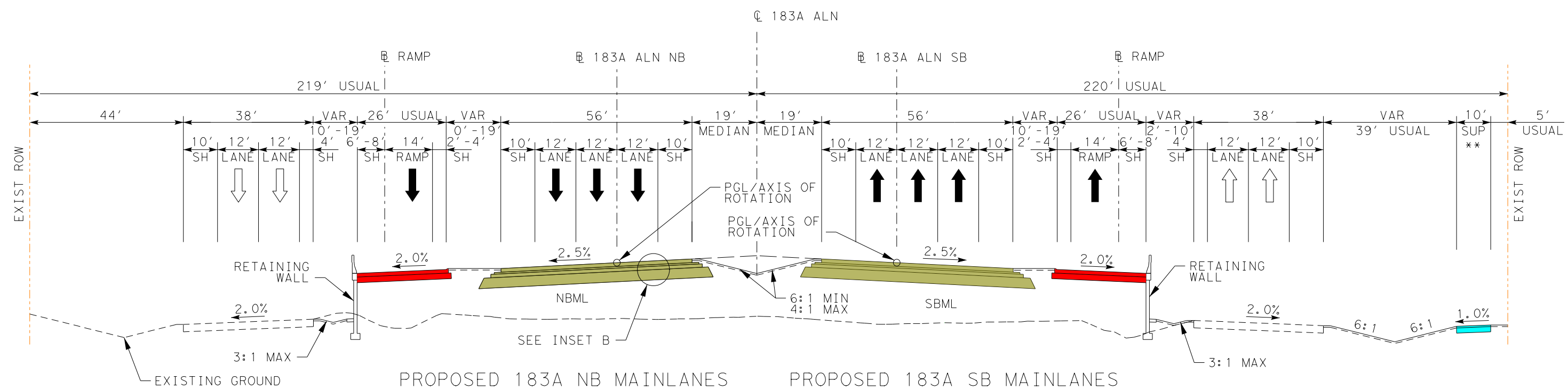
N. T. S.

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183A ALN SB	STA 146+50	TO	STA 147+60
183A ALN SB	STA 220+43	TO	STA 228+80
183A ALN SB	STA 234+50	TO	STA 235+00
183A ALN SB	STA 245+20	TO	STA 248+25
183A ALN SB	STA 250+25	TO	STA 267+75
183A ALN SB	STA 271+07	TO	STA 282+90
183A ALN SB	STA 288+60	TO	STA 292+84
183A ALN SB	STA 302+08	TO	STA 307+52
183A ALN SB	STA 324+70	TO	STA 325+54
183A ALN SB	STA 366+09	TO	STA 371+80



183A PH III PROJECT
PRELIMINARY
 SUBJECT TO REVISION
 NOT FOR CONSTRUCTION

NOT TO SCALE



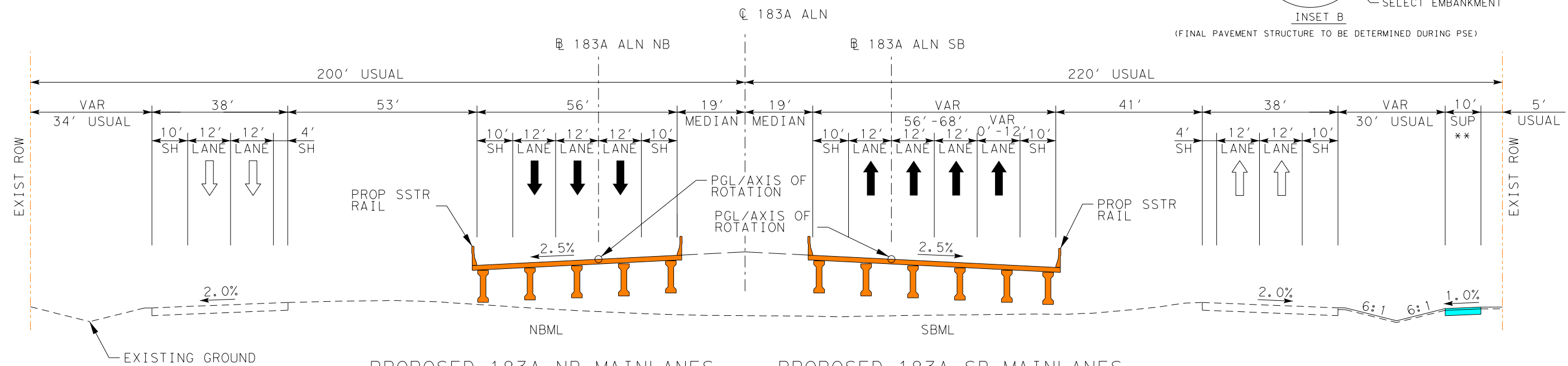
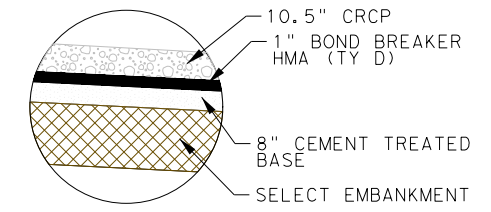
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N. T. S.

183A ALN NB	STA 152+62 TO STA 162+39
183A ALN NB	STA 243+20 TO STA 247+20
183A ALN NB	STA 281+94 TO STA 289+89
183A ALN SB	STA 347+36 TO STA 361+50

PROPOSED 183A SB MAINLANES TYPICAL SECTION
N. T. S.

183A ALN SB	STA 147+60 TO STA 154+90
183A ALN SB	STA 292+84 TO STA 302+08
183A ALN SB	STA 349+79 TO STA 359+68

** SHARED USE PATH
183A STA 121+65 TO STA 362+94



PROPOSED 183A NB MAINLANES TYPICAL SECTION
N. T. S.

183A ALN NB	STA 119+14 TO STA 122+55
183A ALN NB	STA 212+20 TO STA 220+54
183A ALN NB	STA 267+85 TO STA 271+13
183A ALN NB	STA 307+23 TO STA 313+88

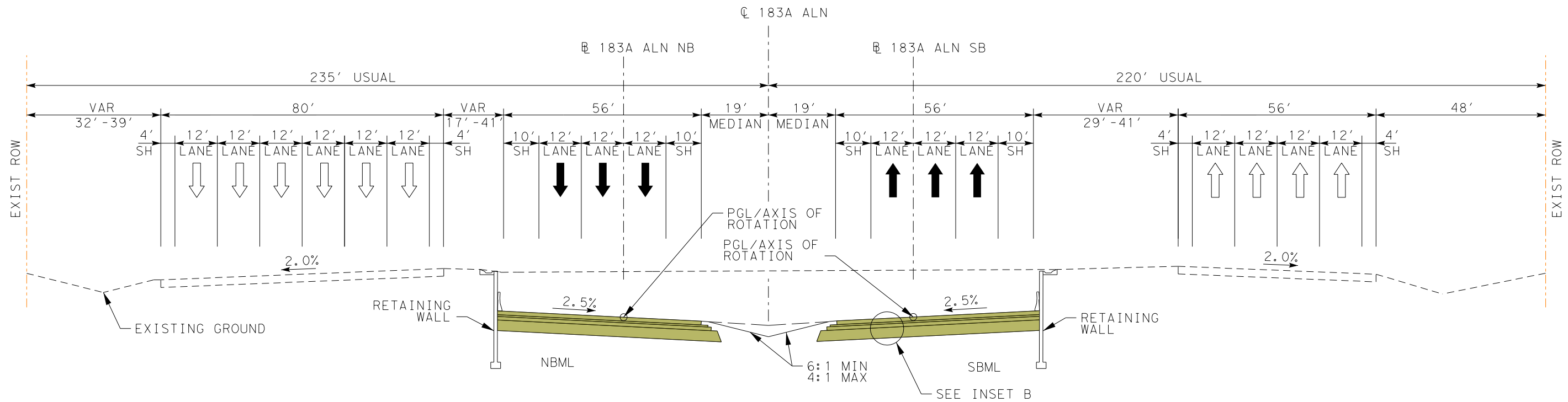
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N. T. S.

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183A ALN SB	STA 209+90 TO STA 220+43
183A ALN SB	STA 267+75 TO STA 271+07
183A ALN SB	STA 307+52 TO STA 311+00

** SHARED USE PATH
183A STA 121+65 TO STA 362+94

183A PH III PROJECT
PRELIMINARY
SUBJECT TO REVISION
NOT FOR CONSTRUCTION

NOT TO SCALE

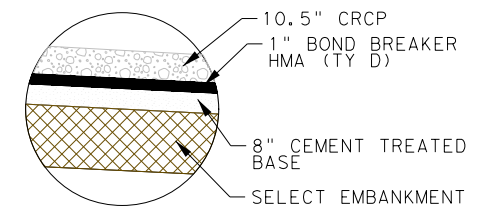


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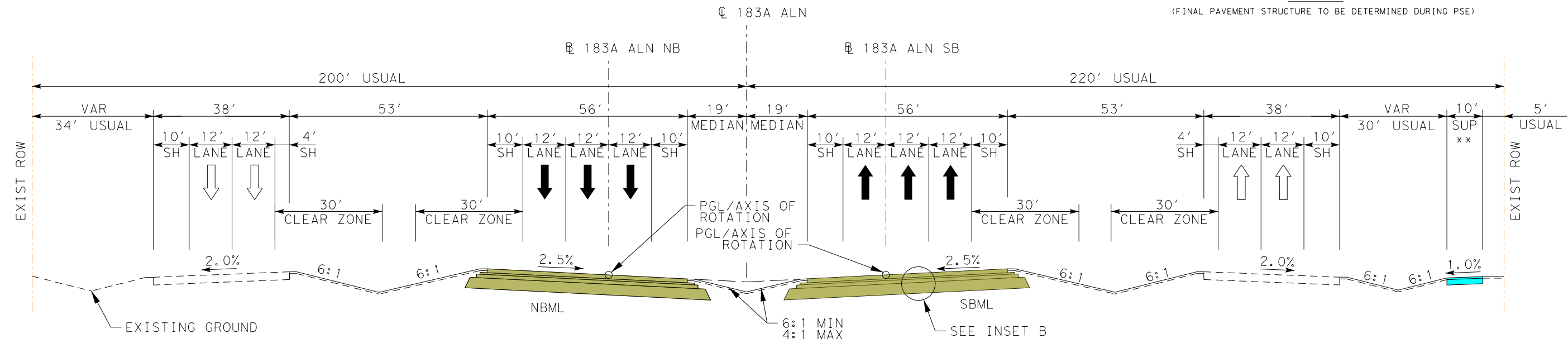
N. T. S.
 @ 183A ALN NB STA 100+00 TO STA 109+50

PROPOSED 183A SB MAINLANES TYPICAL SECTION

N. T. S.
 @ 183A ALN SB STA 100+00 TO STA 109+00



(FINAL PAVEMENT STRUCTURE TO BE DETERMINED DURING PSE)



PROPOSED 183A NB MAINLANES TYPICAL SECTION

N. T. S.
 @ 183A ALN NB STA 138+00 TO STA 140+10
 @ 183A ALN NB STA 167+00 TO STA 179+25
 @ 183A ALN NB STA 195+80 TO STA 197+44
 @ 183A ALN NB STA 201+89 TO STA 208+98
 @ 183A ALN NB STA 233+80 TO STA 238+50
 @ 183A ALN NB STA 329+50 TO STA 334+00

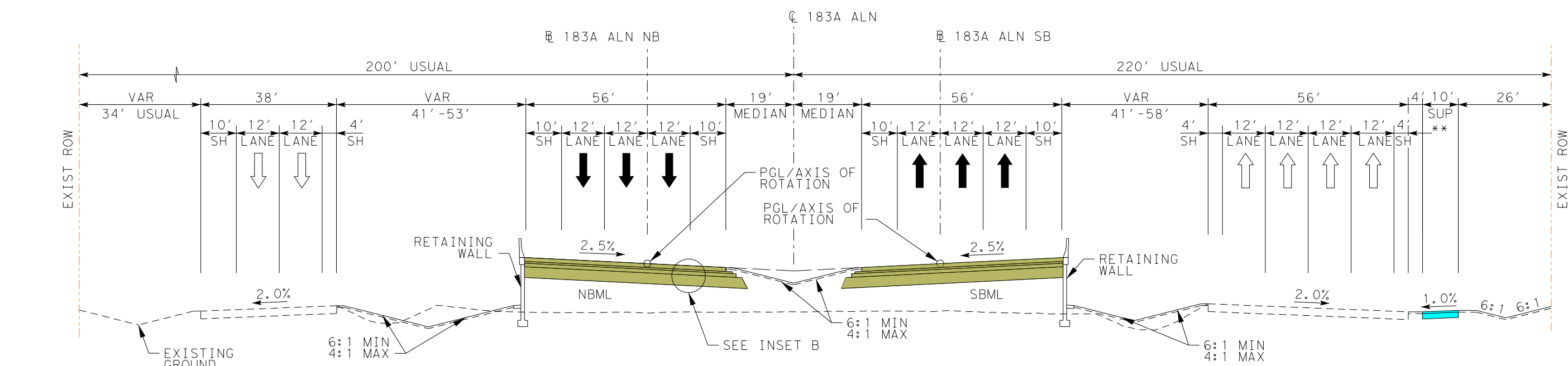
PROPOSED 183A SB MAINLANES TYPICAL SECTION

N. T. S.
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 @ 183A ALN SB STA 167+00 TO STA 177+00
 @ 183A ALN SB STA 201+16 TO STA 209+05
 @ 183A ALN SB STA 236+25 TO STA 238+28
 @ 183A ALN SB STA 241+17 TO STA 241+75
 @ 183A ALN SB STA 244+50 TO STA 245+20

** SHARED USE PATH @ 183A STA 121+65 TO STA 362+94

183A PH III PROJECT
PRELIMINARY
 SUBJECT TO REVISION
 NOT FOR CONSTRUCTION

NOT TO SCALE



PROPOSED 183A NB MAINLANES TYPICAL SECTION

PROPOSED 183A SB MAINLANES TYPICAL SECTION

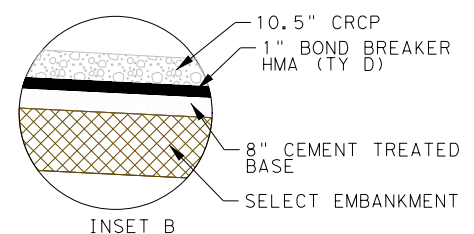
** SHARED USE PATH
 183A STA 121+65 TO STA 362+94

N. T. S.

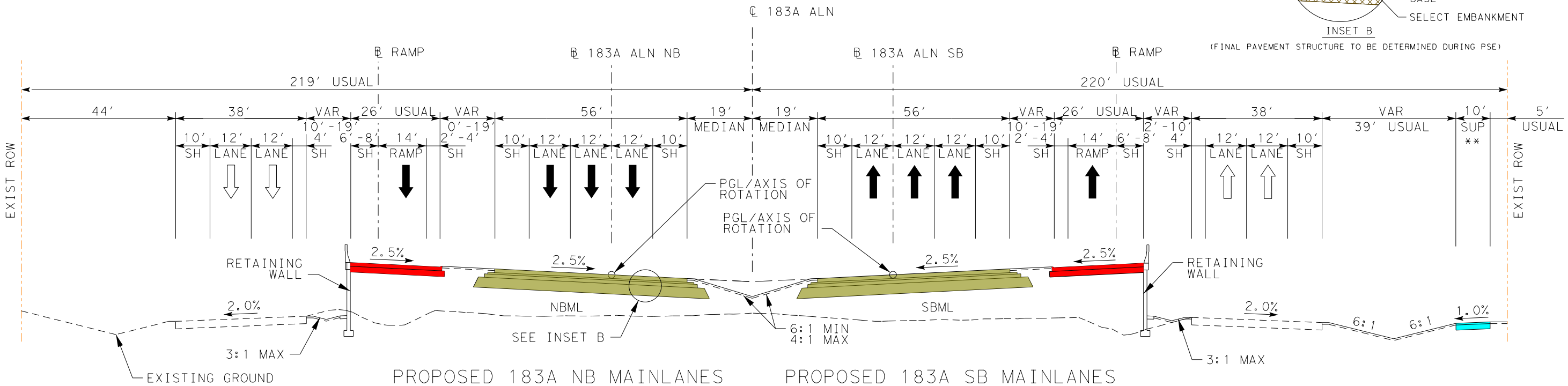
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183A ALN NB	STA 166+00	TO	STA 167+00
183A ALN NB	STA 179+25	TO	STA 182+30
183A ALN NB	STA 187+82	TO	STA 195+80
183A ALN NB	STA 238+50	TO	STA 241+23
183A ALN NB	STA 320+00	TO	STA 320+23
183A ALN NB	STA 328+70	TO	STA 329+50

N. T. S.

183A ALN SB	STA 114+09	TO	STA 119+14
183A ALN SB	STA 163+00	TO	STA 167+00
183A ALN SB	STA 177+00	TO	STA 181+32
183A ALN SB	STA 187+02	TO	STA 194+62
183A ALN SB	STA 235+00	TO	STA 236+25
183A ALN SB	STA 241+75	TO	STA 245+20
183A ALN SB	STA 314+17	TO	STA 324+70



INSET B
 (FINAL PAVEMENT STRUCTURE TO BE DETERMINED DURING PSE)



PROPOSED 183A NB MAINLANES TYPICAL SECTION

PROPOSED 183A SB MAINLANES TYPICAL SECTION

** SHARED USE PATH
 183A STA 121+65 TO STA 362+94

N. T. S.

183A ALN NB	STA 109+50	TO	STA 113+04
183A ALN NB	STA 197+44	TO	STA 201+89
183A ALN NB	STA 241+23	TO	STA 243+20
183A ALN NB	STA 320+23	TO	STA 328+70

N. T. S.

183A ALN SB	STA 109+00	TO	STA 114+09
183A ALN SB	STA 154+90	TO	STA 159+86
183A ALN SB	STA 194+62	TO	STA 201+16
183A ALN SB	STA 238+28	TO	STA 241+17
183A ALN SB	STA 325+54	TO	STA 332+20

183A PH III PROJECT

PRELIMINARY
 SUBJECT TO REVISION
 NOT FOR CONSTRUCTION

NOT TO SCALE

11:33:55 AM 1/22/2019

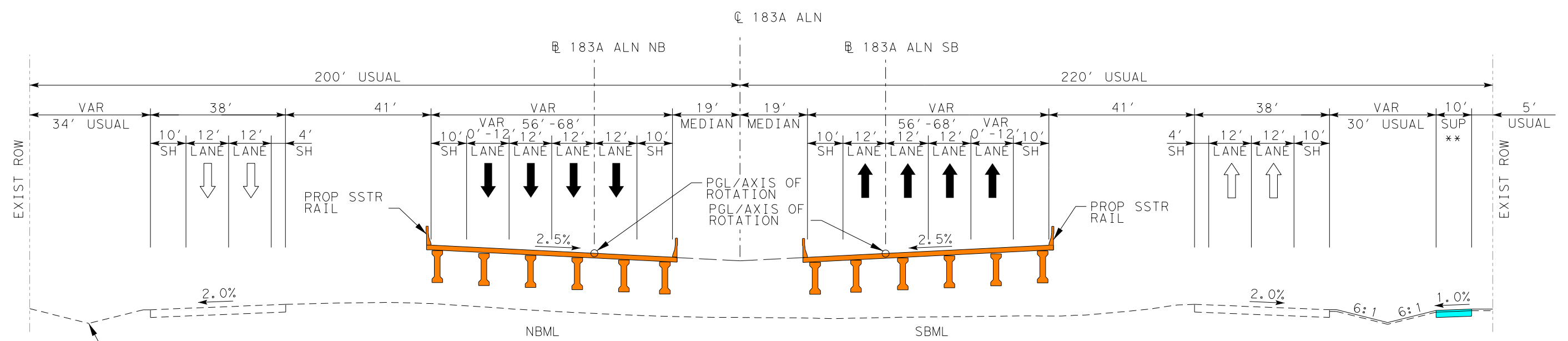
SHEET 7 OF 7

TYPICAL SECTIONS

ENVIRONMENTAL EXHIBIT



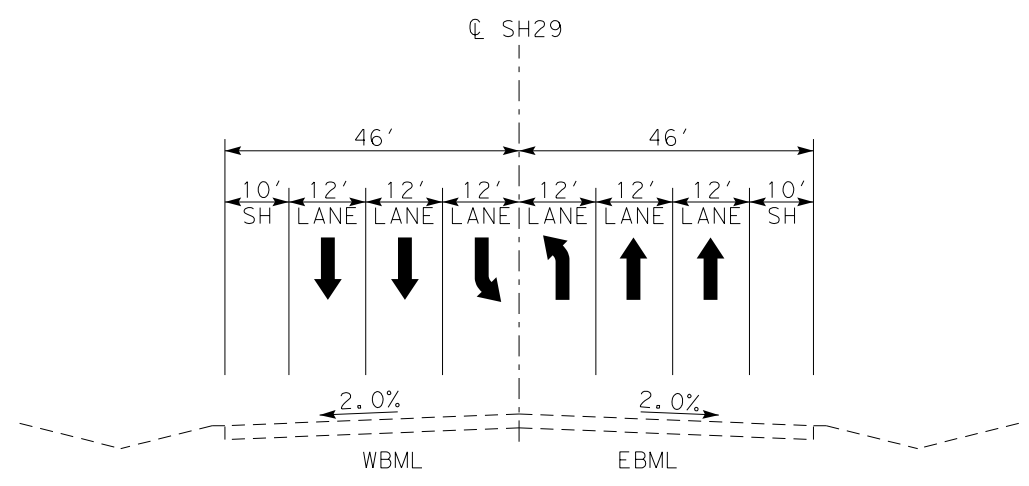
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



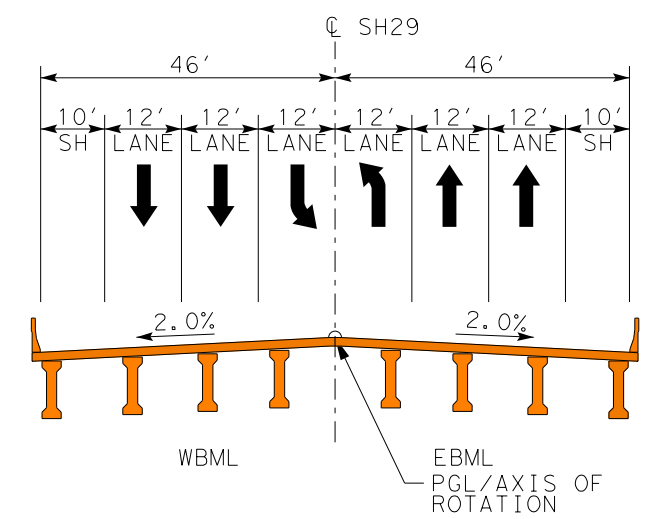
PROPOSED 183A NB MAINLANES
TYPICAL SECTION
N. T. S.
183A ALN NB STA 182+30 TO STA 187+82
183A ALN NB STA 208+98 TO STA 212+20

PROPOSED 183A SB MAINLANES
TYPICAL SECTION
N. T. S.
183A ALN SB STA 119+14 TO STA 122+30
183A ALN SB STA 181+32 TO STA 187+02
183A ALN SB STA 209+05 TO STA 209+90
183A ALN SB STA 311+00 TO STA 314+17

** SHARED USE PATH
183A STA 121+65 TO STA 362+94



EXISTING SH29
TYPICAL SECTION
N. T. S.



PROPOSED SH29 BRIDGE
TYPICAL SECTION
N. T. S.

183A PH III
PROJECT

PRELIMINARY
SUBJECT TO REVISION
NOT FOR CONSTRUCTION

NOT TO SCALE

Appendix E
Plan and Program Excerpts

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0914-05-192	US 183A	C,E,R	Leander/Liberty Hill	CTRMA	2020	\$259,100,000.00

Limits (From): Hero Way **MPO ID:** 61-00002-00

Limits (To): SH 29 **Revision Date:** 2/1/2019

Description: Construct 4-lane tolled expressway **History:**

Remarks: Administratively Amended Number of Lanes in RTP 2/2018, Amended 1/2019 into TIP/update project info/TPB Resolution 2019-1-8.

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$20,600,000.00							
Right-of-Way:	\$11,450,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$188,800,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$25,880,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$259,100,000.00	\$259,100,000.00
Contingencies:	\$12,370,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$10,600,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$269,700,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$259,100,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$259,100,000.00	\$259,100,000.00

Roadway Projects

MPO ID	Sponsor(s)	County	Roadway	Limits (From)	Limits (To)	Description	Let Year	Total Cost
61-00002-00	CTRMA	Williamson	US 183A	Hero Way	SH 29	Construct 4-lane tolled expressway	2020	\$269,700,000.00
61-00002-01	CTRMA	Williamson	US 183A	Hero Way	SH 29	Construct 6-lane tolled expressway	2027	\$338,800,000.00
61-00003-00	TxDOT/CTRMA	Williamson	US 183 N	RM 620/SH 45	Travis County Line	Widen from 3 to 4 general purposes lanes	2019	\$69,262,963.00
61-00004-00	CTRMA	Williamson	US 183 N	RM 620/SH 45	Travis County Line	Add two express lanes in each direction.	2019	\$146,883,539.00
61-00005-00	TxDOT	Williamson	IH 35	At FM 3406		Bridge replacement and intersection improvements	2017	\$21,046,790.00

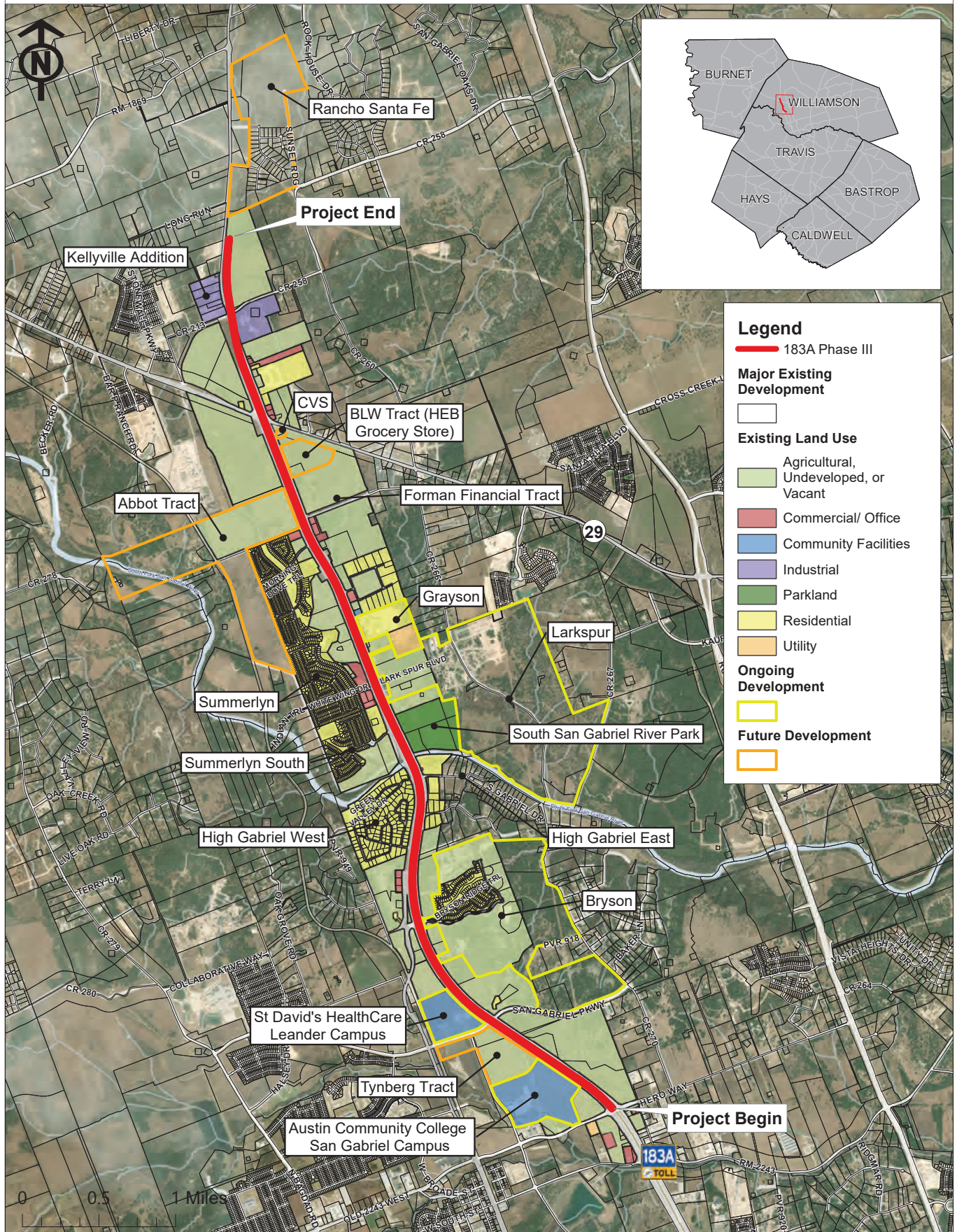
Appendix F

Resource Maps

Appendix F, Map 1 - Adjacent Land Use and Development

183A Phase III - From Hero Way to 1.1 mile north of SH 29

CSJ 0914-05-192

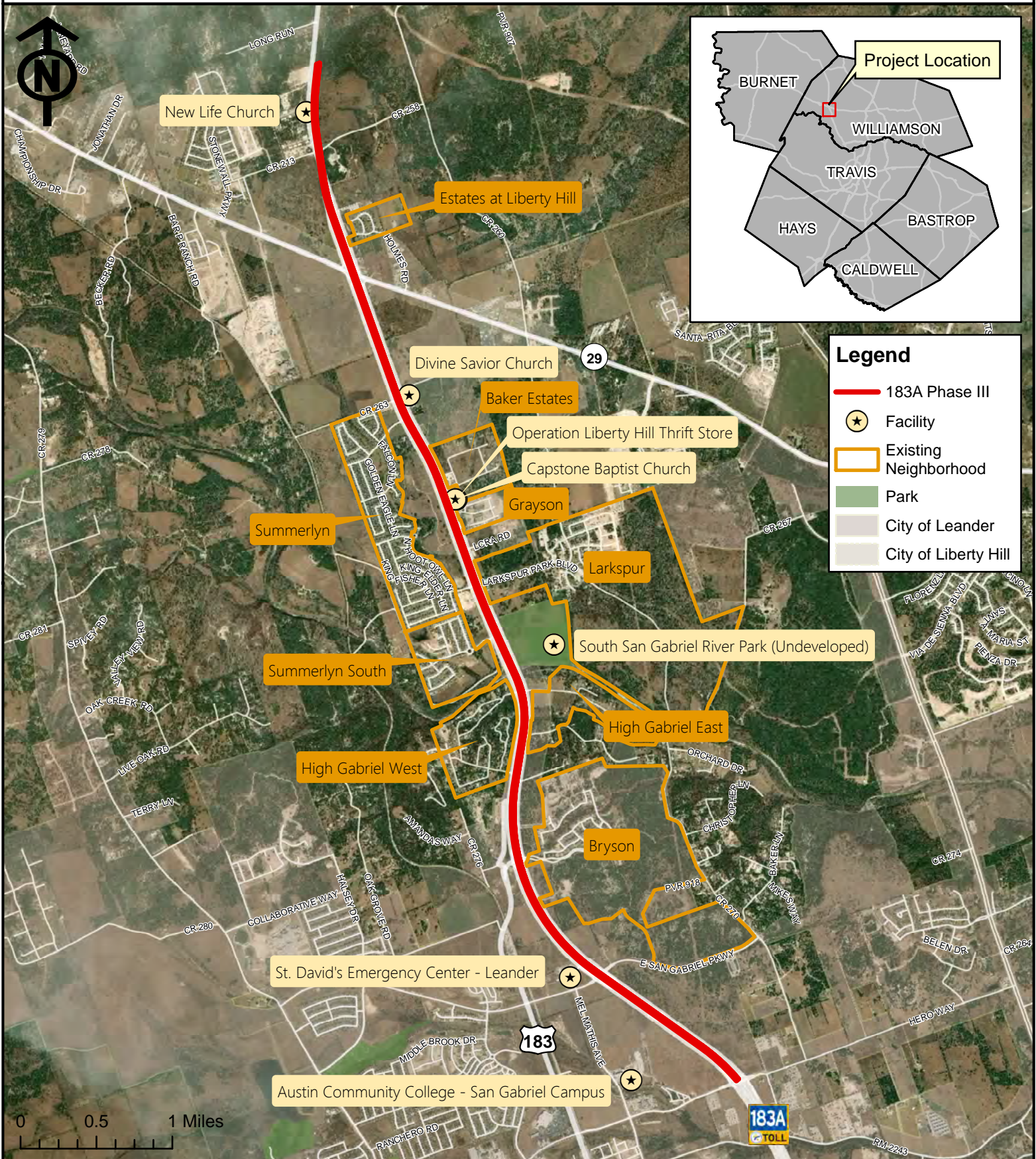


Sources: Williamson County (parcels, land use); 2017-2018 Field Survey (land use); Texas Department of Transportation Roadway Inventory

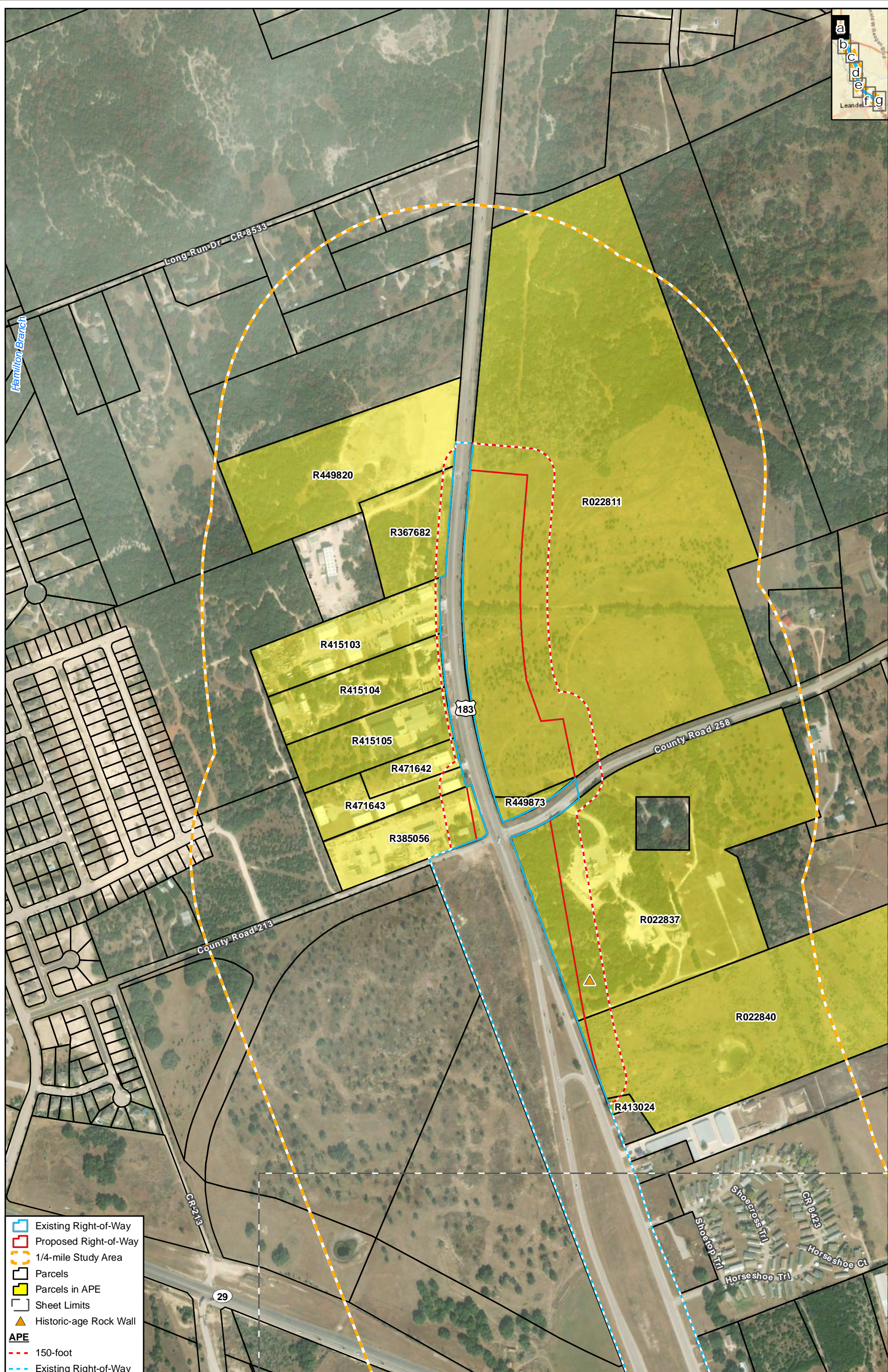
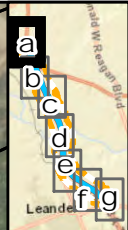
Appendix F, Map 2 - Community Resources Map










183A Phase III - From Hero Way to 1.1 miles north of SH 29

CSJ 0914-05-192



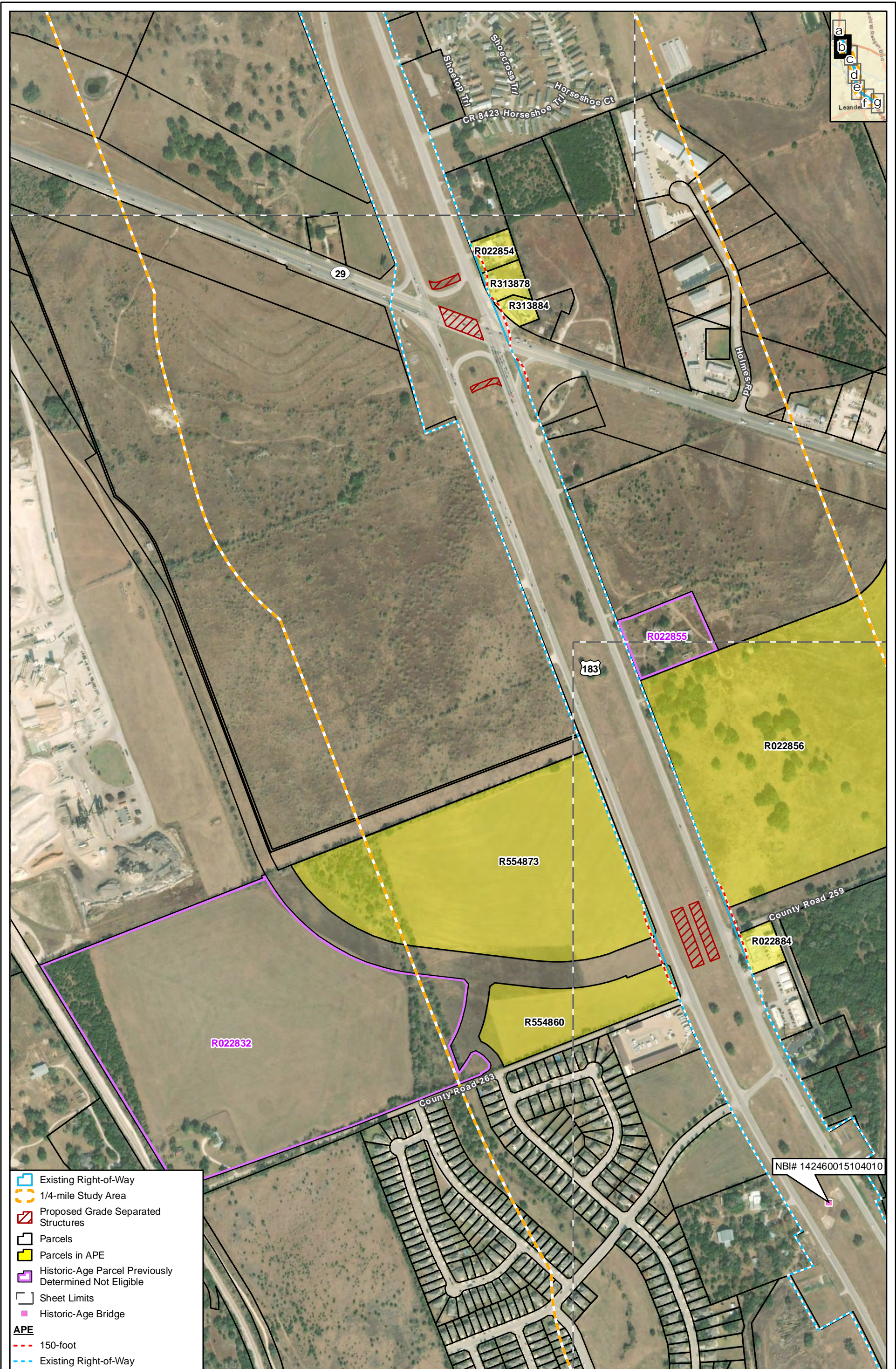
Sources: ESRI (aerial, July 2018); Texas Department of Transportation Roadway Inventory; City of Austin (parks, roads)



-  Existing Right-of-Way
-  Proposed Right-of-Way
-  1/4-mile Study Area
-  Parcels
-  Parcels in APE
-  Sheet Limits
-  Historic-age Rock Wall
- APE**
-  150-foot
-  Existing Right-of-Way

Appendix F, Map 3, Figure a - Historic Resources Area of Potential Effect
 183A Phase III - From Hero Way to 1.1 mile north of SH 29; CSJ 0914-05-192

<p>Data Sources: THC (2017), WCAD (2018), CMEC (2018), TxDOT (2008, 2015), FHWA (2018) Aerial Source: ESRI (2017)</p>	<p>Prepared for: TxDOT, CTRMA CSJ: 0914-05-192</p>	<p>1 in = 500 feet Scale: 1:6,000 Date: 2/1/2019</p>
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Appendix F, Map 3, Figure b - Historic Resources Area of Potential Effect
 183A Phase III - From Hero Way to 1.1 mile north of SH 29; CSJ 0914-05-192

Data Sources: THC (2017), WCAD (2018), CMEC (2018), TxDOT (2008, 2015), FHWA (2018)
 Aerial Source: ESRI (2017)
 Prepared for: TxDOT, CTRMA
 CSJ: 0914-05-192
 Scale: 1:6,000
 Date: 2/1/2019

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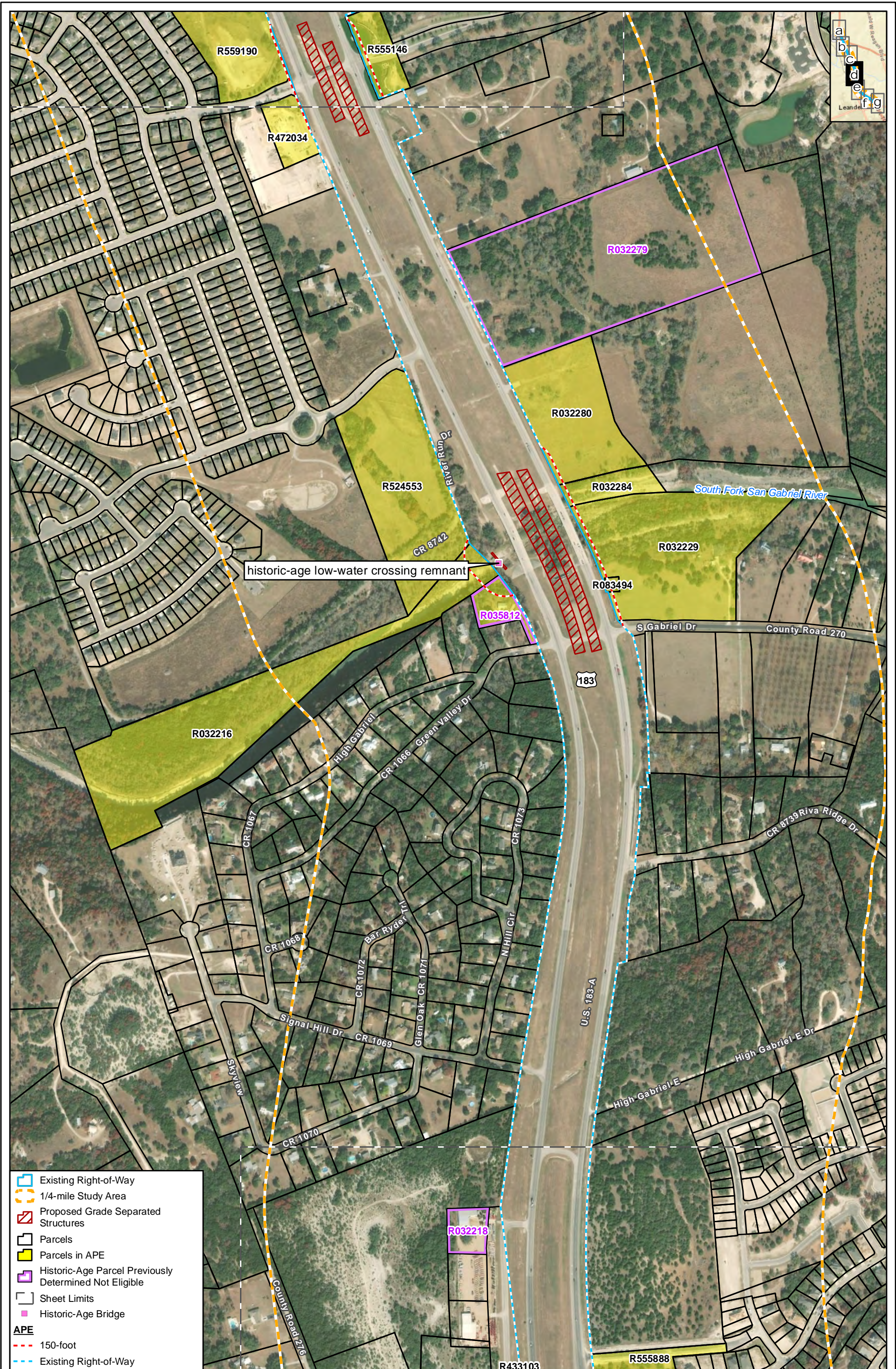


Appendix F, Map 3, Figure c - Historic Resources Area of Potential Effect
 183A Phase III - From Hero Way to 1.1 mile north of SH 29; CSJ 0914-05-192

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Data Sources:
 THC (2017), WCAD (2018), CMEC (2018),
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 Aerial Source: ESRI (2017)

Prepared for: TxDOT, CTRMA
 Scale: 1:6,000
 Date: 2/1/2019

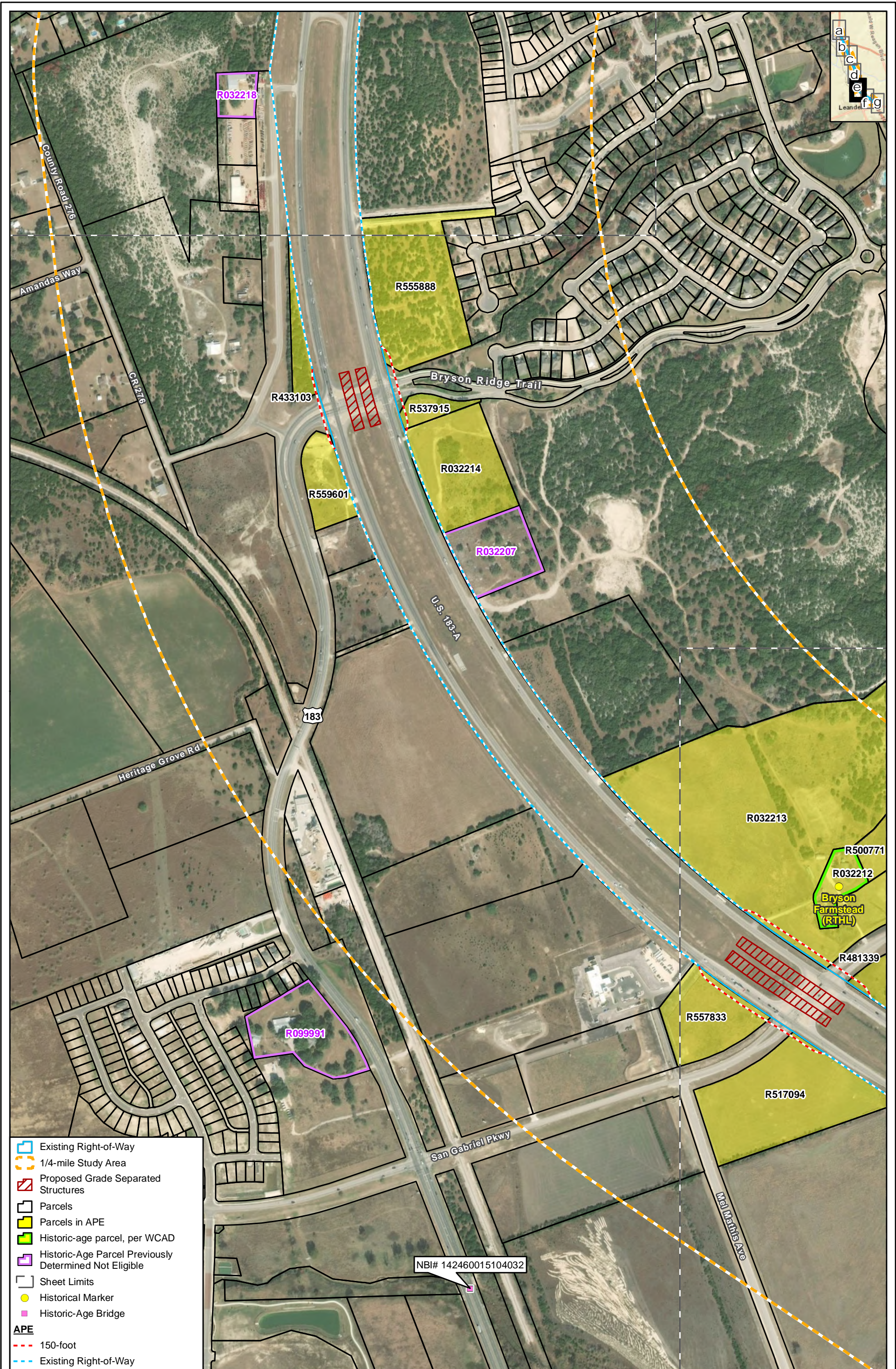


Appendix F, Map 3, Figure d - Historic Resources Area of Potential Effect
 183A Phase III - From Hero Way to 1.1 mile north of SH 29; CSJ 0914-05-192

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Data Sources:
 THC (2017), WCAD (2018), CMEC (2018),
 TxDOT (2008, 2015), FHWA (2018)
 Aerial Source: ESRI (2017)

Prepared for: TxDOT, CTRMA
 Scale: 1:6,000
 Date: 2/1/2019



- Existing Right-of-Way
 - 1/4-mile Study Area
 - Proposed Grade Separated Structures
 - Parcels
 - Parcels in APE
 - Historic-age parcel, per WCAD
 - Historic-Age Parcel Previously Determined Not Eligible
 - Sheet Limits
 - Historical Marker
 - Historic-Age Bridge
- APE**
- 150-foot
 - Existing Right-of-Way

Appendix F, Map 3, Figure e - Historic Resources Area of Potential Effect
 183A Phase III - From Hero Way to 1.1 mile north of SH 29; CSJ 0914-05-192

Data Sources: THC (2017), WCAD (2018), CMEC (2018), TxDOT (2008, 2015), FHWA (2018)
 Prepared for: TxDOT, CTRMA
 Aerial Source: Wayback (2018)
 Scale: 1:6,000
 Date: 11/21/2018

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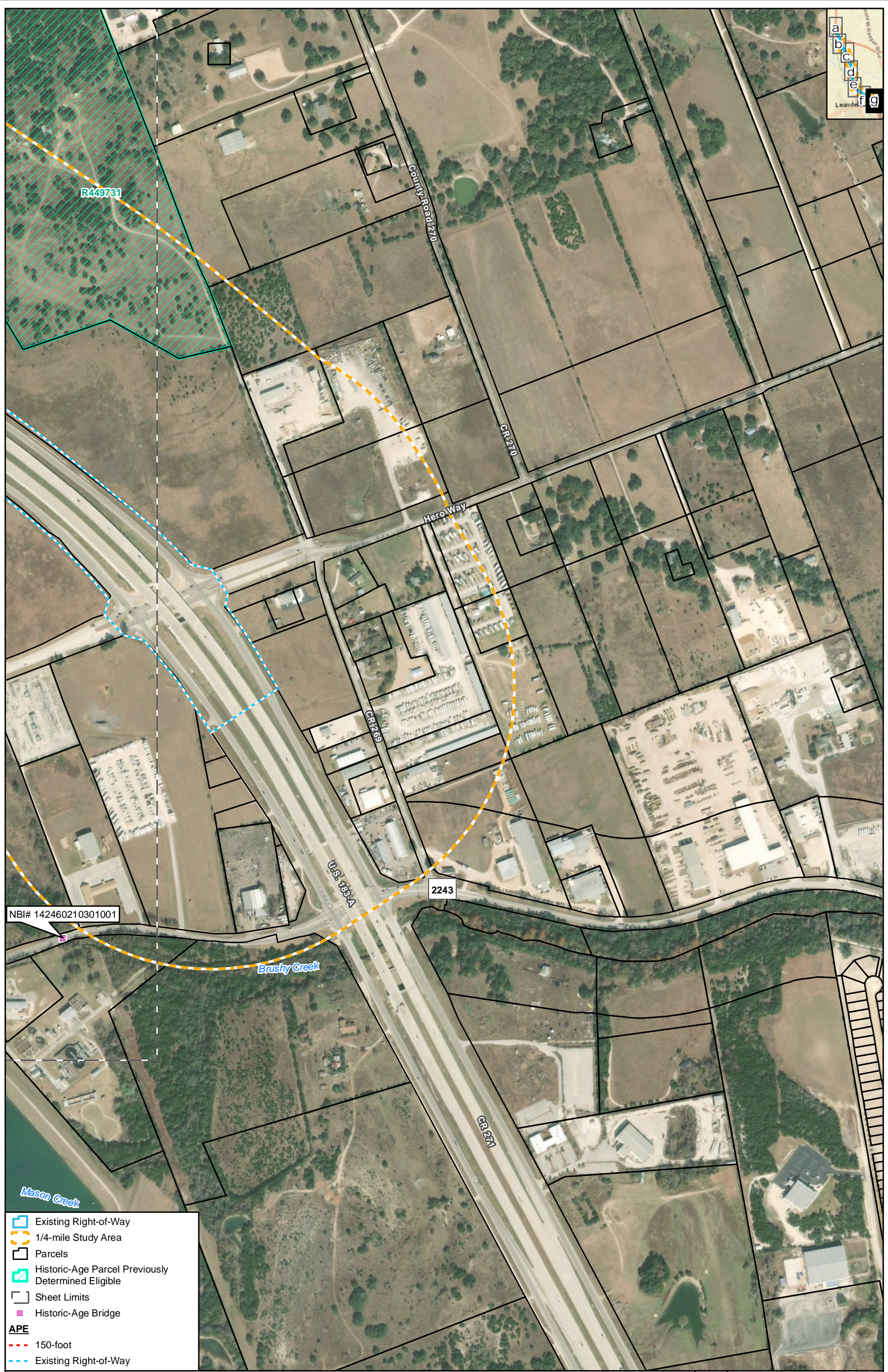










- Existing Right-of-Way
- 1/4-mile Study Area
- Proposed Grade Separated Structures
- Parcels
- Parcels in APE
- Historic-age parcel, per WCAD
- Historic-Age Parcel Previously Determined Eligible
- Sheet Limits
- Historical Marker
- Historic-Age Bridge
- APE**
- 150-foot
- Existing Right-of-Way

Appendix F, Map 3, Figure f - Historic Resources Area of Potential Effect
 183A Phase III - From Hero Way to 1.1 mile north of SH 29; CSJ 0914-05-192

Data Sources: THC (2017), WCAD (2018), CMEC (2018), TxDOT (2008, 2015), FHWA (2018), Aerial Source: Wayback (2018)
 Prepared for: TxDOT, CTRMA
 CSJ: 0914-05-192
 Scale: 1:6,000
 Date: 11/21/2018


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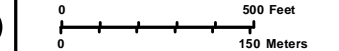


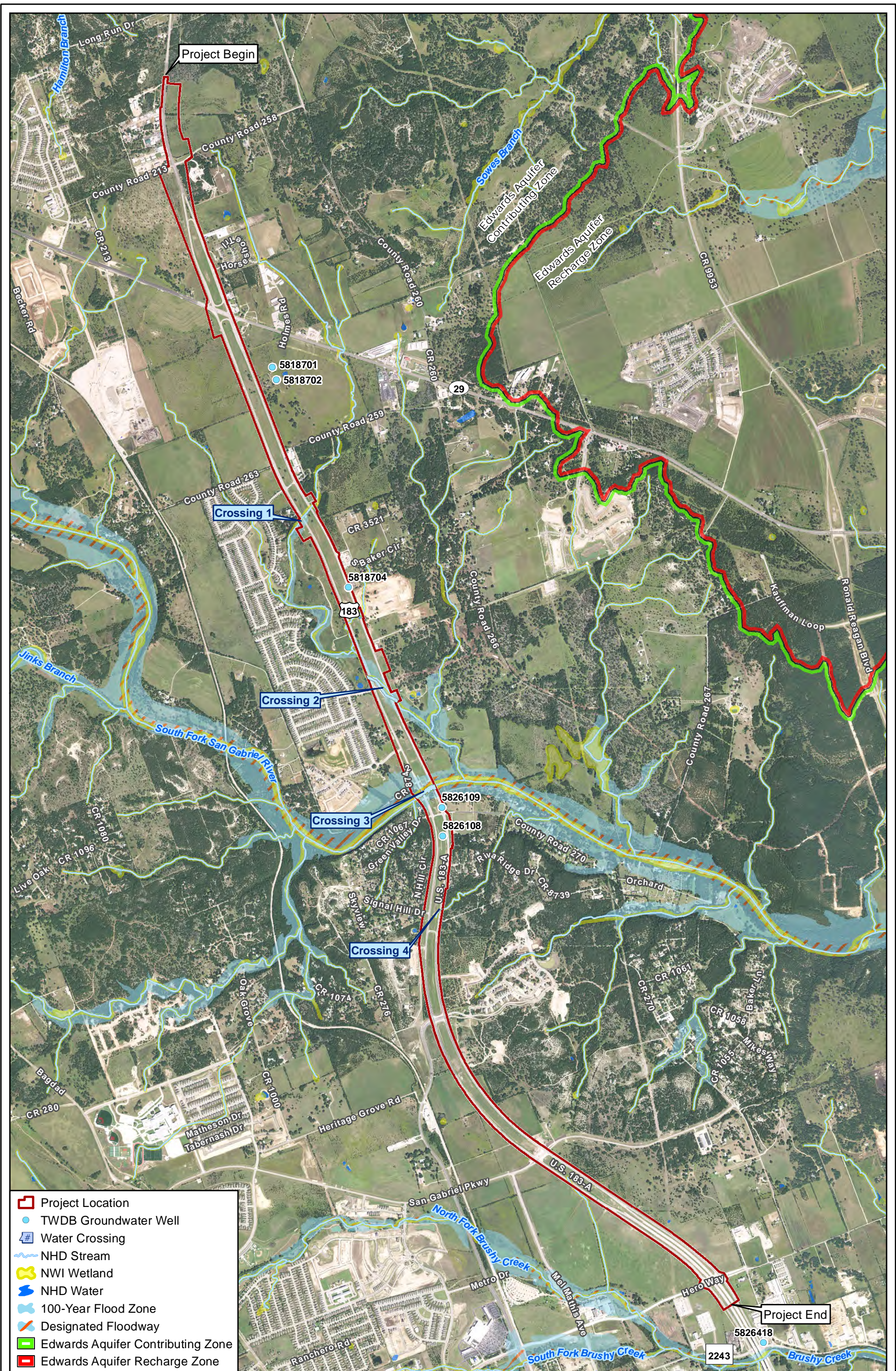
-  Existing Right-of-Way
-  1/4-mile Study Area
-  Parcels
-  Historic-Age Parcel Previously Determined Eligible
-  Sheet Limits
-  Historic-Age Bridge
- APE**
-  150-foot
-  Existing Right-of-Way

Appendix F, Map 3, Figure g - Historic Resources Area of Potential Effect
 183A Phase III - From Hero Way to 1.1 mile north of SH 29; CSJ 0914-05-192

<p>Data Sources: THC (2017), WCAD (2018), CMEC (2018), TxDOT (2008, 2015), FHWA (2018) Aerial Source: Wayback (2018)</p>	<p>Prepared for: TxDOT, CTRMA Scale: 1:6,000 Date: 11/21/2018</p>
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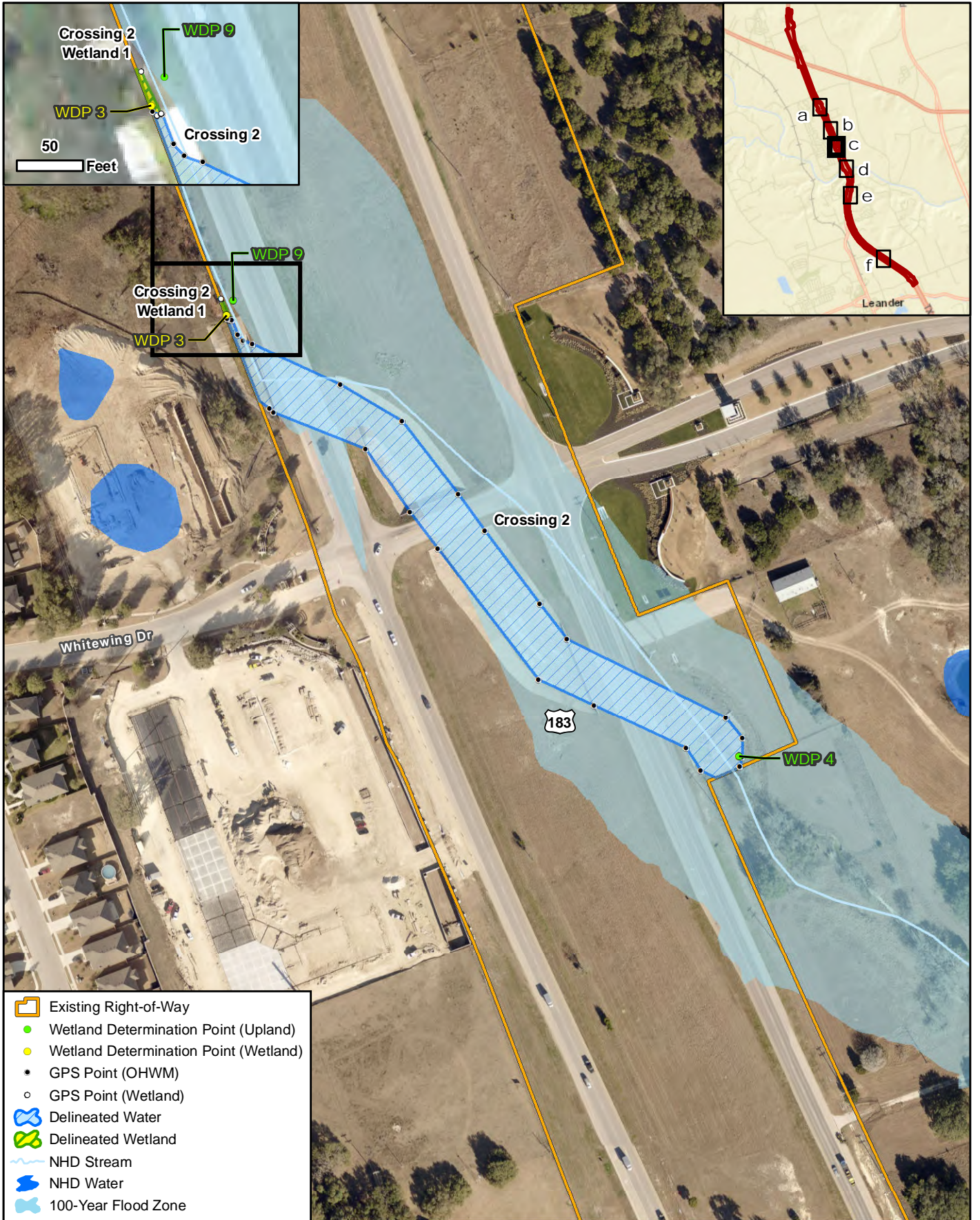




- Project Location
- TWDB Groundwater Well
- Water Crossing
- NHD Stream
- NWI Wetland
- NHD Water
- 100-Year Flood Zone
- Designated Floodway
- Edwards Aquifer Contributing Zone
- Edwards Aquifer Recharge Zone

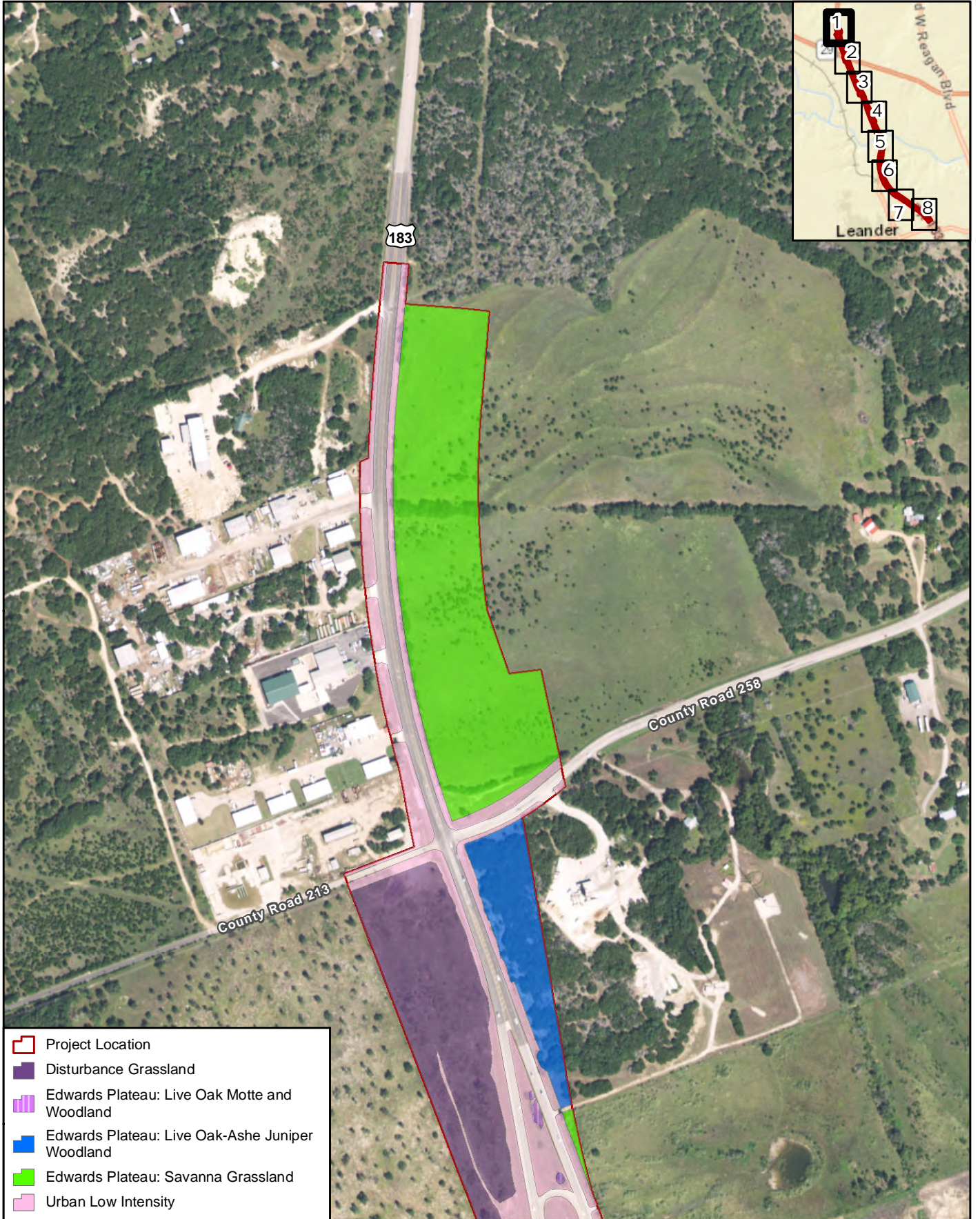
Appendix F, Map 4, Figure 1 - Water Resources
 183A Phase III - From Hero Way to 1.1 miles north of SH 29
 CSJ 0914-05-192

 Prepared for: TxDOT, CTRMA CSJ: TBD	 2,200 Feet 600 Meters
	1 in = 2,200 feet Scale: 1:26,400
	Date: 6/27/2018
	Data Sources: NHD (2014), NWI (2016), TCEQ (2005) FEMA NFHL (2017), CMEC (2017), TWDB (2018) Aerial Source: NAIP (2016)



Appendix F, Map 4, Figure 2 - Water Resources
 183A Phase III - From Hero Way to 1.1 miles north of SH 29
 CSJ 0914-05-192

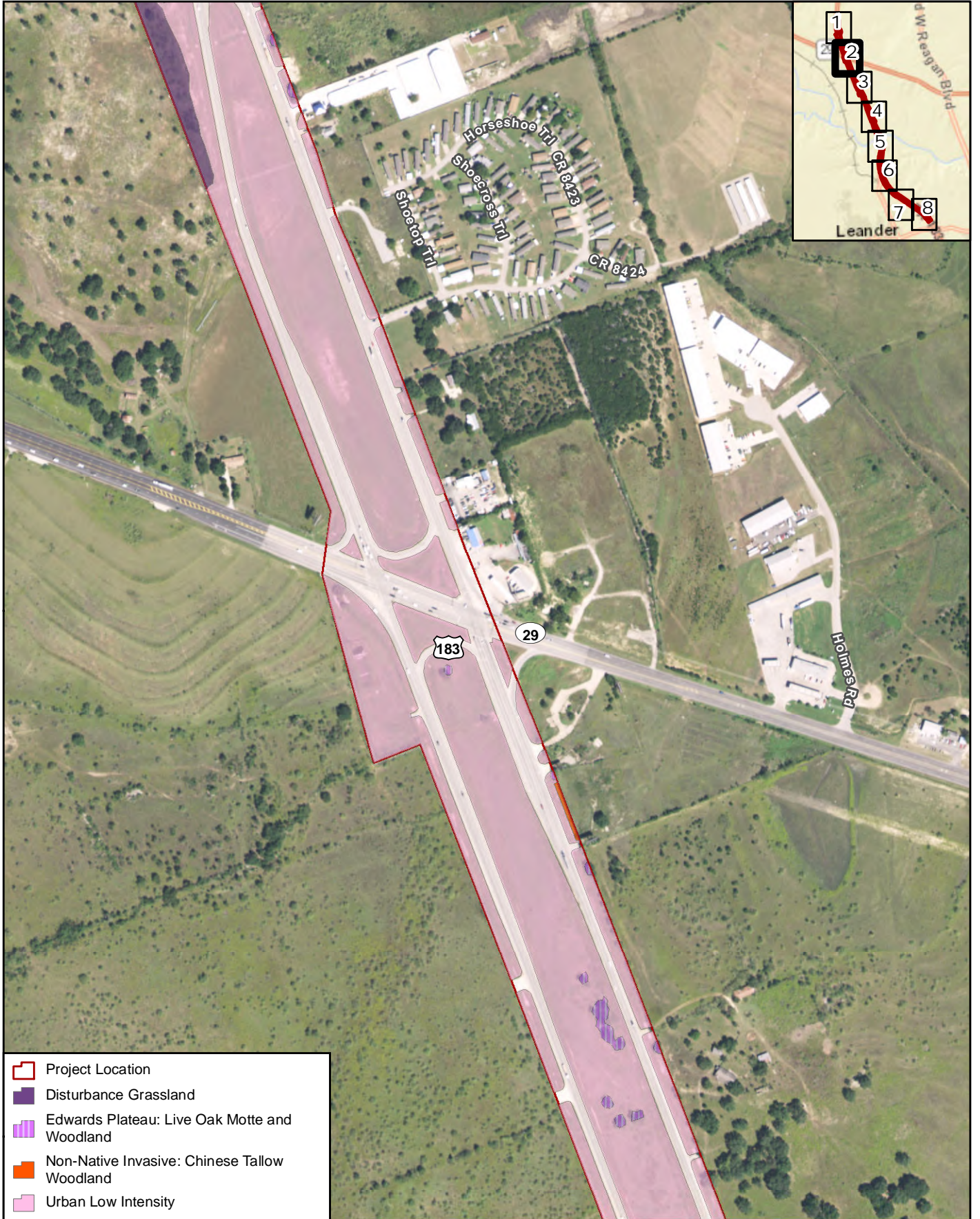
Data Sources: NHD (2014), FEMA NFHL (2018), CMEC (2017) Aerial Source: CTRMA (2018)	Prepared for: TxDOT, CTRMA CSJ: 0914-05-192		0 200 Feet 0 60 Meters
		1 in = 200 feet	Scale: 1:2,400
		Date: 10/31/2018	



- Project Location
- Disturbance Grassland
- Edwards Plateau: Live Oak Motte and Woodland
- Edwards Plateau: Live Oak-Ashe Juniper Woodland
- Edwards Plateau: Savanna Grassland
- Urban Low Intensity

Appendix F, Map 5, Sheet 1 - Vegetation
 183A Phase III - From Hero Way to 1.1 mile north of SH 29
 CSJ 0914-05-192

	Prepared for: TxDOT, CTRMA Scale: 1:6,000 Date: 6/28/2018
Data Source: CEMC (2017, 2018) Aerial Source: NAIP (2016)	CSJ: TBD



- Project Location
- Disturbance Grassland
- Edwards Plateau: Live Oak Motte and Woodland
- Non-Native Invasive: Chinese Tallow Woodland
- Urban Low Intensity

Appendix F, Map 5, Sheet 2 - Vegetation
 183A Phase III - From Hero Way to 1.1 mile north of SH 29
 CSJ 0914-05-192

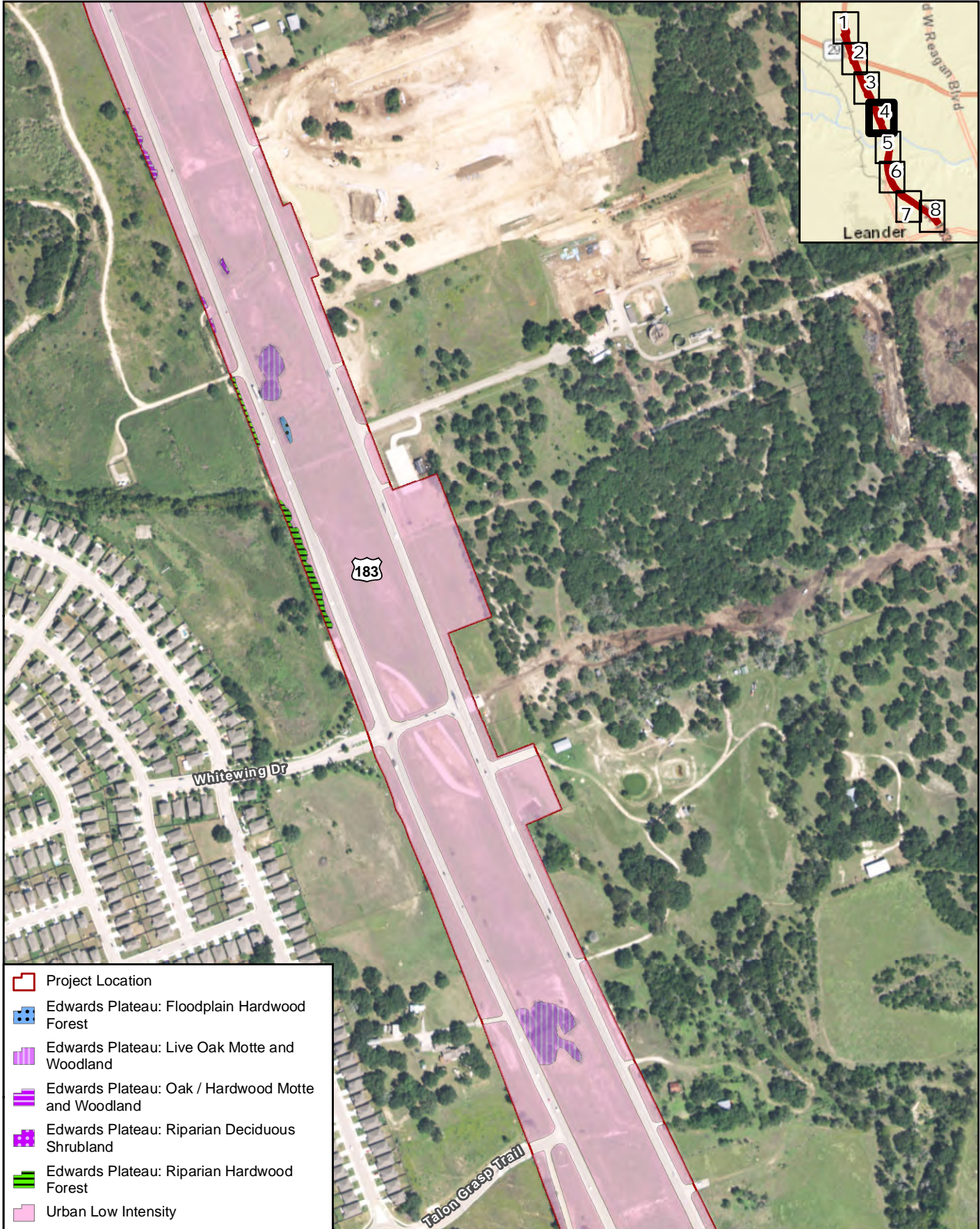
Prepared for: TxDOT, CTRMA	1 in = 500 feet
Data Source: CEMC (2017, 2018) Aerial Source: NAIP (2016)	Scale: 1:6,000
CSJ: TBD	Date: 6/28/2018










- Project Location
- Edwards Plateau: Floodplain Hardwood Forest
- Edwards Plateau: Live Oak Motte and Woodland
- Edwards Plateau: Riparian Ashe Juniper Forest
- Urban Low Intensity


Appendix F, Map 5, Sheet 3 - Vegetation
 183A Phase III - From Hero Way to 1.1 mile north of SH 29
 CSJ 0914-05-192

Prepared for: TxDOT, CTRMA	1 in = 500 feet
Data Source: CEMC (2017, 2018) Aerial Source: NAIP (2016)	Scale: 1:6,000
CSJ: TBD	Date: 6/28/2018

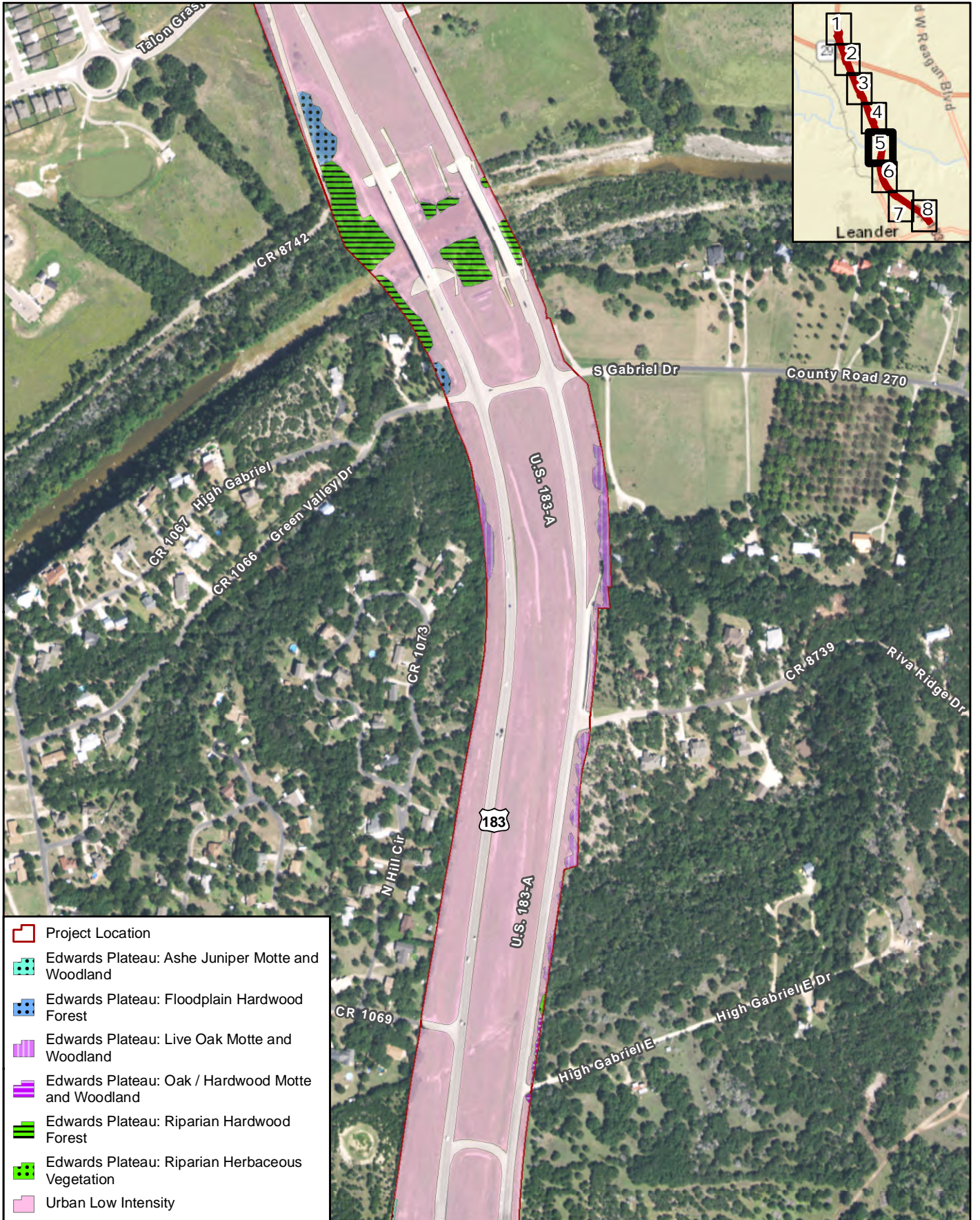


-  Project Location
-  Edwards Plateau: Floodplain Hardwood Forest
-  Edwards Plateau: Live Oak Motte and Woodland
-  Edwards Plateau: Oak / Hardwood Motte and Woodland
-  Edwards Plateau: Riparian Deciduous Shrubland
-  Edwards Plateau: Riparian Hardwood Forest
-  Urban Low Intensity

Appendix F, Map 5, Sheet 4 - Vegetation
 183A Phase III - From Hero Way to 1.1 mile north of SH 29
 CSJ 0914-05-192

	0 500 Feet
	0 120 Meters
Prepared for: TxDOT, CTRMA	1 in = 500 feet
	Scale: 1:6,000
CSJ: TBD	Date: 6/28/2018

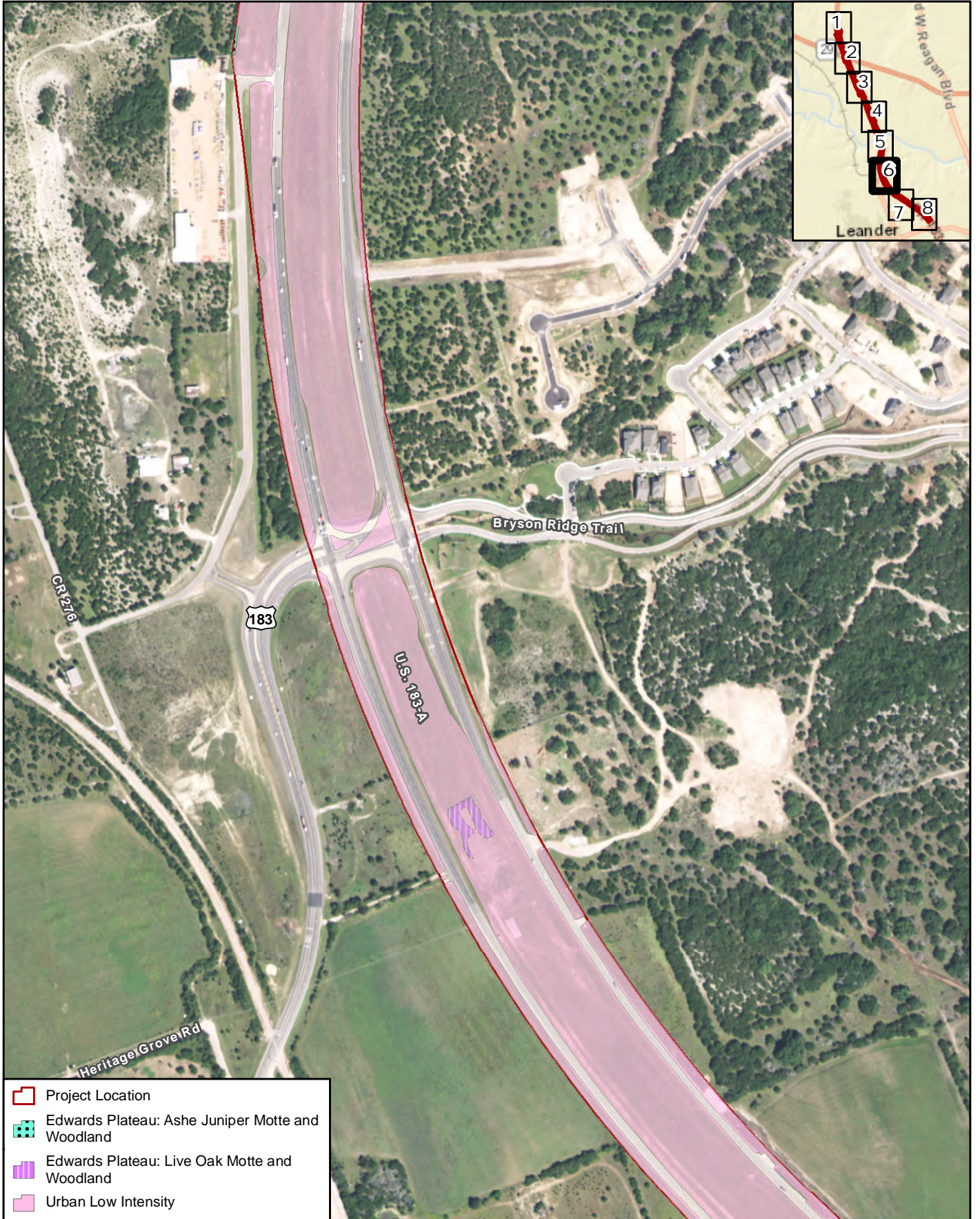
Data Source: CEMC (2017, 2018)
 Aerial Source: NAIP (2016)




- Project Location
- Edwards Plateau: Ashe Juniper Motte and Woodland
- Edwards Plateau: Floodplain Hardwood Forest
- Edwards Plateau: Live Oak Motte and Woodland
- Edwards Plateau: Oak / Hardwood Motte and Woodland
- Edwards Plateau: Riparian Hardwood Forest
- Edwards Plateau: Riparian Herbaceous Vegetation
- Urban Low Intensity




Appendix F, Map 5, Sheet 5 - Vegetation
 183A Phase III - From Hero Way to 1.1 mile north of SH 29
 CSJ 0914-05-192

Prepared for: TxDOT, CTRMA	1 in = 500 feet
Data Source: CEMC (2017, 2018) Aerial Source: NAIP (2016)	Scale: 1:6,000
CSJ: TBD	Date: 6/28/2018



-  Project Location
-  Edwards Plateau: Ashe Juniper Motte and Woodland
-  Edwards Plateau: Live Oak Motte and Woodland
-  Urban Low Intensity

Appendix F, Map 5, Sheet 6 - Vegetation
 183A Phase III - From Hero Way to 1.1 mile north of SH 29
 CSJ 0914-05-192

	
	
Prepared for: TxDOT, CTRMA	1 in = 500 feet
CSJ: TBD	Scale: 1:6,000
	Date: 6/28/2018

Data Source: CEMC (2017, 2018)
 Aerial Source: NAIP (2016)

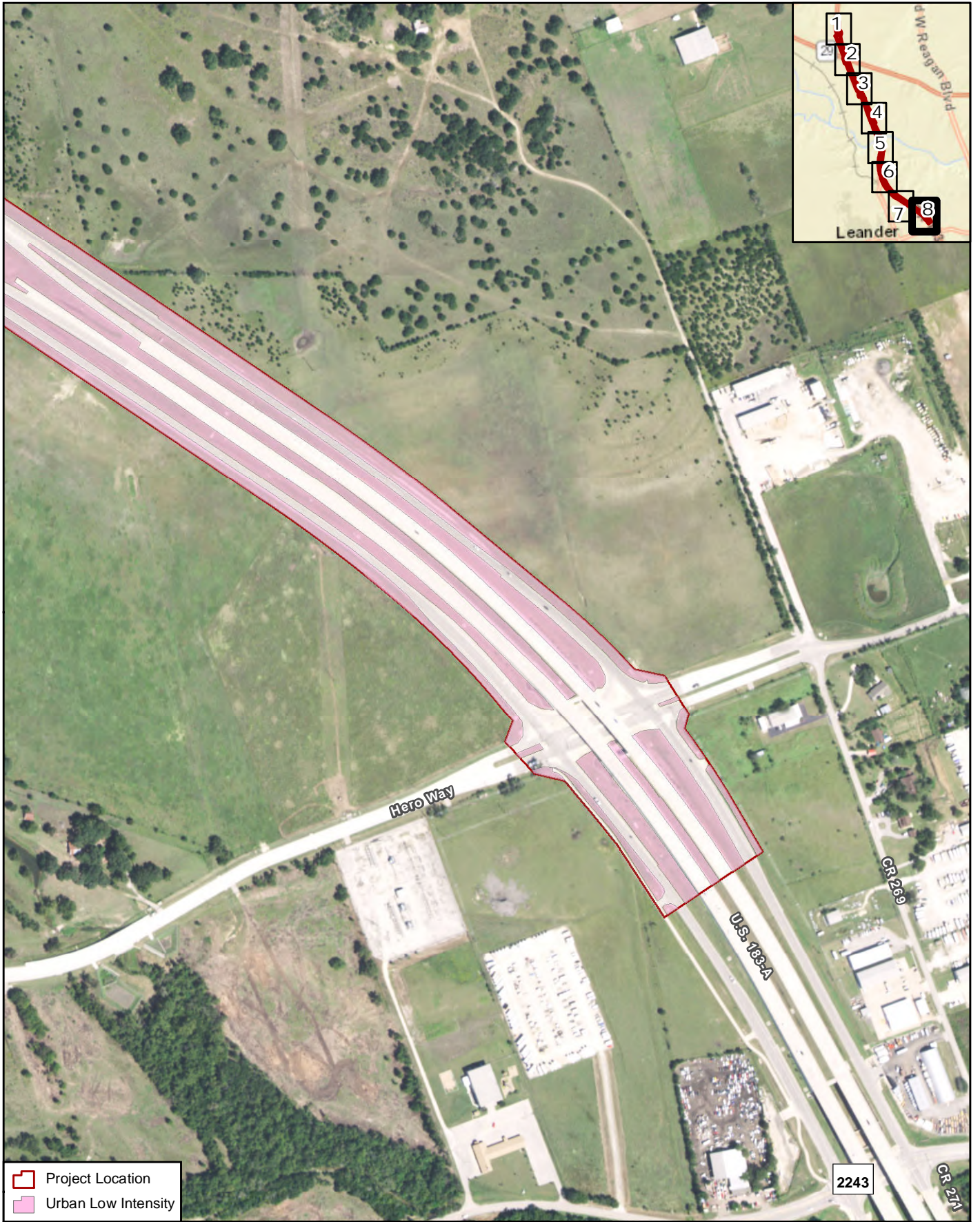


- Project Location
- Edwards Plateau: Ashe Juniper Motte and Woodland
- Urban Low Intensity

Appendix F, Map 5, Sheet 7 - Vegetation
 183A Phase III - From Hero Way to 1.1 mile north of SH 29
 CSJ 0914-05-192

Prepared for: TxDOT, CTRMA	1 in = 500 feet
CSJ: TBD	Scale: 1:6,000
	Date: 6/28/2018

Data Source: CEMC (2017, 2018)
 Aerial Source: NAIP (2016)

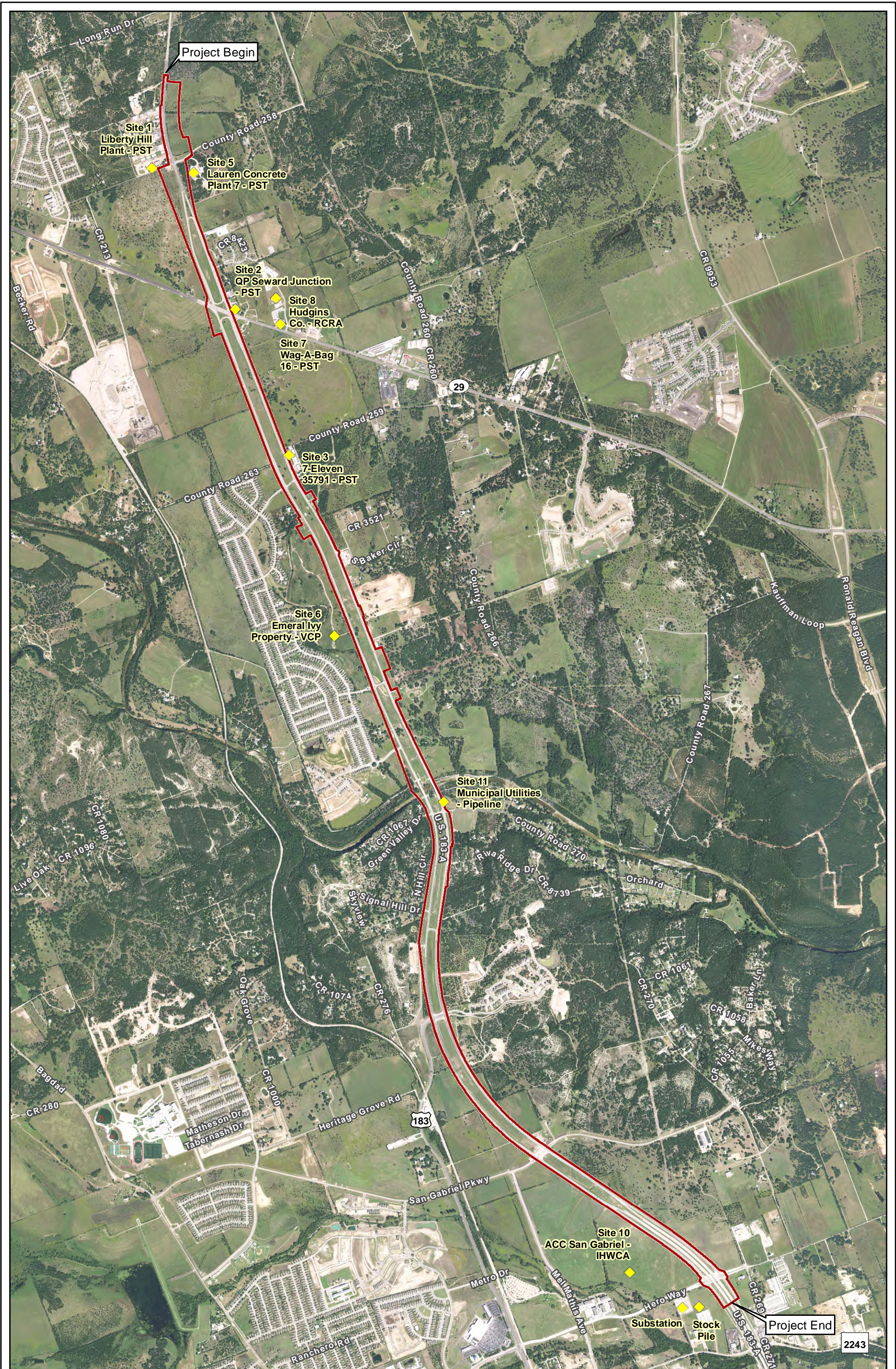


- Project Location
- Urban Low Intensity

Appendix F, Map 5, Sheet 8 - Vegetation
 183A Phase III - From Hero Way to 1.1 mile north of SH 29
 CSJ 0914-05-192

Data Source: CEMC (2017, 2018)
 Aerial Source: NAIP (2016)

	Prepared for: TxDOT, CTRMA Scale: 1 in = 500 feet Date: 6/28/2018
CSJ: TBD	



Appendix F, Map 6 - Hazardous Materials Sites

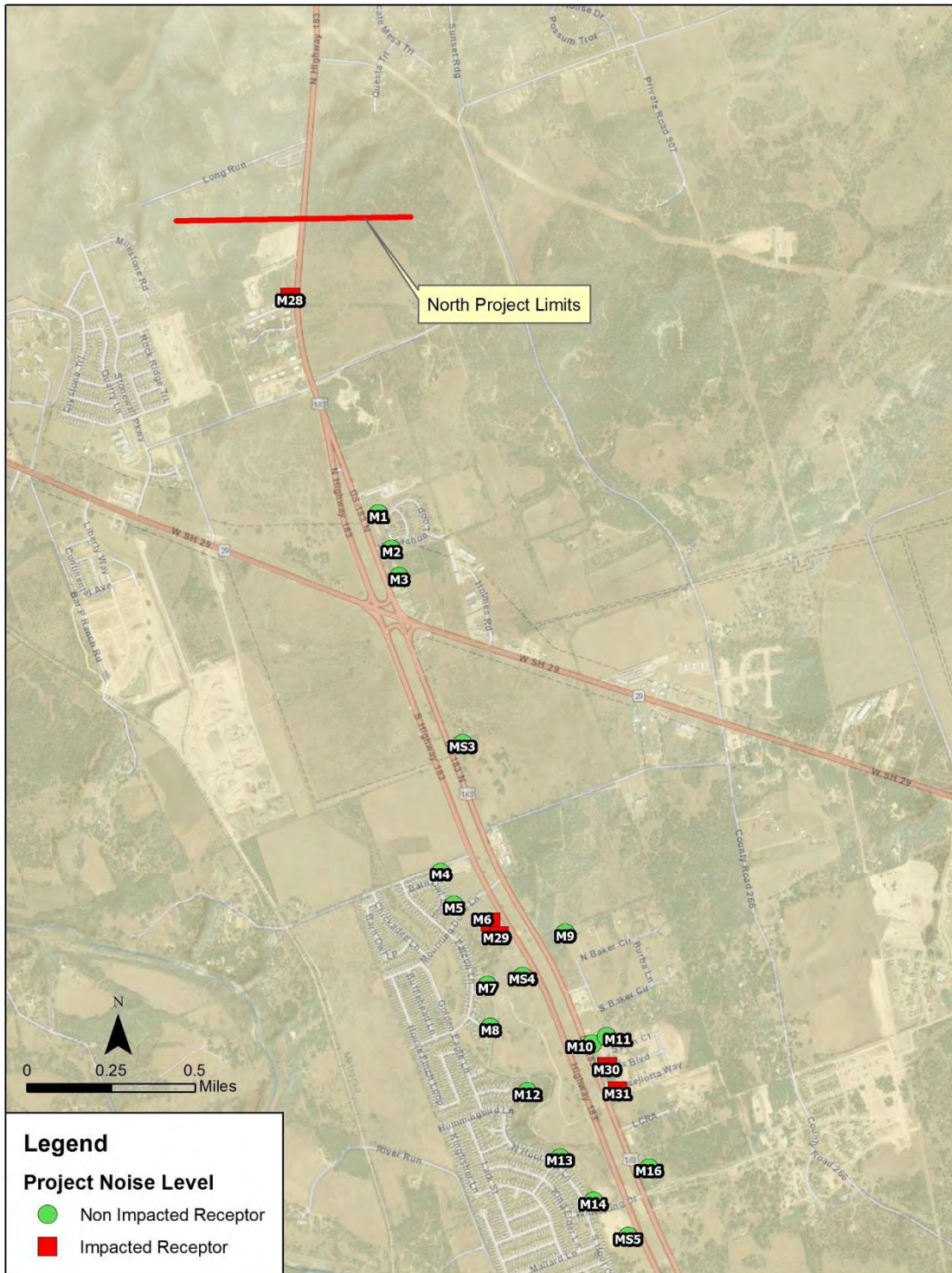
183A Phase III - From Hero Way to 1.1 mile north of SH 29
 CSJ 0914-05-192

Project Location Potential Hazardous Material Site

	0	2,200 Feet
	0	600 Meters
Prepared for: TxDOT, CTRMA	1 in = 2,200 feet	
CSJ: TBD	Scale: 1:26,400	
	Date: 6/29/2018	

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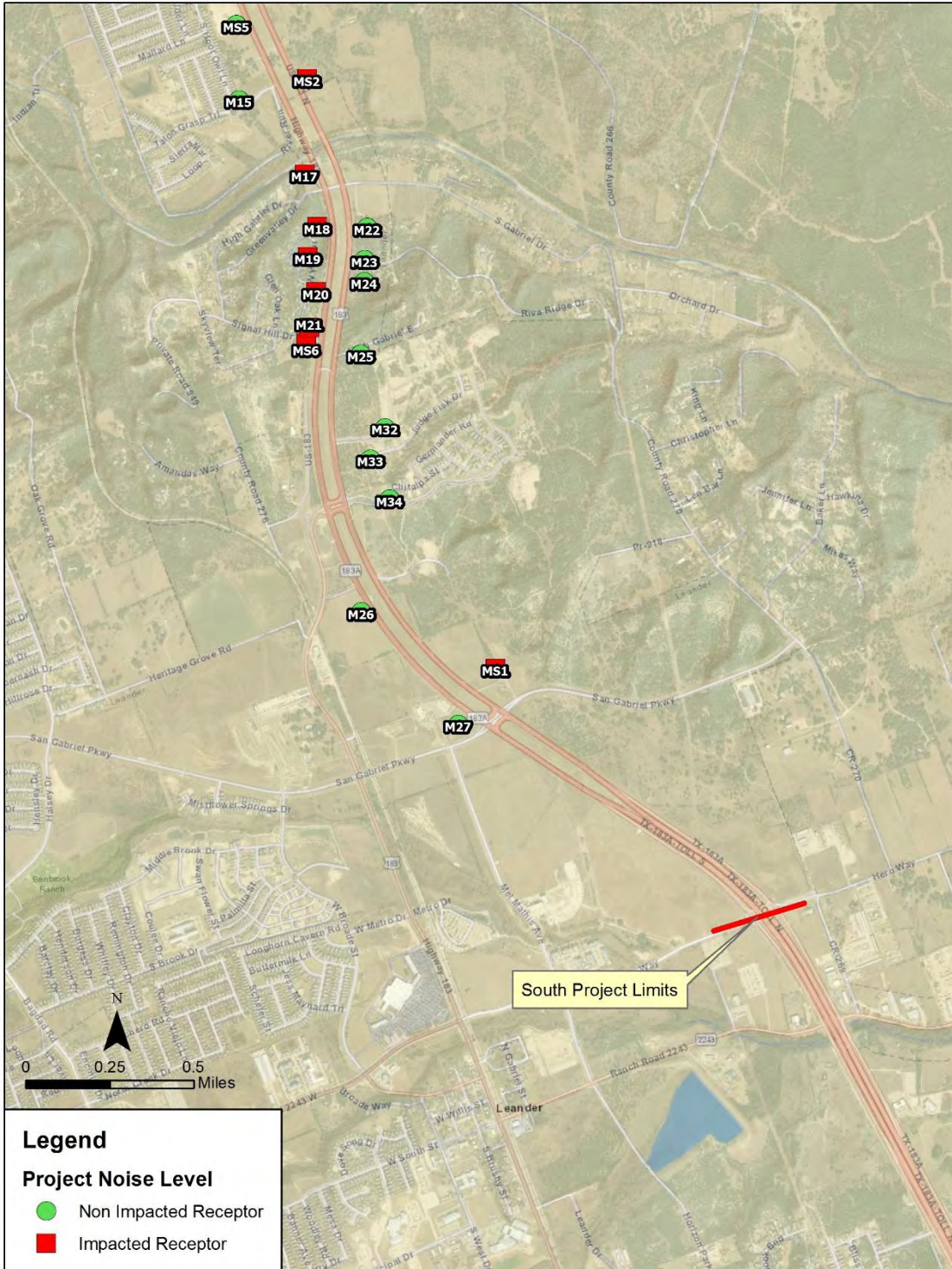
Appendix F, Map 7, Figure 1 Noise Modeling Locations 183A Phase III - From Hero Way to SH 29



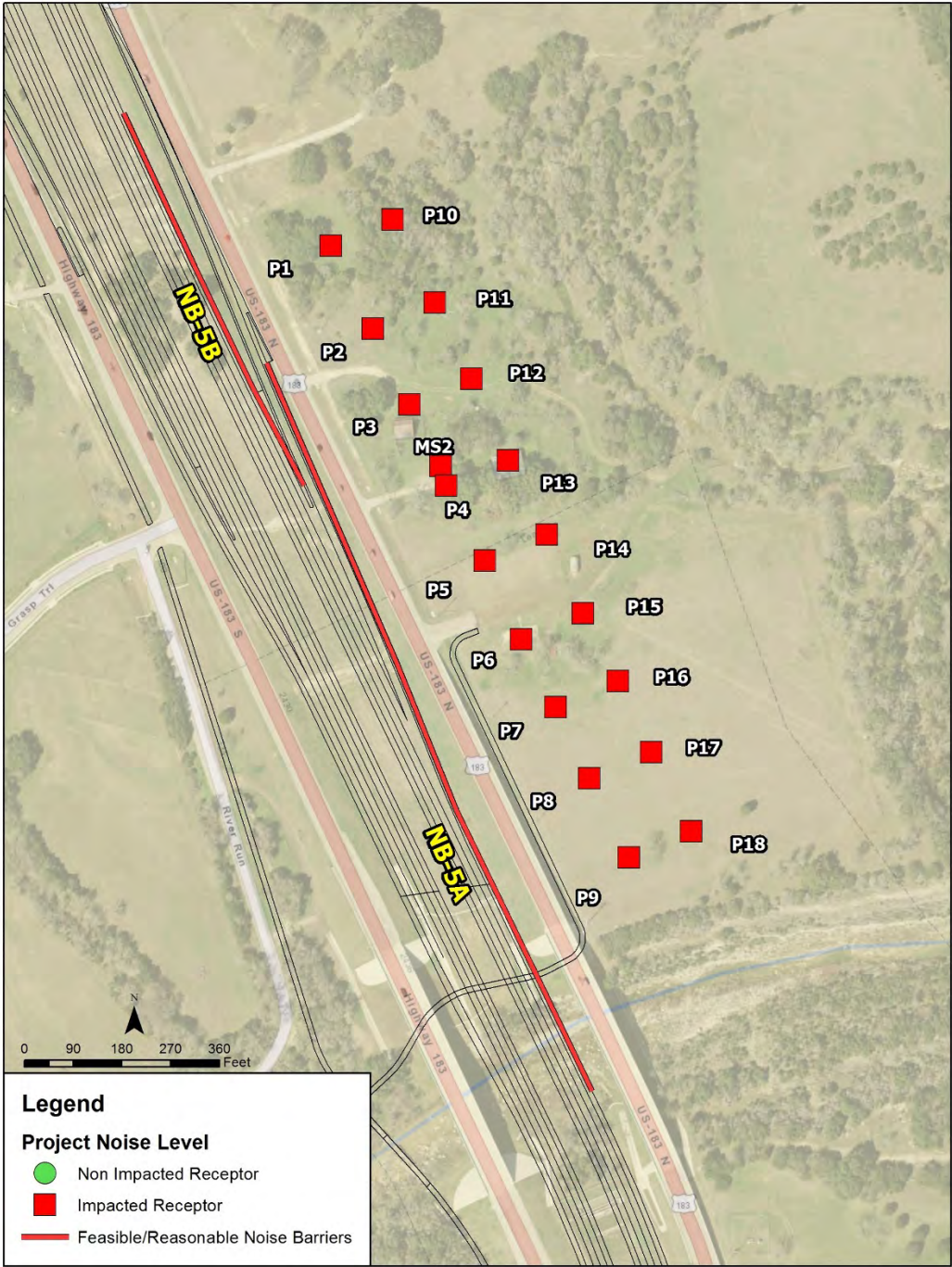
Appendix F, Map 7, Figure 2

Noise Modeling Locations

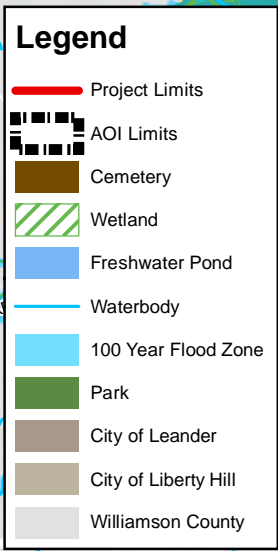
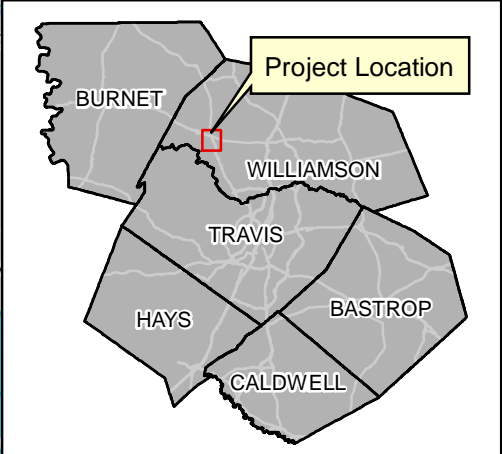
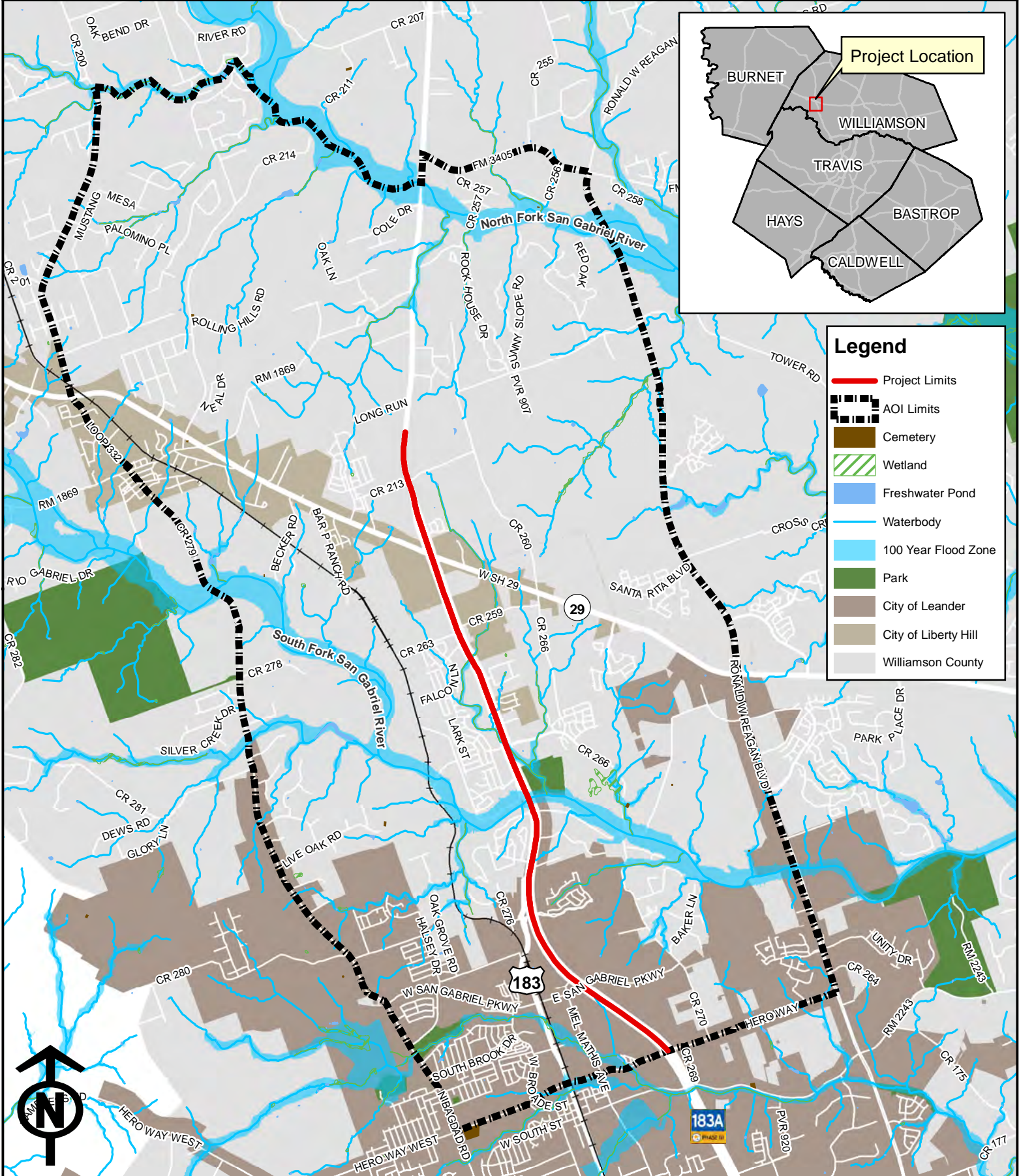
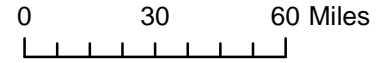
183A Phase III - From Hero Way to SH 29



Appendix F, Map 7, Figure 3
Proposed Noise Barrier Location at Planned City Park
183 Phase III – From Hero Way to SH 29



Area of Influence (AOI) for Induced Growth Impacts
 183A Phase III - From Hero Way to 11 miles north of SH 29
 CSJ No 0914-05-192



Sources: Texas Historical Commission (cemeteries); US Fish and Wildlife Service National Wetlands Inventory; National Hydrography Dataset; Federal Emergency Management Agency National Flood Hazard Layer; City of Austin (parks, roads); Capital Area Council of Governments (city limits); Williamson County (county limits); Texas Department of Transportation Roadway Inventory

Appendix G
Resource Agency Coordination

Sarah Stroman

From: Sarah Stroman
Sent: Thursday, November 08, 2018 1:11 PM
To: 'kellie@tribaladmins-services.org'; 'Ivy@tribaladmins-services.org'; 'holly@mathpo.org'; 'gary.mcadams@wichitatribe.com'; 'Terri.Parton@wichitatribe.com'; 'dhill@caddonation.org'; 'isham.t@sno-nsn.gov'; 'kpenrod@delawarenation.com'; 'lbrown@tonkawatribe.com'; 'mallen@tonkawatribe.com'; 'mopopehill@gmail.com'; 'martinac@comanchenation.com'; 'theodorev@comanchenation.com'
Cc: Nicolle Kord; Laura Cruzada
Subject: Section 106 Consultation, Texas Department of Transportation, CSJ: 0914-05-192; US 183A from Hero Way to approximately 1.1 miles north of SH 29, Extend Existing Toll Road; Williamson County, Austin District
Attachments: 091405192_Consultation_Request_8-Oct-2018.pdf

Sec. 106 Consultation

NOVEMBER 8, 2018

We kindly request your comments regarding a proposed undertaking. Please see the attached info for project details and information. A summary is provided below.

Summary:

<i>Project ID (CSJ), County and TxDOT District</i>	<i>CSJ: 0914-05-192; US 183A from Hero Way to approximately 1.1 miles north of SH 29, Extend Existing Toll Road; Williamson County, Austin District</i>
<i>Project Sponsor:</i>	<i>TxDOT</i>
<i>Short Description:</i>	<i>Extend toll road</i>
<i>New Right of Way:</i>	<i>19.33 acres</i>
<i>Depth of Impacts:</i>	<i>Up to 100 ft.</i>
<i>Known Archeological Sites or Properties in project area:</i>	<i>Yes</i>
<i>Identification Efforts:</i>	<i>Desktop study</i>
<i>Recommendations:</i>	<i>Field investigation is warranted</i>

Contact:

[Nicolle Kord](#)

512-416-2698

[Laura Cruzada](#)

512-416-2638

Sarah G. Stroman

Texas Department of Transportation
Environmental Affairs Division
118 E. Riverside Drive
Austin, Texas 78704

512/416-2608 Office
512/550-9306 Mobile
512/416-2746 Fax

Mailing Address:

125 E. 11th Street
Austin, TX 78701

Sarah.Stroman@txdot.gov

February 14, 2019

Section 106/Antiquities Code of Texas: Coordination: Intensive Archeological Survey Draft Report: US 183A from Hero Way to 1.1 Miles North of SH 29: Install Toll Lanes: Williamson County: Austin District: CSJ: 0914-05-192
Texas Antiquities Permit Number: 8605

Ms. Patricia A. Mercado-Allinger
Division Director/State Archeologist
Archeology Division
Texas Historical Commission
PO Box 12276
Austin, TX 78711-2276

Dear Ms. Mercado-Allinger:

The proposed project will be undertaken with Federal funding. In accordance with Section 106 and the Programmatic Agreement (PA) among the Texas Department of Transportation (TxDOT), the Texas State Historical Preservation Officer (TSHPO), the Federal Highway Administration (FHWA), and the Advisory Council on Historic Preservation and the Antiquities Code of Texas and the Memorandum of Understanding (MOU) between the Texas Historical Commission (THC) and TxDOT, this letter initiates consultation for the proposed undertaking.

The TxDOT Austin District along with the Central Texas Regional Mobility Authority proposes to extend the tolled lanes on a section of US 183A in Williamson County. Details include extending the six-lane, grade separated, toll road. A new bridge would be constructed over the South Fork of the San Gabriel River and multiple box culverts would be installed at minor tributaries. A 10 foot wide bicycle/and pedestrian path would also be constructed. Intersection overpasses are also proposed. Approximately, 19.33 acres of proposed new right of way (ROW) would be required.

The APE is defined as the existing 350 to 700 foot wide US 183A ROW beginning at Hero Way and extending 6.6 miles north to 1.1 miles north of SH 29. In addition, the APE includes 19.33 acres of proposed new ROW located near the project's northern terminus and delineated on the map figures imbedded in the attached intensive archeological survey report. The depth of impacts is estimated to be up to 100 feet below the current ground surface for the bridge supports, 20 feet for the placement of erosion controls and up to 10 feet for the roadway. The APE comprises 357.88 acres.

Your office issued Texas Antiquities Permit Number 8605 to Cox/McLain Environmental Consultants Inc. (CMEC) to conduct an intensive archeological survey in portions of the APE. Fieldwork has recently been completed. The investigation consisted of a pedestrian inspection of the 19.33 acres of proposed new ROW augmented with a total of 18 shovel tests. Due to the upland setting of the area recommended for survey, backhoe trenching was deemed unwarranted and not conducted. Due to recent archeological surveys and extensive pre-existing disturbance associated with bulldozing during the original roadway construction, the investigators recommended that survey was not warranted within the 338.55 acres of the existing ROW except where the APE is adjacent to or contains the mapped locations

of four previously recorded archeological sites (41WM688, 693, 1154, and 1155). The investigators re-inspected the APE in the vicinities of these four sites. Please note that the online version of the Texas Archeological Sites Atlas stipulates that 41WM688, 1154, and 1154 are ineligible for listing on the National Register of Historic Places (NRHP) (2008, 2007, and 2209). No formal NRHP eligibility declaration is listed on the atlas for 41WM693. However, it is mapped in the existing US 183A roadway and was likely completely destroyed by the construction of that roadway.


No archeological remains were identified anyway in the APE during the investigation. This included the shovel tests and the four previously recorded site vicinities. The investigators have recommended no further work for the undertaking. A draft copy of the related report is attached for your review.

Based upon the results of the investigations, TxDOT seeks your concurrence with recommendations that the inventory of the APE is complete, that the portions of 41WM688, 693, 1154 and 1155 overlapping onto the APE are not contributing elements to the sites' eligibility for listing on the NRHP and do not warrant designations as State Antiquities Landmarks. TxDOT also seeks your concurrence for a finding of "no historic properties affected", no State Antiquities Landmarks affected, and no further work or consultation is required. TxDOT also seeks your concurrence that the attached report is adequate and the stipulations set forth in the Antiquities Code have been fulfilled. Please signify your concurrence by signing on the line provided below.

In the event that archeological materials are discovered during construction in the areas recommended for no further work, construction in the immediate area shall cease, and the your office will be contacted to initiate accidental discovery procedures in accordance of the terms of the PA and the MOU. Thank you for your consideration in this matter. If you have any questions or further need of assistance, please contact Jon Budd of the TxDOT Archeological Studies Program at (512) 416-2640.

Sincerely,

Jon Budd
TxDOT staff archeologist


Concurrence: _____ Date: 2/14/19
for Mark S. Wolfe, State Historic Preservation Officer

Attachment
cc w/o attachments:

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.



**DRAFT REPORT
ACCEPTABLE**
by William A. Stout
for Mark Wolfe
Executive Director, THC
Date 2/14/19
Track# _____

Archeological Survey Report

183A Phase III Improvements Project from Hero Way to 1.1
Miles North of State Highway 29
Williamson County, Austin District

CSJ: 0914-05-192

TAP# 8605

Principal Investigator: Scotty Moore, MA, RPA
Cox|McLain Environmental Consulting, Inc.

February 2019

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.



MEMO

May 13, 2019

TO: Administrative File
From: Rebekah Dobrasko

District: Austin
County: Williamson
CSJ#: 0914-05-192
Highway: US 183A, Phase III
Let Date: March 2020

Project Limits: From Hero Way to 1.1 miles north of SH 29

Project Description: Stipulation IX, Appendix 6. Extend tolled lanes for 6.6 miles. Approximately 20 acres of new ROW. No adverse effects to historic, non-archeological properties.

SUBJECT: Internal review under the Section 106 Programmatic Agreement (Section 106 PA) among the Texas Department of Transportation, Texas State Historic Preservation Officer, Advisory Council on Historic Preservation, and Federal Highway Administration; and the Memorandum of Understanding (MOU) between the Texas Historical Commission and the Texas Department of Transportation

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.

Proposed Project:

The Texas Department of Transportation – Austin District and the Central Texas Regional Mobility Authority (CTRMA) propose to extend the tolled portion of US 183A for approximately 6.6 miles in Williamson County, Texas. The proposed project will extend the six-lane, controlled-access, grade-separated US 183A tolled main lanes in the median between the existing US 183 roadway. The existing US 183 lanes will become frontage roads for the new tolled lanes. TxDOT and CTRMA will construct a paved, 10-foot shared-use path along the west side of the project from Hero Way to the planned Seward Junction Loop South. TxDOT and CTRMA propose to acquire approximately 19.33 acres of new right-of-way (ROW) for this project.

Determination of Eligibility:

TxDOT historians reviewed the NRTHP, the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL) and TxDOT files and found one historically significant resource within the area of potential effect (APE), the J.C. Bryan Farmstead (RTHL and eligible for NRHP). Per our Section 106 Programmatic Agreement, the APE for this project consists of 150 feet from proposed new ROW, 150 feet from the proposed grade-separation bridges, and the existing ROW in all other locations.

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

TxDOT conducted a reconnaissance survey of the project APE to identify historic-age (built prior to 1975) properties. As a result of that survey, TxDOT identified 12 historic-age resources. TxDOT confirmed that the J.C. Bryan Farmstead continues to be **eligible** for listing in the NRHP (see pages 19-23 and B-12 to B-32 in the attached survey report). All other historic-age resources are determined to be **not eligible** for the NRHP due to their lack of significance to historic events, people, or in architecture or design.

Consultation with Interested Parties

TxDOT contacted the Williamson County Historical Commission, the City of Leander, Preservation Texas, and the Williamson County Judge about the proposed effects of this project on historic properties. None of the parties contacted responded to TxDOT with any concerns.

Determination of Effects:

Direct effects: TxDOT and CTRMA do not propose to acquire any property related to the J.C. Bryan Farmstead. Therefore, there will be no direct effects to this historic property.

Indirect effects: TxDOT and CTRMA propose to construct a raised overpass at the intersection of US 183A and San Gabriel Parkway, adjacent to the J.C. Bryan Farmstead. Site topography provides some screening of the historic buildings from the existing and proposed US 183A. In addition, the setting, feeling, and association of the J.C. Bryan Farmstead is no longer intact, as suburban development is occurring around the historic property. Therefore, TxDOT finds there will be **no adverse visual effects** of the project to the J.C. Bryan Farmstead.

Noise modeling indicated an increase of noise at the J.C. Bryan Farmstead residence house. TxDOT found there will be **no adverse noise effects** of the project on the J.C. Bryan Farmstead.

Pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians determined that the project will cause no adverse effects to the J.C. Bryan Farmstead. Individual project coordination with SHPO is not required.

Lead Reviewer Rebekah Dobrasko for TxDOT 5/12/2019
Rebekah Dobrasko Date

Approved by Bruce Jensen for TxDOT 5/12/2019
Bruce Jensen Date

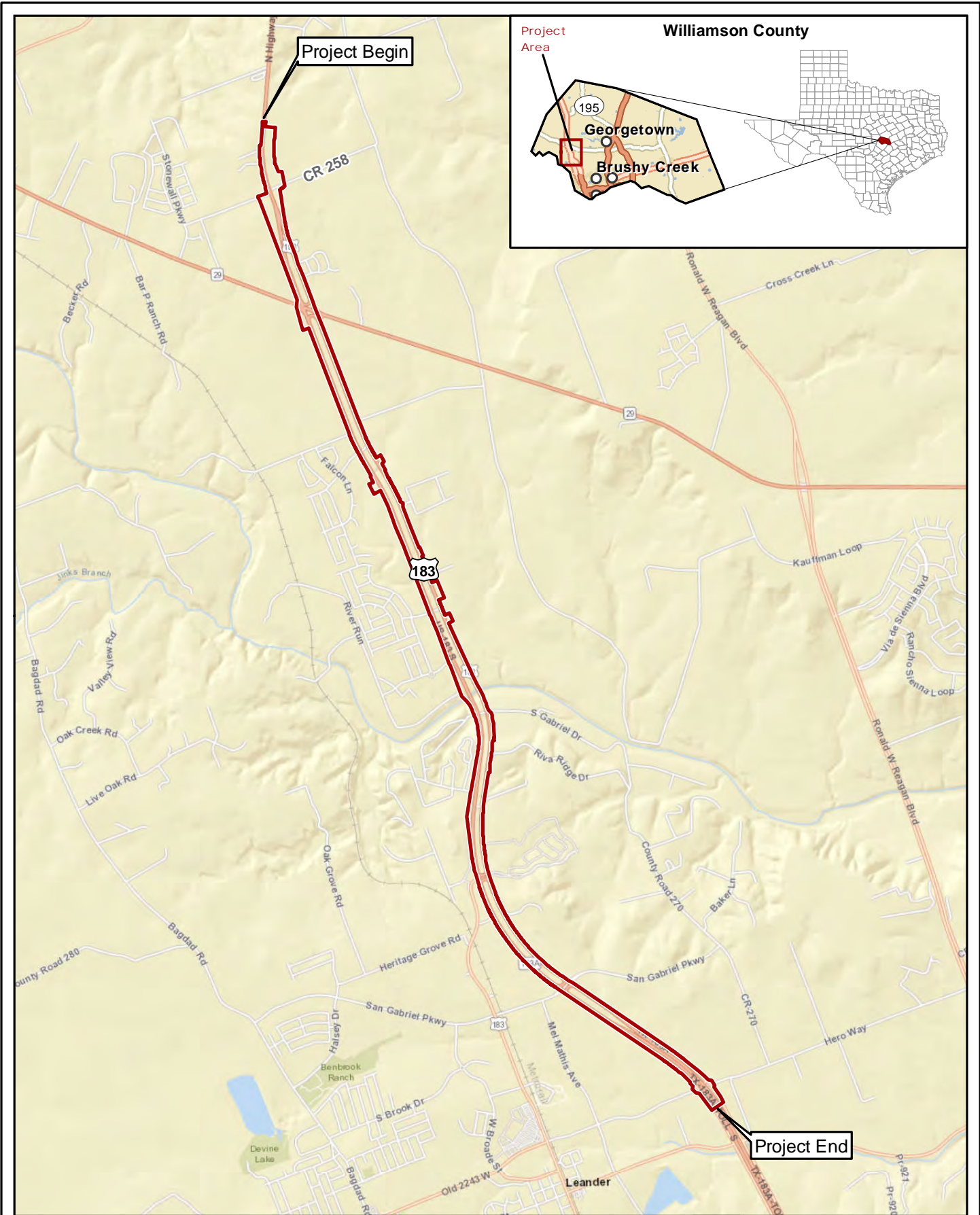


Figure 1
 Project Location (Road Base)
183A Phase III

 Project Location



0 4,000 Feet
 0 1 Kilometer

Prepared for: TxDOT, CTRMA	1 in = 4,000 ft
CSJ: 0914-05-192	Scale: 1:48,000
	Date: 8/14/2018

Basemap Source: ESRI (2018)

Resource ID: 3A **Parcel ID:** R032212 **Year Built:** 1872 **Year Source:** Final HRSR 183A Toll (2010)
Address: 10500 183A TOLL RD, LEANDER, TX 78641 **County:** Williamson
Name: J.C. Bryson Farmstead: Pioneers' House **Latitude:** 30.5980369 **Longitude:** -97.8518726
Historic Function/Subcategory: Domestic/Single dwelling **Indiv. NRHP Eligible?** No **Effect:** No Adverse Effect
Current Function/Subcategory: Vacant/Not in use **Contributing to NRHP Property/District?** Yes



Photos taken:
12/18/2018

View facing
northwest.

Description

Type: Building	Exterior materials: stucco wood, plywood metal	Primary roof type: gable, side	Alterations: Addition to rear/side elevation Windows/cladding replaced in addition
Style: Hall-Parlor			
Form: Irregular	Porch: full-width projecting	Roof cladding: metal	

Comments

The Pioneers' House was designated as a Registered Texas Historic Landmark in 1970. The house contributes to the J.C. Bryson Farmstead, which was determined eligible for the National Register of Historic Places in 2006. The farmstead was also documented in the Historic American Buildings Survey in 2008 (HABS TX-3538).

Integrity Location Design Setting Materials Workmanship Feeling Association

NRHP Justification

This resource was previously determined contributing to the NRHP eligible J.C. Bryson Farmstead under Criteria A (Agriculture) and C (Architecture). As stated in the overview record for the farmstead, due to changes to the property, it no longer retains sufficient integrity for eligibility as a rural historic landscape; however, CMEC recommends the property eligible as a district under Criterion A in the area of Early Settlement and Criterion C in the area of Architecture. Regarding the contributing status of this resource and its potential individual eligibility, this resource contributes to our understanding of early settlement patterns in Williamson County and early building traditions and is best understood in the context of the collection of resources on the property. No new information has been identified that would render the resource individually eligible for listing in the NRHP. As such, CMEC recommends it contributing to the NRHP eligible district under Criteria A and C in the areas of Early Settlement and Architecture at the local level of significance.

Resource ID: 3A-I

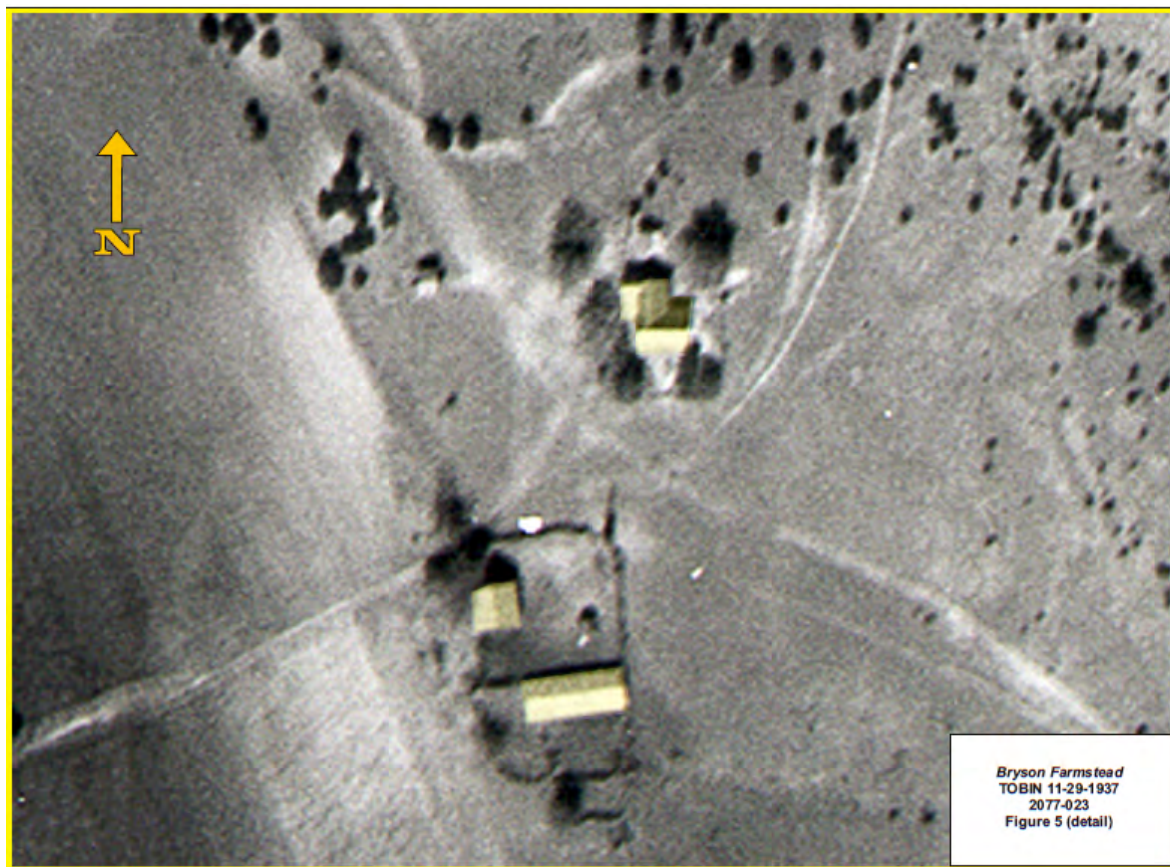
Parcel ID: R032212

Address: 10500 183A TOLL RD, LEANDER, TX 78641

2018 aerial of the property with the NRHP eligible parcels identified in the MOA outlined in red; the surrounding land was used by the Brysons for crops and livestock, but has been subdivided, bisected, and plans have been made for development; image from Google Earth



1937 aerial image of the property; image from 2007 TxDOT Determination of Effects



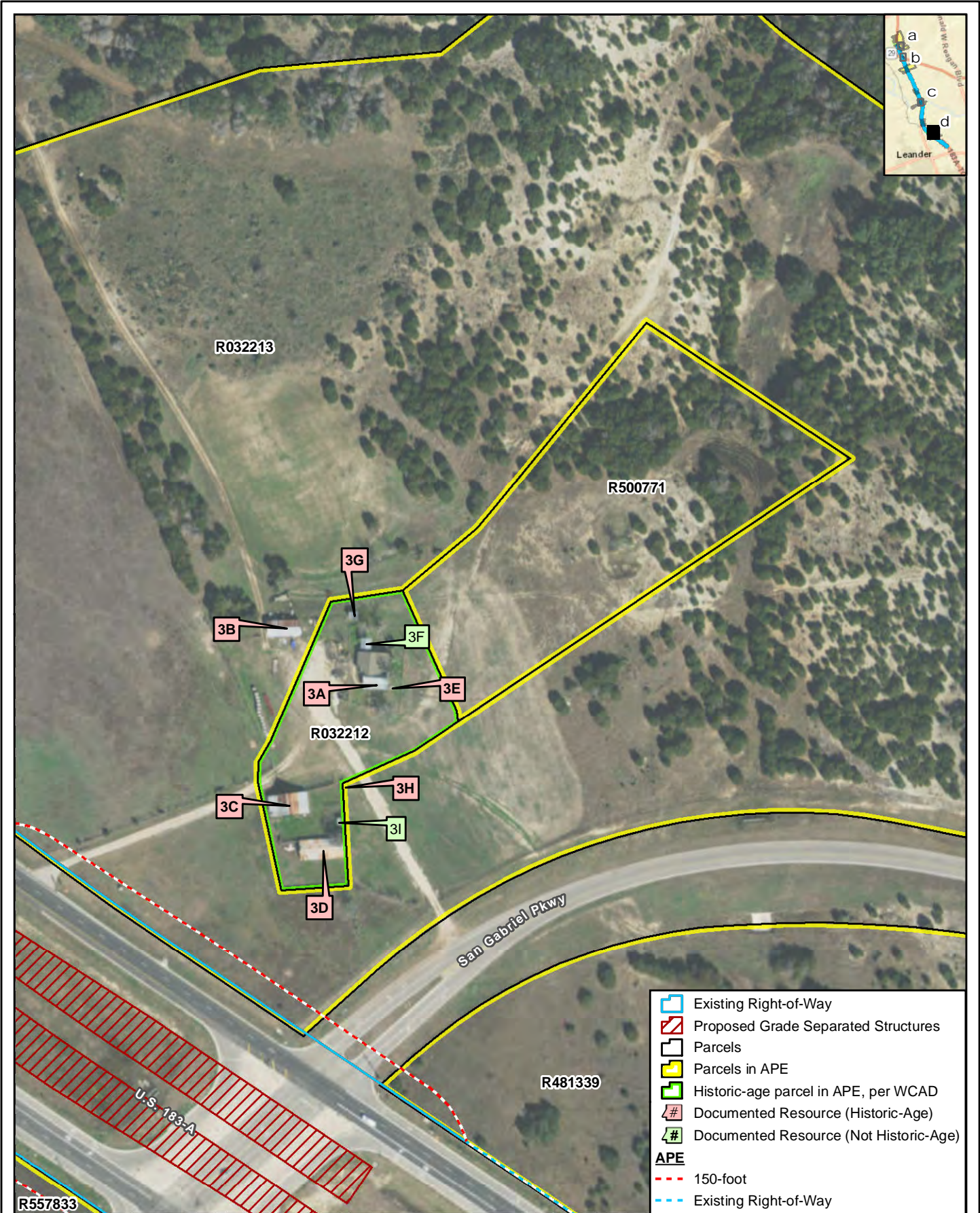


Figure 3d
 Surveyed Properties
 183A Phase III

Data Sources:
 WCAD (2018), CMEC (2018),
 TxDOT (2008, 2015)
 Aerial Source: ESRI (2017)

Prepared for: TxDOT, CTRMA
 Scale: 1:2,400
 Date: 1/25/2019

CSJ: 0914-05-192

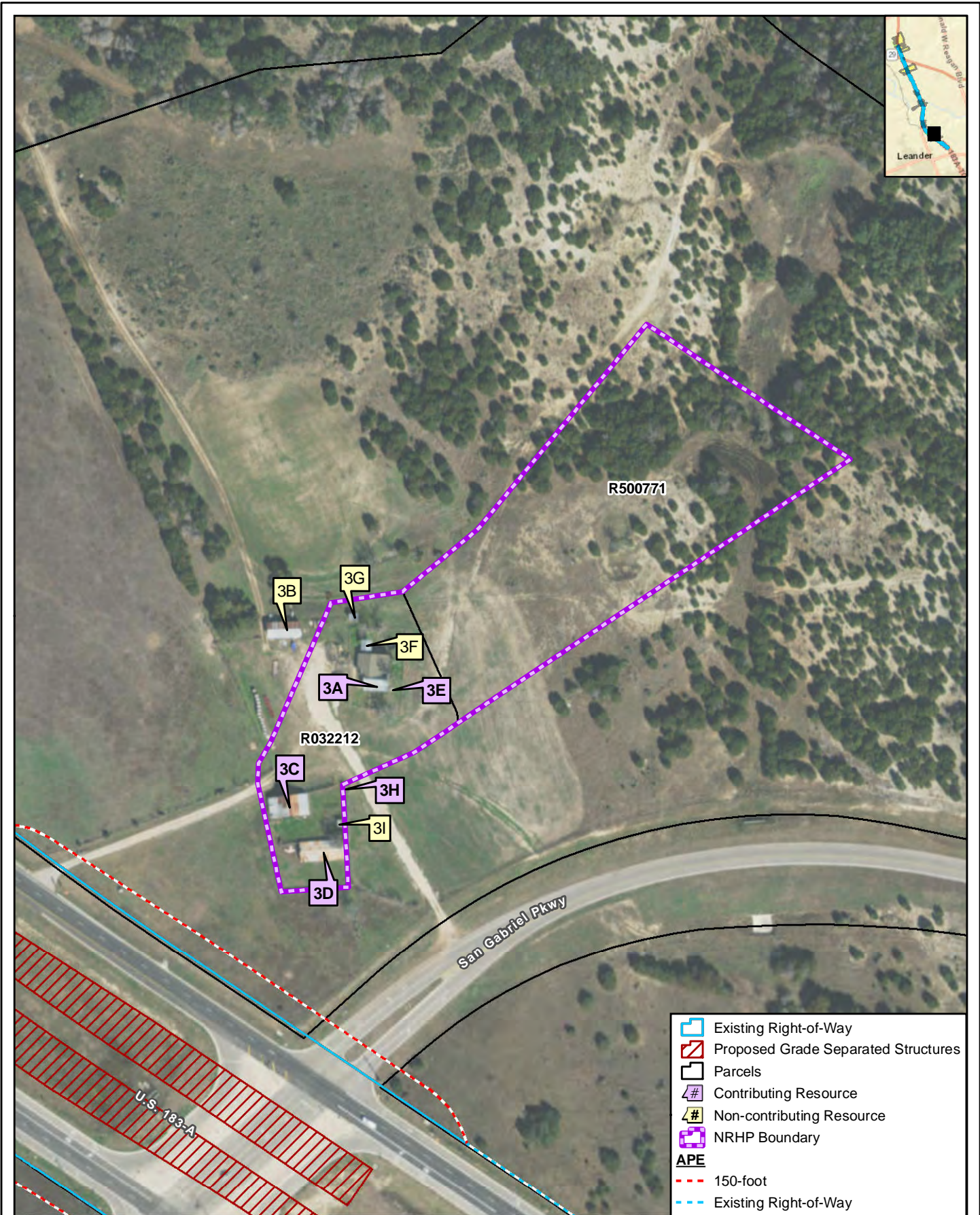


Figure 4
 J. C. Bryson Ranch (Resource 3) NRHP Boundary
 183A Phase III

Data Sources: WCAD (2018), CMEC (2018)
 Aerial Source: ESRI (2017)

	0	200 Feet
	0	60 Meters
Prepared for: TxDOT, CTRMA	1 in = 200 feet	
CSJ: 0914-05-192	Scale: 1:2,400	Date: 1/29/2019

Project area photographs taken by CMEC December 18, 2018.



Photo 1: Overview of the J. C. Bryson Farmstead from the intersection of 183A and San Gabriel Parkway. View facing north.



Photo 2: View toward San Gabriel Parkway from Resource 3C. Resource 3D is visible on the right. View facing southwest.



Photo 3: View facing south toward 183A from the Pioneer House RTHL (Resource 3A)



Photo 4: View facing south of the intersection of 183A and San Gabriel Parkway from the 1890s barn (Resource 3C).



Photo 5: View facing south toward 183A from the 1930s barn (Resource 3D).



Photo 6: View of a non-historic-age resource just north of the intersection of SH 29 and US 183A. View facing northwest.

From: [Jon Geiselbrecht](#)
To: [Hamilton, James D.](#); [Oscar Solis \(osolis@ctrma.org\)](#); [Klatt, Richard](#)
Cc: [Susan Fraser](#)
Subject: FW: Request for Early Coordination - 0914-05-192 - 183 Phase 3
Date: Friday, May 31, 2019 12:04:27 PM
Attachments: [image001.png](#)

TPWD Coordination is now complete.

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Friday, May 31, 2019 11:36 AM
To: Andrew Blair
Cc: Jon Geiselbrecht; Shirley Nichols
Subject: RE: Request for Early Coordination - 0914-05-192 - 183 Phase 3

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Andy,

Thank you for the response. I think the programmatic consultation will be helpful. I understand that the risk of encountering voids in this project is low, but I continue to recommend adhering to all USFWS protocols or at least discussing any variance from the protocols with them. I do not have any further comments on the project, and again I appreciate your consideration and response.

Thank you for submitting the following project for early coordination: US 183 Phase 3 in Williamson County (CSJ 0914-05-192). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment submitted on February 26, 2019 and in subsequent emails. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link:

http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Thank you,

Sue Reilly
Transportation Assessment Liaison
Texas Parks and Wildlife
Wildlife Division
512-389-8021

From: Andrew Blair <Andrew.Blair@txdot.gov>

Sent: Wednesday, May 15, 2019 9:51 AM

To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>

Cc: Jon Geiselbrecht <Jon.Geiselbrecht@txdot.gov>; Shirley Nichols <Shirley.Nichols@txdot.gov>

Subject: RE: Request for Early Coordination - 0914-05-192 - 183 Phase 3

Sue,

As you know, for all projects in the TCEQ-regulated portion of the Edwards Aquifer Recharge Zone, TCEQ requires that we conduct a karst feature survey as part of the Geological Assessment process. For projects that don't occur on the regulated Recharge Zone, TCEQ doesn't require a karst feature survey. Because there are many areas outside the regulated Recharge Zone that contain habitat for listed karst invertebrates, TxDOT often conducts karst feature surveys solely to determine if habitat for listed species exists in the project area. Since this project is outside the regulated Recharge Zone, we had to make a case specific determination of whether a karst feature survey was needed based on the potential to encounter karst invertebrate habitat.

In the case of this project, all of the area within karst zone 3 had been previously disturbed during construction of the existing lanes between 2006 and 2012. Most of the area within the median (where the new toll lanes will go) was covered with fill material during the previous construction projects, which would obscure the surface expression of any potential karst features. Additionally, almost all of the proposed construction that will occur in karst zone 3 will be on fill material and shouldn't require excavation of bedrock, though we will include a void discovery protocol in the general notes and EPIC sheet to allow us to investigate a void in the unlikely event one is encountered. Because any potential karst features in the project area would have been obscured/buried by previous construction and because there would be little/no bedrock excavation in karst zone 3 areas, we determined in this case that a karst feature survey would not be informative or necessary.

I appreciate you bringing up this point, because I think there has been some confusion in the past about survey requirements in karst zone 3. Shirley and I recently met with ENV to get clarity on this issue and to ensure that we are being consistent across TxDOT. While we agreed that project specific information should always inform the decision of when/where surveys are needed, we also identified a need to have a more structured decision process for addressing karst invertebrate impacts. To that end, the Austin District is going to be working with ENV and USFWS in the next few months to lay out the framework for a programmatic section 7 consultation for karst invertebrates which will help us formalize our decision process and ensure consistency in how we address potential impacts to these species.

Please let us know if you have any additional comments/concerns about this project that you would like to discuss.



Andy Blair | Environmental Specialist | Biologist
Austin District
7901 N IH 35, Austin, TX 78753
Phone: (512) 832-7004 | Email: Andrew.Blair@txdot.gov

From: Sue Reilly [<mailto:Sue.Reilly@tpwd.texas.gov>]
Sent: Thursday, March 28, 2019 1:49 PM
To: Jon Geiselbrecht
Subject: RE: Request for Early Coordination - 0914-05-192 - 183 Phase 3

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jon,

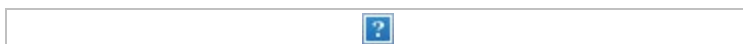
According to USFWS survey protocol, Zone 3 should be surveyed. Their survey protocol, guidance, and karst zone maps can be found here

https://www.fws.gov/southwest/es/AustinTexas/ESA_Sp_KarstInverts.html#Surveys

Page 4 of the karst invertebrate survey protocol document has a flow chart that shows what steps should be followed. Is that not what TxDOT has been doing? For some reason I had thought Austin District had done some surveys on other projects in Zone 3? If not, I would like to comment that the USFWS survey protocol should be followed, including the Zone 3 surveys.

Thank you,

Sue Reilly
Transportation Assessment Liaison
Texas Parks and Wildlife
Wildlife Division
512-389-8021



From: [Lindsey Kimmitt](#)
To: ["NEPA@tceq.texas.gov"](mailto:NEPA@tceq.texas.gov)
Subject: Draft environmental assessment for a highway project
Attachments: [183AP3 Draft EA NOA and Public Hearing.docx](#)

Attached please find a Notice of Availability of a DRAFT environmental assessment for a highway project. The draft EA can be found here: <https://183a.com/DEA>.

Sincerely,
Lindsey Kimmitt



Notice

Draft Environmental Assessment Available for Public Review and Public Hearing

183A PHASE III

From Hero Way to State Highway 29

CSJs: 0914-05-192

Williamson County, Texas

The Central Texas Regional Mobility Authority in conjunction with the Texas Department of Transportation (TxDOT), are proposing to extend 183A from Hero Way to State Highway (SH) 29 in Williamson County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on June 13, 2019 at Upwards Church located at 8754 Ranch to Market Rd 2243, Leander, TX 78641. Displays will be available for viewing at 6:00 p.m. and ending at 9:00 p.m. with the formal hearing starting at 7:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The 6.6-mile proposed tollway project will have two tolled lanes in each direction to start and will be widened to three lanes in the future. The proposed tollway is planned to be located mostly in the existing right-of-way (ROW) within the median of the US 183 corridor. The extension will also feature a shared use path north from Hero Way to the proposed Seward Junction Loop project located just north of the existing Mourning Dove Lane.

The proposed Build Alternative would be constructed within the existing ROW of 183A and US 183 with the exception of additional ROW totaling approximately 19.3 acres near the northern portion of the project. The additional ROW is to provide sufficient area for constructing the transition to US 183 for approximately 1.1 miles north of SH 29. The proposed 183A facility would stay within the existing 183A and US 183 alignment and no new location roadways are proposed as part of the project. Although additional right-of-way is required, no residential or non-residential structures would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the district office at the address listed below.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the Central Texas Regional Mobility Authority at 3300 N. I-35 Frontage Road, Suite 300, Austin, TX 78705, the TxDOT Austin District Office at 7901 N Interstate Hwy 35, Austin, TX 78753 and online at www.183A.com. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding

3300 North IH-35, Suite 300
Austin, Texas 78705

Telephone: (512) 996-9778 | Fax: (512) 996-9784 | www.MobilityAuthority.com



the project are requested and may be presented at the hearing, or submitted online at www.183A.com, in-person or by mail to Central Texas Regional Mobility Authority, Attn: Brittani Kaim, 3300 N. I-35 Frontage Road, Suite 300, Austin, TX 78705. Comments must be received on or before June 28, 2019 to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Aaren Grimes at 737-703-3899 or Aaren.Grimes@WSP.com. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Brittani Kaim at Brittani.Kaim@WSP.com.

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.

Appendix H
Comment and Response Matrices from
Public Meeting and Public Hearing

Open House Public Meeting
November 14, 2018
Comment/Response Matrix

Open House Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Alicia Good	11/5/18	VOH Comment	I am interested in knowing 1) what work will be done to remediate storm water runoff from 183A/183 to adjacent housing communities like Rancho Santa Fe. We currently experience significant storm water runoff from 183 down El Dorado Pass, down Questa Trail. Construction of 183A will impact the drainage/runoff because of the lack of sewer lines to divert water away from low lying housing communities. 2) I would like to ask if there are plans to install traffic lights at El Dorado Pass and 183 to slow/minimize on coming traffic hazard created by proximity of 183A extension. 3) I would like to ask if there are plans to install an improved shoulder turnoff at 183 and El Dorado Pass to minimize crash hazard associated with residence stopping to enter Rancho Santa Fe community.	<p>1. As part of the drainage design process the existing drainage patterns in the vicinity of the roadway corridor are studied. Stormwater flow rates, as well as elevations within channels are calculated using various modelling software and techniques. Using data from State and local entities, as well as informed citizens, areas with drainage issues are identified and used to ensure the existing conditions are modelled as accurately as possible. A second analysis is generated to determine the additional flow caused by the new pavement and detention facilities are provided to ensure off-site homes, businesses, and other structures are not impacted. For this project, the Mobility Authority is expecting to both enlarge existing detention/water quality facilities, as well as adding additional detention/water quality facilities where required to minimize the drainage impacts.</p> <p>2. Since the intersection at El Dorado Pass is outside of the 183A project limits, the Mobility Authority recommends comments and concerns be addressed with TxDOT and Williamson County.</p> <p>3. Since the entrance to the Rancho Santa Fe community is outside of the 183A project limits, the Mobility Authority recommends comments and concerns be addressed with TxDOT and Williamson County.</p>
Mike Johnson	11/12/18	VOH Comment	What is the status of providing a "feeder" or non-tolled road along 183A, between 1431 and Avery Ranch Blvd? Having this would be of great benefit when getting from north Cedar Park to Lakeline Mall or US 183. Thanks, Mike Johnson	The Mobility Authority supports the project to build frontage road lanes in both directions between Avery Ranch Boulevard and RM 1431 in Cedar Park. The project is being led by TxDOT. We will continue to work with TxDOT and the city of Cedar Park as to how to complete the project.



David Allen	11/14/18	Comment Form	Major concern: No turn lane onto Long Run -- 0.5 mile past your stop of construction -- Several accidents or near misses in this area in the last 2 years. Because of turning into traffic to get on Long Run, traffic behind does not have anywhere to go -- VERY dangerous.	Since the intersection at Long Run is outside of the 183A project limits, the Mobility Authority recommends comments and concerns be addressed with TxDOT and Williamson County.
Randy Bila	11/14/18	Comment Form	We own the property on Southeast bank of South San Gabriel River, adjacent to the feeder bridge lanes now. We want access to river blocked, between our land and the access lanes/current bridge. People use that to drive to river and trespass on our land. They drive 4-wheel drive trucks and destroy it "mudding." We put boulders to block it -- they rolled them away. Cannot fence due to river/flooding. We had zero problem before 183A construction began. Find backs of syringes, horrible stuff under the bridge. Can you help?	The Mobility Authority will take this comment into consideration.
Penny Billingsley	11/14/18	Comment Form	Noise Evaluation and Abatement - My home is approx. 1,000 feet from the present Hwy 183 since the old 183 was re-modeled. The highway noise is clearly present and can be heard from within my home. There is approx. 400 ft. allotted for commercial between Hwy 183 and my home. If a noise barrier can be installed (which is my hope), I assume it will be built behind or between commercial and residential areas. My question is will the noise evaluation take place after Phase III is complete? If so, how long will it take to be built to help ease the noise?	The Environmental Study will evaluate noise impact and will determine if sound walls are needed/required. The noise study is a multi-step process to determine if areas along the ROW will be affected to a degree in which noise walls are needed. Once the sound impacts have been studied, the results are reviewed to determine if noise walls for the affected areas are reasonable and feasible. Should noise walls be deemed reasonable and feasible, they would be located on the 183A right-of-way adjacent to the roadway, and in front of the commercial area.

Terry Cook	11/14/18	Comment Form	Looks like walls will benefit few at incredibly high cost- Need travelling science project -earphones and dial - dial allows you to select frontage road on elevated portion of tall or lower toll road. Choose height of wall, distance from traffic and speed of traffic -let person experience change in sound.	The Mobility Authority will take this comment into consideration and will consider options for experiential and interactive sound exhibit for future meetings.
Robert Engh	11/14/18	Comment Form	Need an acceleration lane for Green Valley and Signal Hill Drive for safety reasons.	The Mobility Authority will take this comment into consideration.
Raymond Firkins	11/14/18	Comment Form	Looks good. Need traffic signal at CR 258. Hurry up!	Comment noted.
Jeff Ganthiem	11/14/18	Comment Form	Explain the process used to valuate the worth of property taken from property owners for this project. Who appraises the property?	The Mobility Authority follows the official right-of-way process set forth by the State of Texas. The State does afford landowners' rights during this process, which are detailed in The State of Texas Landowner's Bill of Rights: https://www.texasattorneygeneral.gov/sites/default/files/files/divisions/general-oag/LandownersBillOfRights.pdf .

<p>Alicia Good</p>	<p>11/14/18</p>	<p>Comment Form</p>	<p>I live in the Rancho Santa Fe Community. My concerns are as follows: 1) Speed of exiting vehicles leaving 183A @ 75mph to 183 @ 60mph. How will you slow these cars down so that they do not present a deadly hazard for residence entering 183 less than 1/2 mile from transition? Lights? 2) Drainage and storm runoff - what stormwater runoff abatement is planned. This area floods on a regular basis. More cement will only increase that problem. 3) Noise abatement - Wow! How are you planning to mitigate the noise 4) Light abatement - Tall stadium like tollway lighting is a problem for everyone living near the tollway. What are your plans to mitigate (besides handing out sunglasses)?</p> <p>Thrilled that the extension is coming soon. Just want you guys to think about and come up with creative plans to solve or lessen the concerns that I have mentioned.</p>	<p>1. The Mobility Authority will take these comments into consideration. The Mobility Authority will review options related to speed and safety on our facility and the transition into the frontage road.</p> <p>2. As part of the drainage design process the existing drainage patterns in the vicinity of the roadway corridor are studied. Stormwater flow rates, as well as elevations within channels are calculated using various modelling software and techniques. Using data from State and local entities, as well as informed citizens, areas with drainage issues are identified and used to ensure the existing conditions are modelled as accurately as possible. A second analysis is generated to determine the additional flow caused by the new pavement and detention facilities are provided to ensure off-site homes, businesses, and other structures are not impacted. For this project, the Mobility Authority is expecting to both enlarge existing detention/water quality facilities, as well as adding additional detention/water quality facilities where required to minimize the drainage impacts.</p> <p>3. The Environmental Study will evaluate noise impact and will determine if sound walls are needed/required. The noise study is a multi-step process to determine if areas along the ROW will be affected to a degree in which noise walls are needed. Once the sound impacts have been studied, the results are reviewed to determine if noise walls for the affected areas are reasonable and feasible.</p> <p>4. The Mobility Authority does not anticipate the use of stadium (high mast) lighting on this project. Standard light poles for safety purposes will be provided at intersections, ramps and underpasses of bridge structures and will be located during final design. The Mobility Authority will take this comment into consideration during final design.</p>
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Nancy Hamilton	11/14/18	Comment Form	Please make sure the large oak tree at the south entrance to Cefco at CR 259 and 183 is not touched or damaged. It commemorates a large number of injured and deceased motorists over the years whose families still reside in the area.	The Mobility Authority has noted the significance of this tree and will take this comment into consideration. It is the Mobility Authority's practice to avoid removing trees unnecessarily. An example of the agency's current tree protection measures is the 183 South project. On the 183 South, the Mobility Authority spent money to save trees and included stiff penalties (\$600k) to the contractor if the Heritage Trees we saved were to die.
Julie & Aron Kloesel	11/14/18	Comment Form	We reside at 124 N. Hill Circle and have several concerns. 1) Will there be a fence/wall between the proposed pedestrian walkway and properties? This is a safety issue as we have small children and do not want people to be able to walk onto our property freely. 2) NOISE - sound wall? The road has an incline between Green Valley and Signal Hill so vehicles downshift creating a loud noise. We welcome a sound study on our property. Signal Hill is the main entrance to our neighborhood. Why is there not an overpass at that intersection (As opposed to Green Valley, which is more dangerous because it curves and doesn't allow for both directions of traffic to move at the same time.)	<p>1. The current design does not include a fence along the proposed pedestrian walkway.</p> <p>2. The Environmental Study will evaluate noise impact and will determine if sound walls are needed/required. The noise study is a multi-step process to determine if areas along the ROW will be affected to a degree in which noise walls are needed. Once the sound impacts have been studied, the results are reviewed to determine if noise walls for the affected areas are reasonable and feasible.</p> <p>3. The location of the overpass at Green Valley Dr./S. Gabriel Dr. was chosen because it provides access to both the E. and W. High Gabriel neighborhoods and provides greater access to the east by means of CR 270 which eventually ties into Hero Way. An overpass located at Signal Hill would not have provided the same overall level of accessibility. The Mobility Authority will meet or exceed all design requirements at the proposed Green Valley overpass location and verify safe sight distances are provided for.</p>



Slade Seaholm	11/14/18	Comment Form	High Gabriel West NEEDS a noise blocking wall. The sound now with current traffic should be addressed. With the new toll road, we need some sound protection to our subdivision.	The Environmental Study will evaluate noise impact and will determine if sound walls are needed/required. The noise study is a multi-step process to determine if areas along the ROW will be affected to a degree in which noise walls are needed. Once the sound impacts have been studied, the results are reviewed to determine if noise walls for the affected areas are reasonable and feasible.
Daniel J. & Julie E. Sullivan	11/14/18	Comment Form	Please build turnarounds on north end of project to facilitate daily commute during construction.	The Mobility Authority will take this comment into consideration.
Victoria Anne Thompson	11/14/18	VOH Comment	I am against the plan to extend the 183A toll road. We have already paid to build the existing roads so I don't think we should have to pay again to drive on them.	US 183 will not be impacted or tolled, and will remain as it currently exists today. Tolling will be limited to the added capacity roadway being built in the existing median. Drivers will have a choice to take the tolled or non-tolled route.
Terry Tuttle	11/14/18	Comment Form	Bike path intersection with Green Valley Dr. will be a hazard to both path users and high volume of vehicle traffic that uses Green Valley as main entrance and exit to High Gabriel West (100+ houses)	The Mobility Authority will take this comment into consideration.
Alex Tynberg	11/14/18	VOH Comment	I wholeheartedly support this project. It is very needed for this area of Williamson County to address the continued growth in the area. Thank you for being proactive in managing our traffic needs.	Comment noted.
Eric Vermeer	11/14/18	Comment Form	This is a great project. I wish the timeline could be even faster.	Comment noted.

Aleta Wilder	11/14/18	Comment Form	Two comments. 1) Noise directly line-of-sight to my home on S. San Gabriel Drive. Any lowering of the road surface just south of the S. San Gabriel River would be helpful. Thirty feet elevation is significant. 2) Concerned about construction materials washing into the river during rains - this happened when the current bridge was constructed. Please plan for barriers to prevent this.	<p>1. As the schematic plans are further developed and finalized, we will look at lowering the profile of the toll lanes south of the river, while still maintaining minimum clearance requirements and geometrics of the roadway in order to meet the required design criteria.</p> <p>2. There will be extensive environmental controls incorporated into the project in order to protect the river. The Mobility Authority requires contractors to utilize Best Management Practices (BMPs) on all projects in order to mitigate environmental impacts, this includes the development of a Construction Zone Plan (CZP) designed to safeguard sensitive areas.</p>
Heather Willard	11/14/18	Comment Form	Dangerous intersection at Long Run. We DO NOT WANT toll road this far north of 29. Just need a turn lane and wider entrance to Long Run - was "shrunk" by the last round of construction.	Comment noted.
Samuel Schmitz	11/15/18	VOH Comment	For those residents that live in/around 183A and rely on 183A, every day, I think considerations should be given to the cost of these toll roads. Between my wife and I, we spend approximately \$100/month on tolls . TxDOT should consider allowing discounts on toll costs via pre-paid toll contracts or subscription plans that guarantee revenue from those that use 183A but also provide discounts on the huge expense of using the 183A toll road for our daily commute.	The Mobility Authority will take this comment into consideration. Toll rates on 183A are determined by the Mobility Authority's Board of Directors. It's a possibility that rates could go down, but tolls are unlikely to ever go away due to the need to maintain the facility. Many factors are considered when setting toll rates. It usually takes approx. 30 years to pay for the original construction. Money generated from toll revenue is reinvested in the region. Any "profit" is actually revenue that goes into a general fund for future projects in Williamson and Travis counties. It's anticipated that the toll rates will be around 29 – 30 cents per mile based on the current toll rates on the existing section of 183A.



Austin Helton	11/16/18	VOH Comment	By removing the crossing at Mourning Dove Lane, you eliminate the ability to go North on SH 29. Will the Seward Junction South roadway be built before the 183A Toll extensions? Will this tie into the Summerlyn subdivision so that the ability to go North on 183 is reestablished? Will there be a signal placed at Whitewing? It is difficult to get out of both Summerlyn issues right now because of traffic coming down from SH 29.	<p>1. The Seward Junction South roadway is a Williamson County project that is anticipated to let in January 2019. It will be completed prior to the 183A Phase III project commencing construction.</p> <p>2. Yes, Seward Junction South can be accessed from the Summerlyn neighborhood from Falcon Lane, which will be extended further north from CR 263 to tie into the new Seward Junction Loop.</p> <p>3. Yes, TxDOT is scheduled to install signals at Whitewing. The project is anticipated to let in February 2019, and will take 2-3 months once they start construction.</p> <p>4. We anticipate that your concerns of getting out of the Summerlyn neighborhood will be mitigated by (a) access to Seward Junction Loop by means of Falcon Lane, (b) installation of the traffic signal at Whitewing Dr; and, (c) reduced traffic on the existing frontage due to moving some of the traffic to the toll lanes.</p>

Public Hearing
June 13, 2019
Comment/Response Matrix

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Deanne Vance	6/13/19	Comment Form	<p>Safety of cars turning right from 183 to CR 258. What means will be taken to make the intersection of CR 258 and CR 213 with 183 more safe?</p> <ol style="list-style-type: none"> 1. Will that be a controlled intersection? 2. Will the right turn lane from 183 to 258 be long enough to accommodate the amount of traffic turning onto the road? 3. Will the right turn lane onto 258 be configured for the large trucks that turn to go to Lauren Concrete? 	<p>Upgrading the intersection such that US 183 is a four lanes divided section with the addition of left-turn lanes, turnarounds northbound and southbound, and a northbound right-turn lane will provide for safer traffic movements at the intersection.</p> <ol style="list-style-type: none"> 1. TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns on signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County. 2. Design of the right-turn lane from US 183 to CR 258 is based on 2042 traffic projections for the project and TxDOT design standards. 3. Detailed plans, specifications and estimates (PS&E) will take into consideration the need for large truck turning movements at the intersection.
Gary	6/13/19	Comment Form	Please consider acceleration lanes on entrance and exits to residential developments or business.	The Mobility Authority will take this comment into consideration and coordinate with TxDOT to determine the need for acceleration lanes for traffic entering/exiting adjacent properties to/from the US 183 frontage roads.
Jennifer Jensen	6/13/19	Comment Form	I am in support of this project. It will be a huge benefit to residents and business owners in Williamson County. It is so important to stay on track with building roads that align with growth patterns and avoid future traffic problems.	Comment noted.
Tucker Jensen	6/13/19	Comment Form	I am in support of this project. This will greatly help residents commuting to work.	Comment noted.

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Mira Boyda	6/13/19	Comment Form	I am in support of this 183A toll road project. This project will be great for our local communities and help set up for better mobility between them. Leander and Liberty Hill are my neighbors and I personally look forward to my travel into them to being easier and safer.	Comment noted.
Bruce Feltner	6/13/19	Comment Form	We have semi trucks coming from the north and south. At the present, we have a turn lane for trucks heading north to turn onto our property, enabling them to get out of traffic. Will that turning access remain?	In order to facilitate a safe transition from the divided to undivided US 183 roadway, left turns will be prohibited at that location and the center left-turn lane will be removed.
Tim Wharton	6/13/19	Comment Form	Main concern is elevations of roadway if elevation is raised more than a few feet it will cause issues for us and all other homes located on 183 frontage.	Elevation of the tolled main lanes will be required to provide overpasses at major intersecting roads and keep traffic moving, except where the tolled main lanes will be depressed under State Highway 29. The environmental assessment took into account elevation of the roadway at these locations in determining environmental impacts.
Gary	6/13/19	Comment Form	It would be nice to see a lot more trees and bushes planted along the areas between frontage roads and 183A. Please plant more trees and bushes to enhance the overall beautification.	Landscaping will be included in the final project design, although specific features and landscaping design have not been identified at this point in project development. The Mobility Authority will take this comment into consideration when finalizing landscaping plans.
Garon Loader	6/13/19	Comment Form	Please save the trees that are on the tollway portion. The trees can be offered to homeowners; home builders, developments, businesses. This can be made known by letting the media know.	TxDOT does not allow removal of trees from the US 183 right-of-way by private individuals or entities, which comprises most right-of-way within the project limits (north of 183A/US 183 junction). No trees are present within that portion of the Mobility Authority's existing 183A right-of-way that is within the project limits (south of 183A/US 183 junction). Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable.

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Debbie Velchoffs	6/13/19	Comment Form	This is the most expensive piece of toll road in the state of Texas! When are you going to align prices to toll roads found in the rest of Texas? Discounts for seniors maybe? Is the new piece going to be as costly? \$4.00 one way to go from Hero Way to 620 is ridiculous. I avoid this section of toll like the plague.	It's anticipated that the toll rates will be around 29 to 30 cents per mile based on the current toll rates on the existing section of 183A. Toll rates on 183A are determined by the Mobility Authority's Board of Directors. Many factors are considered when setting toll rates.
Michelle Kitchens	6/13/19	Comment Form	<p>Between Green Valley Dr. and Signal Hill Dr.,</p> <ul style="list-style-type: none"> - Preserve the trees - Have public sidewalk/footpath at least 30ft from property line - Add trees between footpath and property line - Add right turn lane to exit neighborhood at Green Valley Dr. and Signal Hill Dr. - Add barrier (such as a wall) between side walk and property line. 	<ul style="list-style-type: none"> - It is Mobility Authority practice to avoid removing trees unnecessarily. - The Mobility Authority will take this comment into consideration. Distance of the shared use path from adjacent property lines will vary, with exact location being determined during the plans, specifications and estimates (PS&E) phase of the project. - Landscaping will be included in the final project design, although specific features and landscaping design have not been identified at this point in project development. The Mobility Authority will take this into consideration. - The Mobility Authority will take the comment on a right-turn lane into consideration and coordinate with TxDOT to determine the need for turn lanes for traffic entering/exiting adjacent neighborhoods and properties to/from the US 183 frontage roads. - Noise impacts of the proposed project were evaluated to determine if noise walls are needed/required. The results of that analysis indicate that a noise wall would be feasible and reasonable per FHWA/TxDOT criteria at the South San Gabriel River park planned by the City of Leander. Noise walls in other locations, where feasible, would not be reasonable since they would exceed FHWA/TxDOT's cost-effectiveness criteria. However, neighborhood walls are being considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhoods express an interest in having walls.

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Rip Rowan	6/3/19	VOH Website Comment	I am an owner of Texas Cut Stone. Our driveway is located on 183 exactly one mile north of Highway 29. I am planning to attend the June 13th meeting but have a question concerning access to our driveway. We have 20 employees daily turning left (west) into our driveway from 183. From review of the drawings I can't determine if, heading north, we will be able to make a safe left turn. Can you comment on this? Thank you, Rip Rowan	In order to facilitate a safe transition from the divided to undivided US 183 roadway, left turns will be prohibited at that location and the center left-turn lane will be removed.
Bruce Nakfoor	6/9/19	VOH Website Comment	While the extension of Hwy. 183 is admirable, It will be EXTREEMLY dangerous to end the freeway in the manner depicted on your map. You are stopping a freeway into a 4 lane Highway with no divided median, shoulders, or center turning lane. At the very least there should be feeder lanes up to CR 1869. This has been brought to your attention numerous times and you have failed to address it.	The limited-access 183A tolled main lanes will end approximately 0.4 mile north of State Highway 29, where a ramp will provide egress to the US 183 frontage road. The 4-lane divided US 183 roadway will continue another 0.7 mile before eventually merging back to the 4-lane undivided highway. Signage will indicate approaching merged lanes and lower speed limits. CR 1869 lies outside of the 183A Phase III project limits. The Mobility Authority will direct concerns related to improvements to US 183 north of the project limits to TxDOT and Williamson County.
Alexander H. Tynberg	6/10/19	VOH Website Comment	I own property adjacent to the northern terminus of the existing 183a tollway and I wholeheartedly support the one possible build alternative. I believe that a "no Build" or "do nothing" option is not viable given the tremendous growth in this region of Williamson County.	Comment noted.

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Alex Tynberg	6/11/19	VOH Website Comment	I provided an earlier comment and now understand the offramp information better. The City of Leander's TOD is not appropriately considered with the offramp design heading southbound on this plan. The offramp that is south of the 183 intersection with 183A is all the way at Hero Way and should be further north to capture access into the Northline development just north of the Austin Community College property. This is a big miss with this plan.	The Mobility Authority will take this comment into consideration. The configuration of on-ramps and off-ramps in this section of the 183A Phase III project is being reviewed.
Donna Spencer	6/13/19	VOH Website Comment	As a new resident of Rancho Santa Fe, entrances located on 183-I am very concerned already with the amount & speed of the traffic outside our entrances. I have had to bypass my own entrance because the very real threat of getting hit by speeding traffic behind me. There is no center turn lane to protect you or help you to make a left out or into our subdivision. School buses come into our subdivision under these same conditions, putting children at risk. The new tollway puts speeding cars closer to our entrances. Please consider adding center turn lanes for us & future growth, lowering the speed limits near us and/or putting in a traffic signal. Thank you!	Since the entrance to the Rancho Santa Fe community is outside of the 183A project limits, the Mobility Authority will direct concerns related to speed and safety in that area to TxDOT and Williamson County.
Diane	6/13/19	VOH Website Comment	I cannot make the meeting tonight, but I was curious as to what the toll road will look like when it ends at cr258 as my house is off that street. Thank you.	The 183A tolled main lanes will end 0.4 mile north of State Highway 29 and will not extend as far as CR 258. At the CR 213/258 intersection, US 183 will be a divided, 4-lane facility with a wide (250-foot) median, left-turn lanes, turnarounds, and a northbound right-turn lane.

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Carrie Eubanks	6/13/19	VOH Website Comment	<p>I would like to suggest consideration of a traffic signal/light to control the future intersection at CR213/CR258 @ 183A. This particular intersection as it is today, is very dangerous for vehicles turning from CR258 or CR213 onto US 183 or crossing US 183. It is also dangerous for cars turning off of US 183 onto those county roads where they risk rear end accidents waiting or slowing to turn. Neighborhoods such as Stonewall Ranch find many more cars now turning left onto CR 213 to access their neighborhood and Bill Burden Elementary School rather than waiting through the traffic at SH 29 to reach Stonewall Pkwy. While having a crossover and divided highway will help this interchange, it will eventually become similar to the current dangerous situations found at US 183 @ Whitewing Dr where cars are trying to cross 2 lanes of excessive traffic that is traveling in excess of 60mph. Additionally, a light will help to slow traffic down through this intersection as they are leaving the toll lanes and accustomed to traveling at 75mph and transitioning safely to the 65mph speed limit on US 183N. This intersection has already earned flashing lights to warn drivers, but a traffic light would be an inexpensive investment into the that will create a much safer highway transition for our community. Thank you for your time and for the public meeting this evening. It was very informative and very professionally prepared.</p>	<p>TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County. A traffic signal is currently planned by TxDOT for the intersection of Whitewing Drive and US 183.</p>

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Aaron Brewer	6/13/19	VOH Website Comment	I am concerned that the elevation of the proposed bridge over the South Branch San Gabriel river will be elevated above the existing roadway and have an additional visual, light, and noise impact to the recreational uses of the River, proposed Leander park, and adjacent neighborhoods. Steps should be made to shield each of these receptors from automotive lights and vehicle noise. Additionally, if any lighting is required, it should be designed so that it is fully shielded to avoid glare aimed at these receptors. I appreciate the proposed multi use trail and the proposed connection to the proposed Leander park. I have heard that the existing 183 highway was built with an experimental surface to reduce noise. Given the high level of road noise anticipated with the project, it is my hope that the surface used for the project will be designed to reduce road noise. The road construction will impact several areas covered with native habitat. Although they may not be of a type that requires mitigation, i would encourage the stakeholders to offset the impacts to natural habitats by ecological restoration and native plant use wherever possible.	Elevated sections of roadway were evaluated for noise and visual impacts in the environmental assessment. The Mobility Authority will take into consideration the comments on shielding adjacent properties and uses from roadway illumination and automobile headlights and on the use of pavement material to reduce noise. Roadway illumination and pavement requirements will be determined with the development of detailed plans, specifications and estimates (PS&E) for the project. The future City of Leander park qualifies for a noise barrier. Unfortunately, however, noise barriers for the adjacent neighborhoods do not meet federally required feasibility and cost-benefit criteria. The Mobility Authority and TxDOT are committed to best management practices for vegetation prescribed by the Texas Parks & Wildlife Department, which include minimizing vegetation cleared, avoiding removal of native vegetation, preserving mature trees, replacing trees, and re-vegetating with locally adapted native species.
Roseanne Hyman	6/16/19	VOH Website Comment	This may have been addressed already, but I was not able to attend the June meeting. My question is since my backyard is adjacent to the 183 frontage road at the corner of Signal Hill, I am wondering if the new 183A toll lanes as well as the exit ramp in this area will be built higher than the 183A frontage road. Thank you.	At Signal Hill Drive, the proposed roadway will be at grade and the roadway surface will only be a few feet higher than the existing ground surface.

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Roy Avila	6/18/19	VOH Website Comment	A signal light be installed at the CR258 and 183 crossing. It is already a dangerous intersection due to speed and visibility and that it would be more dangerous as vehicles come off the toll lanes at 70+mph onto the frontage road so very close to CR258.	TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.
Gary Bucchianeri	6/18/19	VOH Website Comment	I am writing in regards to the intersection of CR 258 and 183. As it stands now we just have a flashing light and it is dangerous enough to get across as south line of site is not great because of the hill. Now this proposal is going to increase speed limit and decrease line of sight. Who will pay for the lawsuits when injuries occur. We need to have a signal at that intersection for sure. Across CR 258 new homes are going in and since the improvements to CR 258 it is getting so much more usage. I think the rest of the project is great but you have to address the concerns of that intersection.	TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Gary Lehrer	6/17/19	Email Comment	To those officials involved with the planning and approval of the "183 Phase 3 Project". I have taken the time to carefully review all online planned/proposed project information in conjunction with the 183A Phase 3 expansion. It appears to be proactive in addressing our growth in Liberty Hill and effectively moving the expected traffic. However, I am a resident off CR258 and Sunny Slope Road. My concern is 183 and CR 258. The planned 183A Phase 3 expansion "will" make an already under safe intersection a very dangerous intersection. I would suggest a green/yellow/red controlled light intersection, this will hopefully prevent the inevitable fatality accident from ever occurring at 183 and CR 258. Please freely contact me with any questions or require additional information.	TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.
Dennis Symank	6/17/19	Email Comment	In response to Gary Lehrer's email comment: Thanks for your comments to the 183A project group. You nailed it-an already dangerous intersection will become more dangerous. The only way they can slow down the 70-75 mph toll lanes will be having a traffic light at CR 258. Thanks for sharing your email comments with me.	TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to on signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.

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Name	Date	Method	Comment Summary	Response
Virginia Partain	6/20/19	VOH Website Comment	<p>How and when are Neighborhood Fences considered. Are they built due to situations made by the toll road? Assistance where noise barriers are not reasonable due to cost? Privacy due to the pedestrian and bike paths behind my back fence is of concern, as well as noise. What the guidelines for planting trees. Are Fences and Trees possible, or just one or the other. Are there limits to material, height, etc? Would there be monetary obligations for the property owners/home owners. There is also concern in regard to one of the toll exits planned will be at the Signal Hill Entrance to our subdivision, where currently we have no right turn lane but use the shoulder per state code. When project started some subcontractor was to clear the ROW. Unfortunately, without notice or information to the property owners next to the highway, the huge existing trees were all removed. Exception if a tree was an anchor for a fence. That bit I learn when I questioned why some trees were removed and others not. Should there be some consideration that the natural existing trees were removed that originally provided privacy and some noise reduction.</p>	<p>- Noise impacts of the proposed project were evaluated to determine if noise walls are needed/required. The results of that analysis indicate that a noise wall would be feasible and reasonable per FHWA/TxDOT criteria at the South San Gabriel River park planned by the City of Leander. Noise walls in other locations, where feasible, would not be reasonable since they would exceed FHWA/TxDOT's cost-effectiveness criteria.</p> <p>- Neighborhood walls are considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhoods express an interest in having walls. When a neighborhood and the Mobility Authority agree to neighborhood walls, they are constructed at the expense of the Mobility Authority on public right-of-way, so there would be no monetary obligations from property owners. Details of wall materials and dimensions would be explained in meetings with neighborhood representatives.</p> <p>- It is Mobility Authority practice to avoid removing trees unnecessarily. No clearing or other construction has yet begun for the 183A Phase III project as of this date.</p>

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Name	Date	Method	Comment Summary	Response
Kang Lee Zennie Wey Yuh-Jaan Wey	6/20/19	Email Comment	<p>As the affected owners (R022811&R449873) of the proposed 183A continuation we have three comments as follows:</p> <ol style="list-style-type: none"> 1. It is unclear why the proposed ROW taking (#1 and 2 on the Right-Of-Way Overview that is just north of CR 258, on 183, consists of the 17.6121 or 14.6121 acres (#1) and .7724 acres(#2) listed on the Overview is reasonable or necessary for the proposed ROW. The taking appears to be far larger than the proposed 183 continuations. It is unclear to us whether the taking is for a future development that has not yet initiated in the proposal, or the environmental assessment process, or any other similar planning? 2. In addition, if the proposed ROW taking were to occur, this would leave the parcel owners with no way to access the land from 183A, which significantly reduces the available frontage along 183A, and in turn significantly reduces the utility of the remaining parcel for a long uncertain future term. 3. Further, there is a retention pond presently being constructed at the corner of CR 258 and 183, which should be relocated because of it occupies a significant percentage of the parcel and is also located on the most valuable part of the parcel, which is a detriment to the parcel owner. <p>With this comment, the affected owners of the parcels are fully aware of their rights and expect answers and/or actions from Central Texas Regional Mobility Authority.</p>	<ol style="list-style-type: none"> 1. The right-of-way proposed for acquisition near the northern terminus of the 183A Phase III project is what has been deemed necessary to allow for a safe transition from the divided to undivided US 183 facility and provide a design that would not obstruct future potential improvements to US 183 north of the project terminus or to the intersection with CR 213/258. The Mobility Authority will review the right-of-way needs at this location prior to initiation of the right-of-way acquisition process. 2. Control of access is not proposed for the northbound lanes of US 183 in the area of right-of-way acquisition northeast of the intersection. Access to this section of roadway will be permitted in accordance with the TxDOT Access Management Manual. 3. The Mobility Authority will take this comment into consideration as it closely reviews drainage and right-of-way needs for the project.

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Name	Date	Method	Comment Summary	Response
Richard Patnaude	6/20/19	VOH Website Comment	We need our main entrance returned back to Signal Hill DR. This road is the main feeder road to all the streets in High Gabriel West subdivision! And most importantly a turn lane onto Signal Hill Dr. for south bound traffic entering High Gabriel West Subdivision from 183A! Please! Please! Please! it for the safety of the people that live here in High Gabriel West Subdivision. Thank you Richard	The reason and need for placing the intersection at Green Valley Drive as part of the earlier US 183 project was to provide sufficient spacing from the US 183/Bryson Ridge intersection to the south for traffic and safety purposes. The Mobility Authority will take this comment into consideration as it considers improvements in the Green Valley Drive vicinity. The proposed turnaround at Green Valley Drive will also facilitate access to Signal Hill Drive for northbound traffic.
Mary and Bryan Scheible	6/26/19	VOH Comment	Thank you for making the time to meet at your office to review our safety concerns. That location is the largest employer within that group of buildings. Current head count is around 30. That site also receives 8-20 trucks daily. The number varies daily depending on plant production out-put. That plant is currently being expanded to increase volume. New Cap-X equipment has been installed and more is planned. We are meeting with Liberty Hill to discuss building expansion. This expansion would create another 25-30 jobs along with doubling daily semi-truck traffic. Under the current 183A preliminary expansion plan, trucks (most come from Austin) would drive past building, make U turn, cross 2 lanes of 70mph traffic, stay in right lane for a few hundred yards to make a right into our parking lot. Please consider an additional turnaround in front of our site enabling trucks/employees to cross 183A to enter parking lot. Image attached of expansion plans. Please let us know if you have any questions. Kind Regards, Mary and Bryan Scheible	The Mobility Authority will take this comment into consideration. The location and configuration of proposed turnarounds in this part of the 183A project are being reviewed to ensure an optimal design for safe turning movements.

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Name	Date	Method	Comment Summary	Response
Aron Kloesel	6/26/19	VOH Website Comment	<ul style="list-style-type: none"> • Preserve the trees between the property lines and the frontage roads that are currently there along the high Gabriel subdivision on both sides. • The side walk between green valley and signal hill to be pushed out as far as possible off the property line, at least 30 feet • We need a neighborhood wall for security at least 10 feet high, built of some type of masonry. Position to be determined. • Two rows of trees between the neighborhood wall and side walk, one row of oaks, one row of a fast growing tree that will serve as barrier until the oaks have time to grow up. Do not need in the section that already has trees if they are left as requested on the west side of the highway closer to the green valley entrance. • Rt turn/acceleration lane at green valley and signal hill dr to allow the cars that are exiting the neighborhood to pick up speed to merge into traffic since there is no light or stop sign at these two roads. It is not safe and hard to get out since the amount of traffic has increased since the expansion of the high way. • Acceleration lane for the u-turn at green valley to climb the hill. The amount of traffic will increase more than double there because the u-turn in front of Reids tractor will be taken out. This u-turn is also used for the west side of the neighborhood to get to signal hill dr. • Green valley needs to be widened to accommodate two lanes of traffic in the turn. With increased traffic at this intersection we need to be able to get off the highway fast enough to get out of the way and do not need to worry about slowing to hit someone coming around the turn. Need to be able to focus on clearing the access road and not worrying about exiting vehicles coming out of the neighborhood. Several crashes have almost happened with the school buses and large commercial vehicles that can not stop fast and several cars have had to hit the ditch causing damage to the cars and road way. 	<p>- It is Mobility Authority practice to avoid removing trees unnecessarily.</p> <p>- The Mobility Authority will take this comment into consideration. Distance of the shared use path from adjacent property lines will vary, with exact location being determined during the PS&E phase of the project, currently underway.</p> <p>- Neighborhood walls are considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhoods express an interest in having walls. Details of wall materials and dimensions would be explained in meetings with neighborhood representatives.</p> <p>- Landscaping will be included in the final project design, although specific features and landscaping design (such as trees or other vegetation and their placement) have not been identified at this point in project development.</p> <p>- The Mobility Authority will take these comments on turn lanes and acceleration lanes into consideration and coordinate with TxDOT to determine the optimal design solution for providing safe turning movements to/from the US 183 frontage roads.</p>

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Name	Date	Method	Comment Summary	Response
Mary Scheible	6/26/19	VOH Website Comment	The GM and employees of our tenant brought the following concern to our attention. 95% of the employees arrive from the south of our building so they will travel northbound on 183. The first shift employees arrive within 5 minutes of each other each day. The concern is turning left using the turnaround proposed may cause cars to be stopped and waiting to enter the turning lane on the northbound side of 183 because of all of the southbound traffic will cause cars to have to wait to turn. Their concern is with being hit by a northbound traveling vehicle. With the proposed expansion of our building and expanding workforce the employee count is expected to double over the next 5-7 years which will increase this concern. A possible left turning lane on the northbound side would alleviate this concern. Thank you	The Mobility Authority will take this comment into consideration as it considers safety and traffic factors to ensure an optimal design for safe turning movements at this location.
Alex Tynberg	6/27/19	VOH Website Comment	Please include east-west pedestrian connections for all intersections in Leander for pedestrian access across the tollway.	The Mobility Authority will coordinate with the City of Leander and TxDOT to provide crosswalks and ramps at intersections in Leander that currently do not have them when sidewalks or shared use paths are extended to those intersections.
Wayne Watts	6/27/19	VOH Website Comment	Please see attached Resolution by City of Leander City Council	The Mobility Authority will take this comment into consideration. The configuration of on-ramps and off-ramps in this section of the 183A Phase III project is being reviewed.

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Name	Date	Method	Comment Summary	Response
Bobbi Marquardt	6/28/19	VOH Website Comment	<p>Our house is in San Gabriel subdivision and currently back up to 183. We enter and exit through out back fence on occasion. If a wall, row of trees or walking path is placed to close to the current wooden privacy fence this will prevent us from entering or exiting our fence in the future. Leaving items that are currently in our yard unable to ever come out. Also as for a walking path, I believe current plans are to put this wall roughly 5 ft off of our current fence. There is plenty of room to go at least 30 to 50 ft off of the current fence, put the walk way and this would allow home owners and PEC the ability to enter and exit through the back yards when needed. As are as having a wall or trees, I really do not care either way as long as we can continue to enter and exit through our back privacy fence. Thank you, Bobbi Marquardt</p>	<ul style="list-style-type: none"> - Distance of the shared use path from adjacent property lines will vary, with exact location being determined during the PS&E phase of the project. - Neighborhood walls are considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhood residents express an interest in having walls. Neighborhood walls are not proposed unless residents indicate that they want them. - In order to construct a gate as a part of the potential wall, application and approval of a driveway permit from TxDOT would be required. - Landscaping will be included in the final project design, although specific features and landscaping design (such as trees or other vegetation and their placement) have not been identified at this point in project development. - The Mobility Authority will coordinate with PEC and other utilities prior to construction.

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Name	Date	Method	Comment Summary	Response
Cindy Bailey	6/28/18	VOH Website Comment	Hello I live in San Gabriel subdivision and our home backs up to 183. My husband and I currently have a gate that slides open for access into our back yard. We use this access many times per month moving in trailers, boats, and automobiles. With your current plans to add a sidewalk super close to our fence and possible a wall, this will prevent us from accessing our yard. All I would ask is you place the sidewalk 40-50 feet off of our back fence and do not block our yard access with a wall or trees. If a wall is an absolute must, we ask that a gate be put in so that we can still access this portion of our yard. Thank you Cindy Bailey	<ul style="list-style-type: none"> - Distance of the shared use path from adjacent property lines will vary, with exact location being determined during the PS&E phase of the project, currently underway. - Noise impacts of the proposed project were evaluated to determine if noise walls are needed/required. The results of that analysis indicate that a noise wall would be feasible and reasonable per FHWA/TxDOT criteria at the South San Gabriel River park planned by the City of Leander. Noise walls in other locations, where feasible, would not be reasonable since they would exceed FHWA/TxDOT's cost-effectiveness criteria. - Neighborhood walls are considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhoods express an interest in having walls. - In order to construct a gate as a part of the potential wall, application and approval of a driveway permit from TxDOT would be required.



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Name	Date	Method	Comment Summary	Response
Mary Scheible	6/28/19	VOH Website Comment	I represent MBS Family LP, the owners of the property at 951 N Hwy 183 in Liberty Hill. We have been made aware of the proposed 183A extension which will directly effect the entry and exit of this property. We have submitted previous comments with our concerns and proposed amendments to the project to offer increased safety upon entry and exit. We have since been in contact with our tenants Gintzler International -TX a Resource Label Group company along with their real estate counsel who also agree with our proposed amendments and support the changes proposed to insure safe entry and exit for their employees, customers and vendors including LTL large trucks.	The Mobility Authority will take this comment into consideration as it considers safety and traffic factors to ensure an optimal design for safe turning movements at this location.

DRAFT