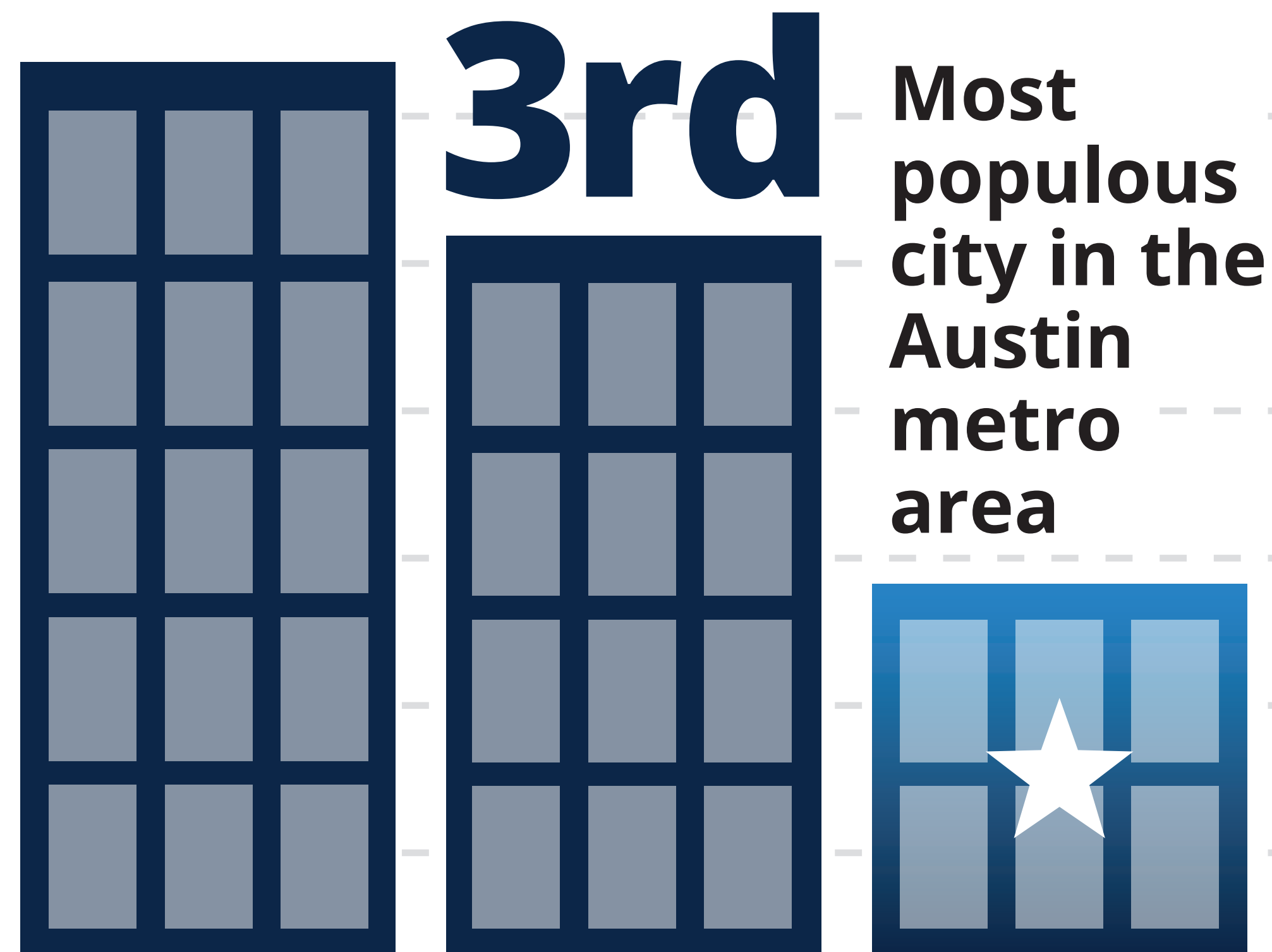


183A



COMMUNITY GROWTH

CEDAR PARK

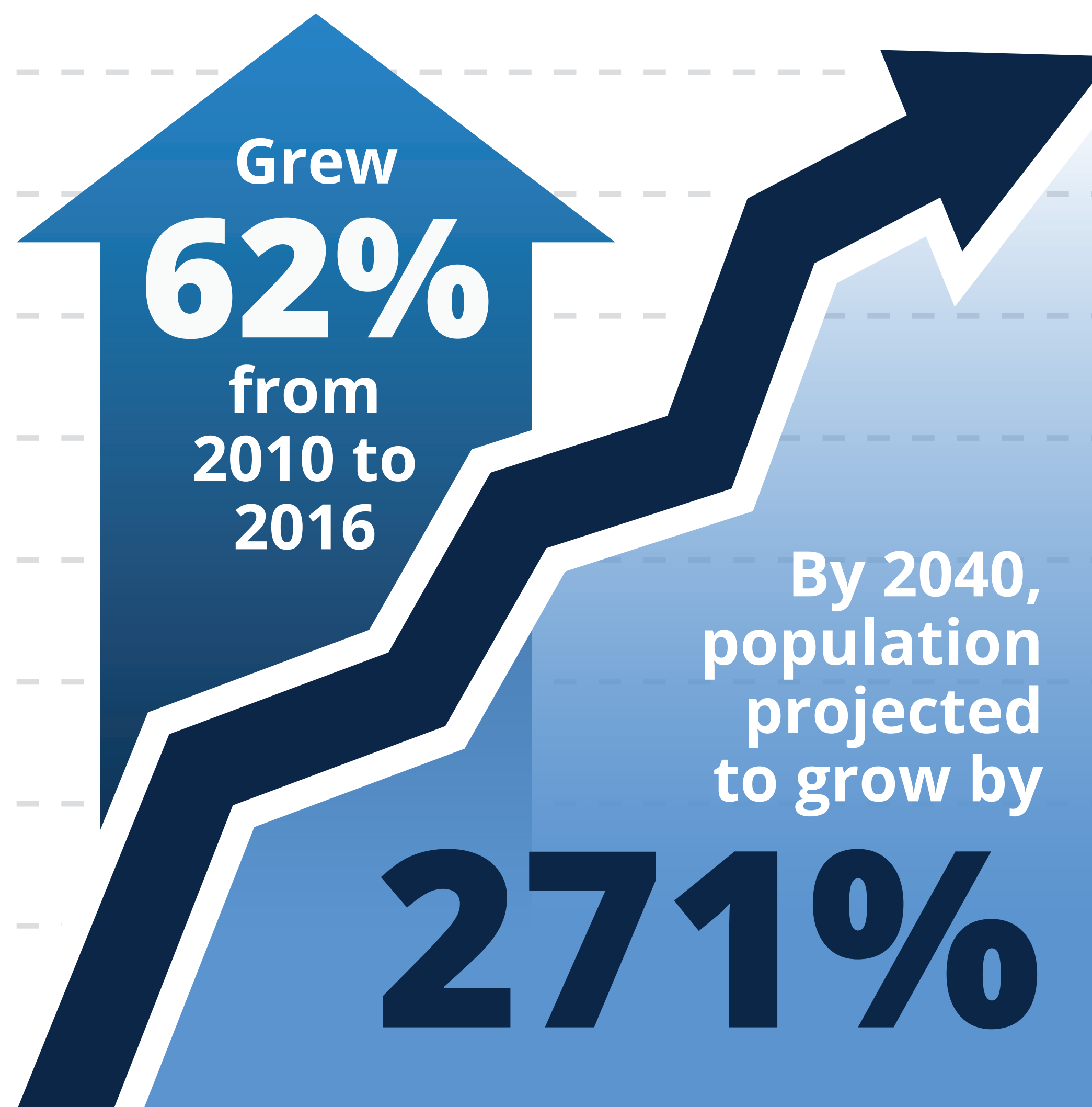


Approximate population growth from 2010 through 2016

33%

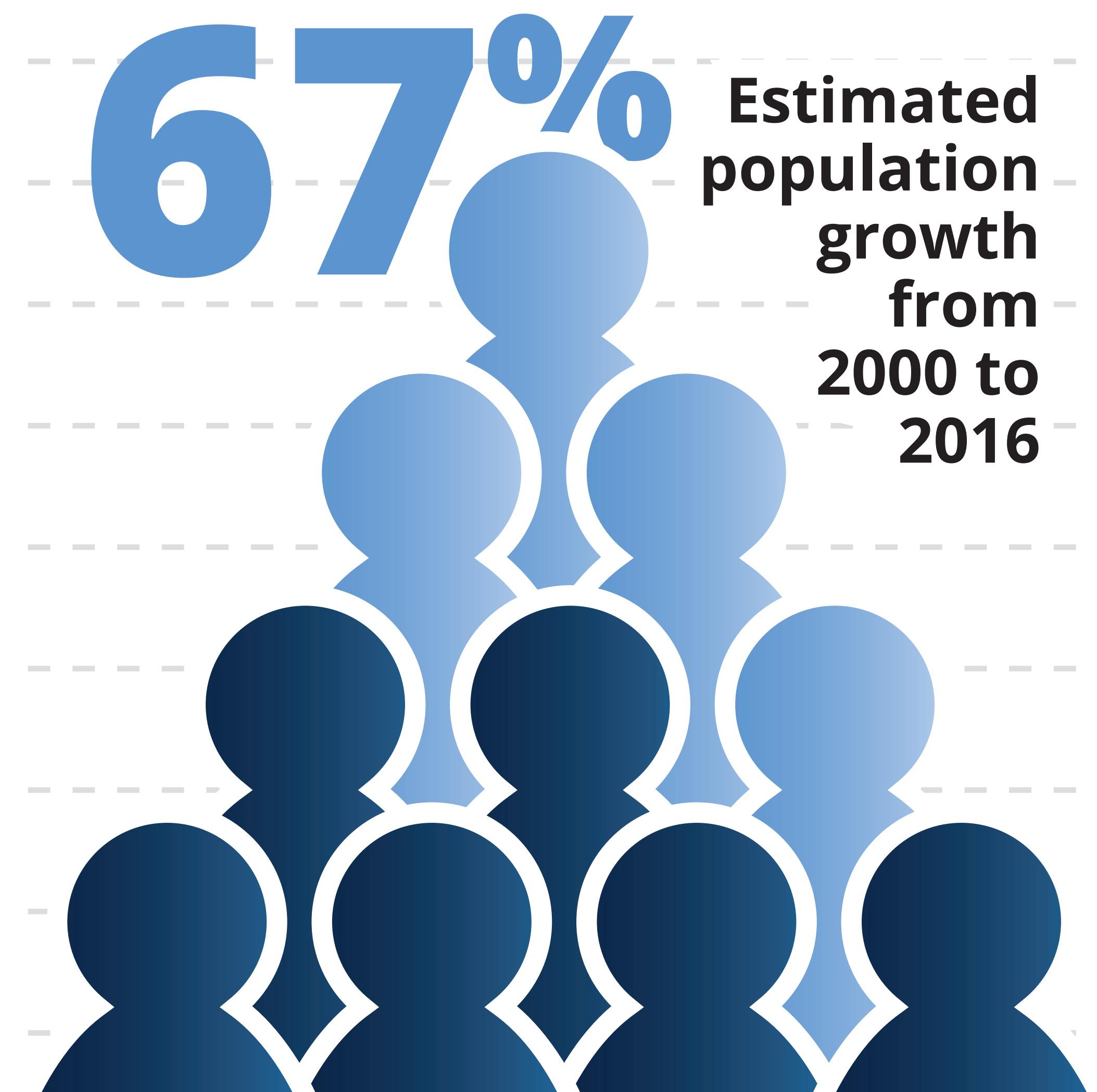
Source: US Census Bureau

LEANDER



Source: US Census Bureau, Texas Water Development Board

LIBERTY HILL



Source: City of Liberty Hill

Traffic volumes along US 183 are anticipated to increase by

166%

over the next 25 years



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 PHASE III

ENVIRONMENTAL PROCESS PURPOSE AND NEED

Purpose

What are we doing to address the need?

- Avoid future traffic congestion
- Save commuters time
- Provide reliable option for drivers and emergency vehicles
- Enhance mobility

The National Environmental Policy Act (NEPA) requires projects study their potential environmental impacts. Defining a Purpose and Need is a fundamental requirement of the study, which outlines what we are trying to accomplish and why it is necessary.

Need:

What problem are we addressing?

- Traffic volumes are predicted to increase, driven by population boom

183A

PROJECT OVERVIEW

PHASE III

LEGEND

- 183A Toll Open to Traffic
- 183A Phase III Environmental Study
- Transition

LIBERTY HILL

PROPOSED SEWARD JUNCTION LOOP

Ultimate configuration 3 lanes in each direction, construct 2 lanes now

Extend 6.6 miles from Hero Way to SH 29

183A PHASE III

WHITEWING DR

LARKSPUR PARK BLVD

S GABRIEL DR

SIGNAL HILL DR

BRYSON RIDGE TR

BAGDAD RD

SAN GABRIEL PARKWAY

LEANDER

183

HORIZON PARK BLVD

HERO WAY

RONALD REAGAN BLVD

2243

183A TOLL

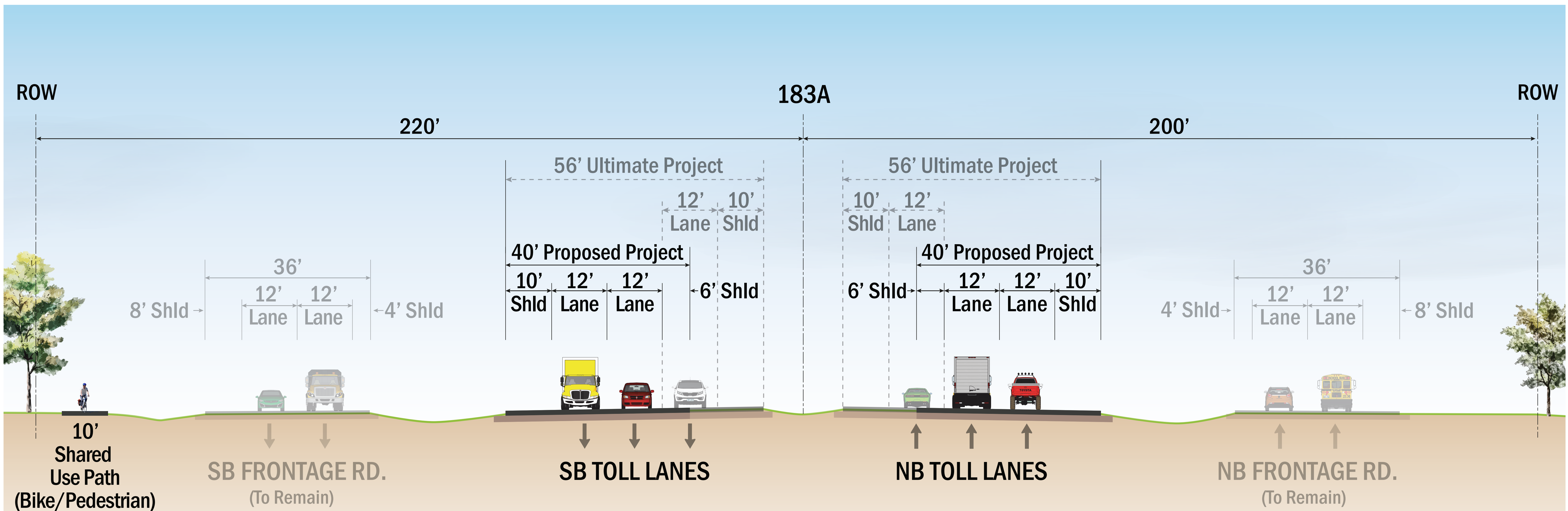
Primarily within the existing right of way



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TYPICAL SECTION



Build Alternative



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PHASE III

SHARED USE PATH



Hero Way

LEGEND

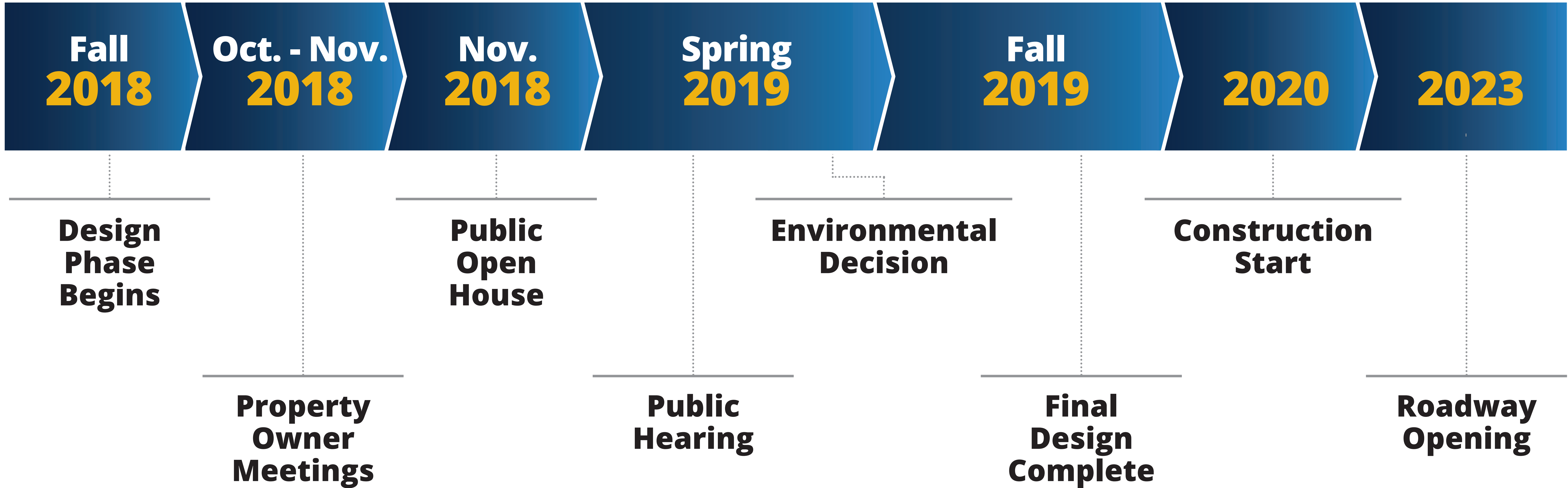
- NON-TOLLED FRONTAGE ROAD
- TOLL ROAD
- PROPOSED SHARED USE PATH



What is a Shared Use Path?
An ADA-compliant, multi-modal paved trail for bicyclists and pedestrians.



PROJECT TIMELINE



*All dates subject to change

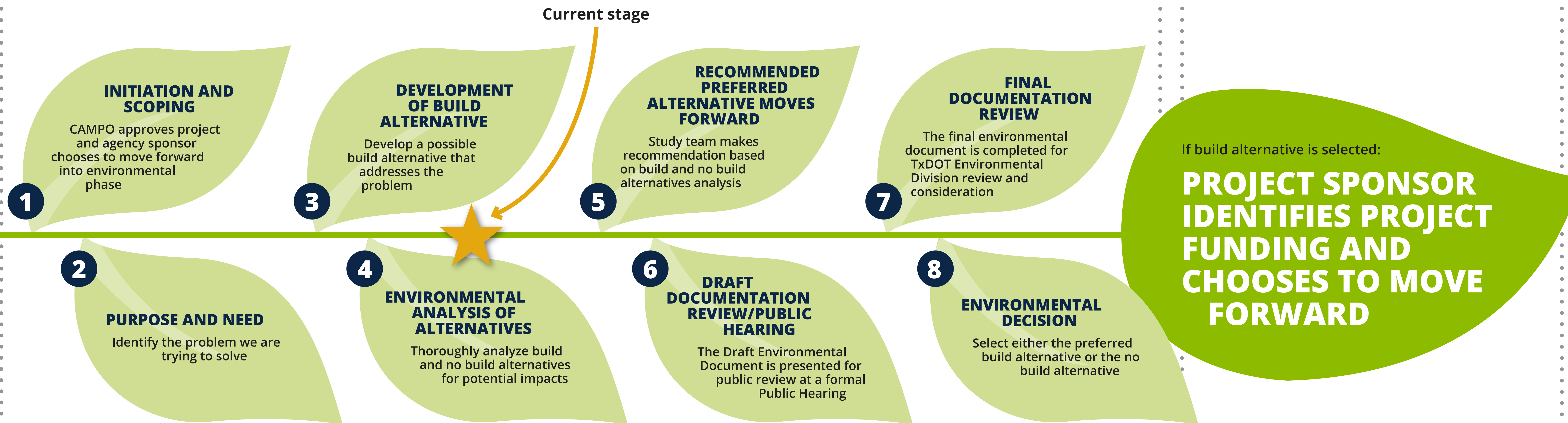
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ENVIRONMENTAL PROCESS

PUBLIC AND AGENCY OUTREACH EFFORTS (REQUEST FOR INPUT)

Public Information /
Construction Communications Efforts



PREPARATION OF ENVIRONMENTAL DOCUMENT AND SCHEMATIC DEVELOPMENT

Final Design /
Construction Efforts

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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 **PHASE III**

ENVIRONMENTAL ASSESSMENT

The environmental study will include information on these topics

Public and agency involvement throughout process

Evaluation of potential impacts

Discussion of purpose and need for the project

Discussion of alternatives

Detailed description of the affected environment

Selection of recommended alternative

Build alternative, extending 183A toll lanes to SH 29

No build alternative

Natural resources

Human environment

183A

PHASE III

RESOURCES ANALYZED IN THE ENVIRONMENTAL ASSESSMENT



Right-of-Way Acquisition



Utilities and Emergency Services



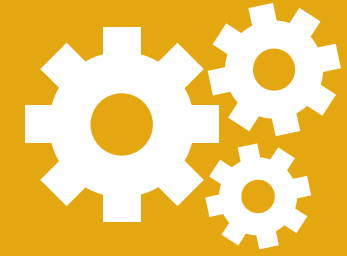
Prime or Unique Farmland



Water Resources



Air Quality



Indirect and Cumulative Effects




Land Use and Community Impacts



Bicycle and Pedestrian Facilities



Visual and Aesthetic Quality



Wetlands, streams, floodplains, groundwater, aquifers



Hazardous Materials



Construction Phase Impacts



Environmental Justice



Parks and Recreation Areas



Cultural Resources



Biological Resources



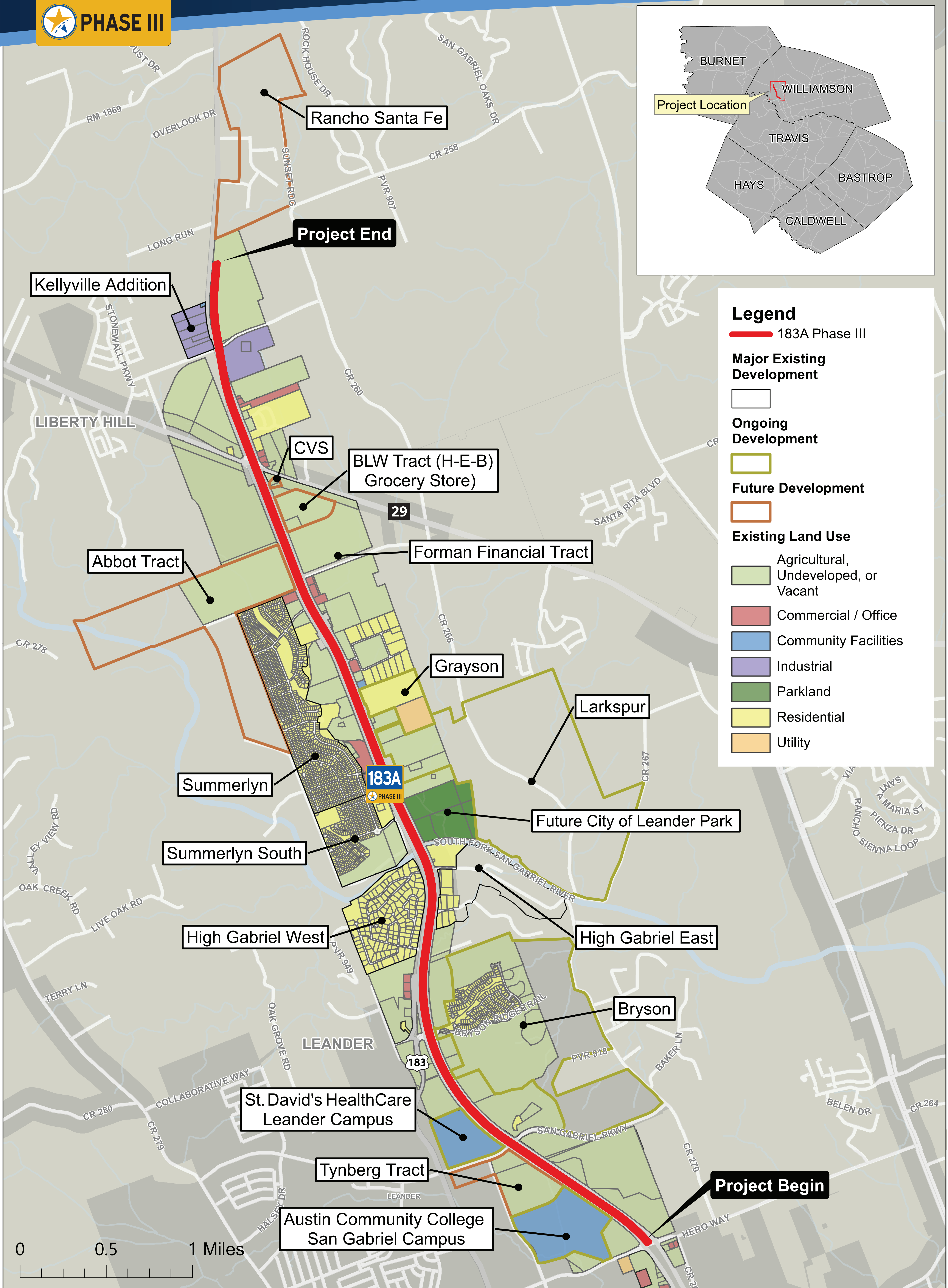
Traffic Noise

Minority and low-income populations

Archaeological and historic resources

Wildlife, vegetation, threatened and endangered species

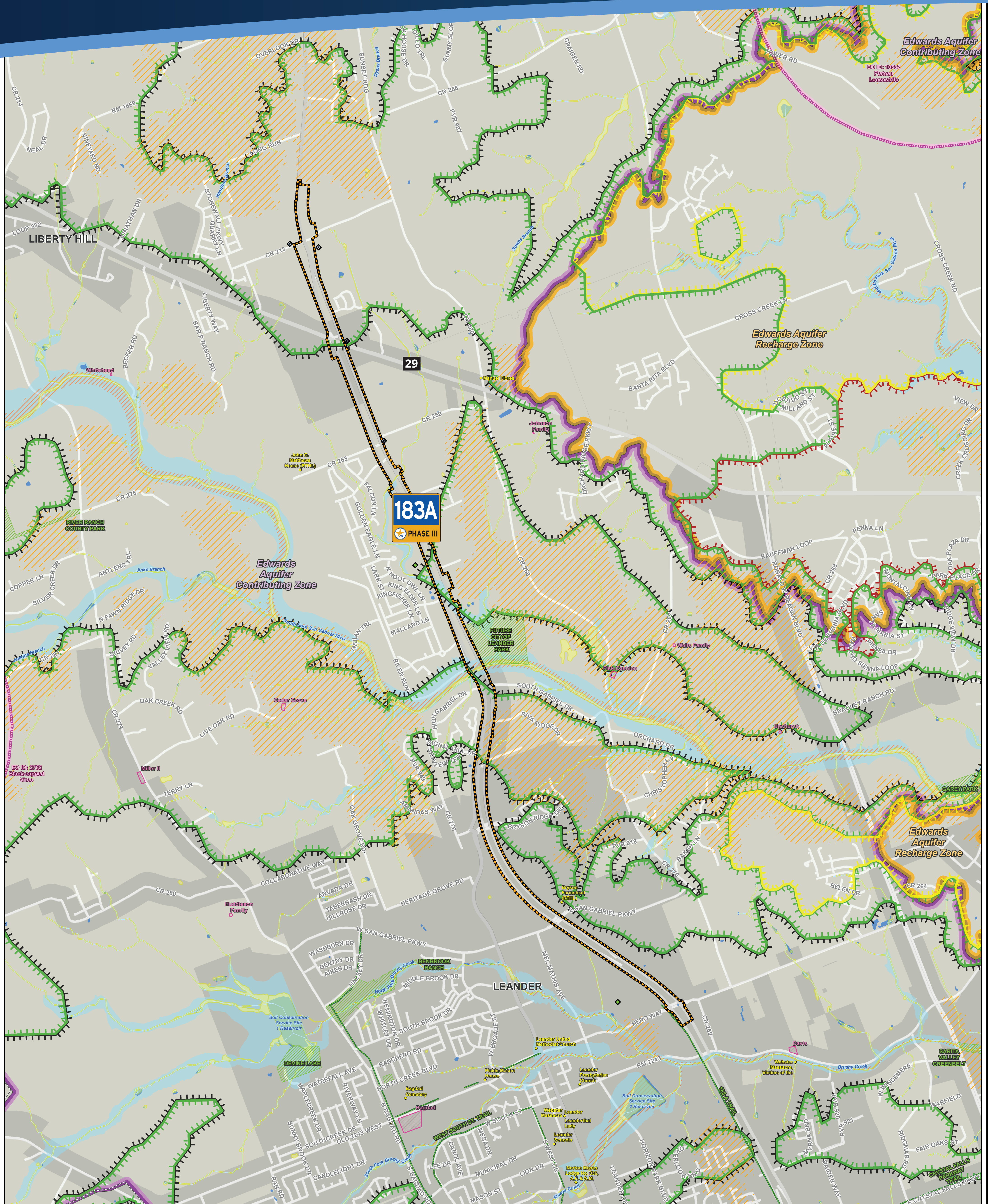
LAND USE CONSTRAINTS



183A

PHASE III

ENVIRONMENTAL CONSTRAINTS



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PHASE III

- Project Location
- City Limits
- NHD Stream
- NHD Water
- NWI Wetland
- 100-Year Flood Zone
- Designated Floodway
- Historical Marker
- Cemetery
- Park
- Potential GCWA Habitat
- Hazardous Waste Sites
- Petroleum Storage Tanks

- Edwards Aquifer Contributing Zone
- Edwards Aquifer Recharge Zone
- Karst Zone 1 - Known E.C.S.
- Karst Zone 2 - High Probability E.C.S.
- Karst Zone 3 - Low Probability E.C.S.
- Karst Zone 4 - No E.C.S.

- N
- 0 0.25 0.5 0.75 Miles
- 0 0.5 1 Kilometers

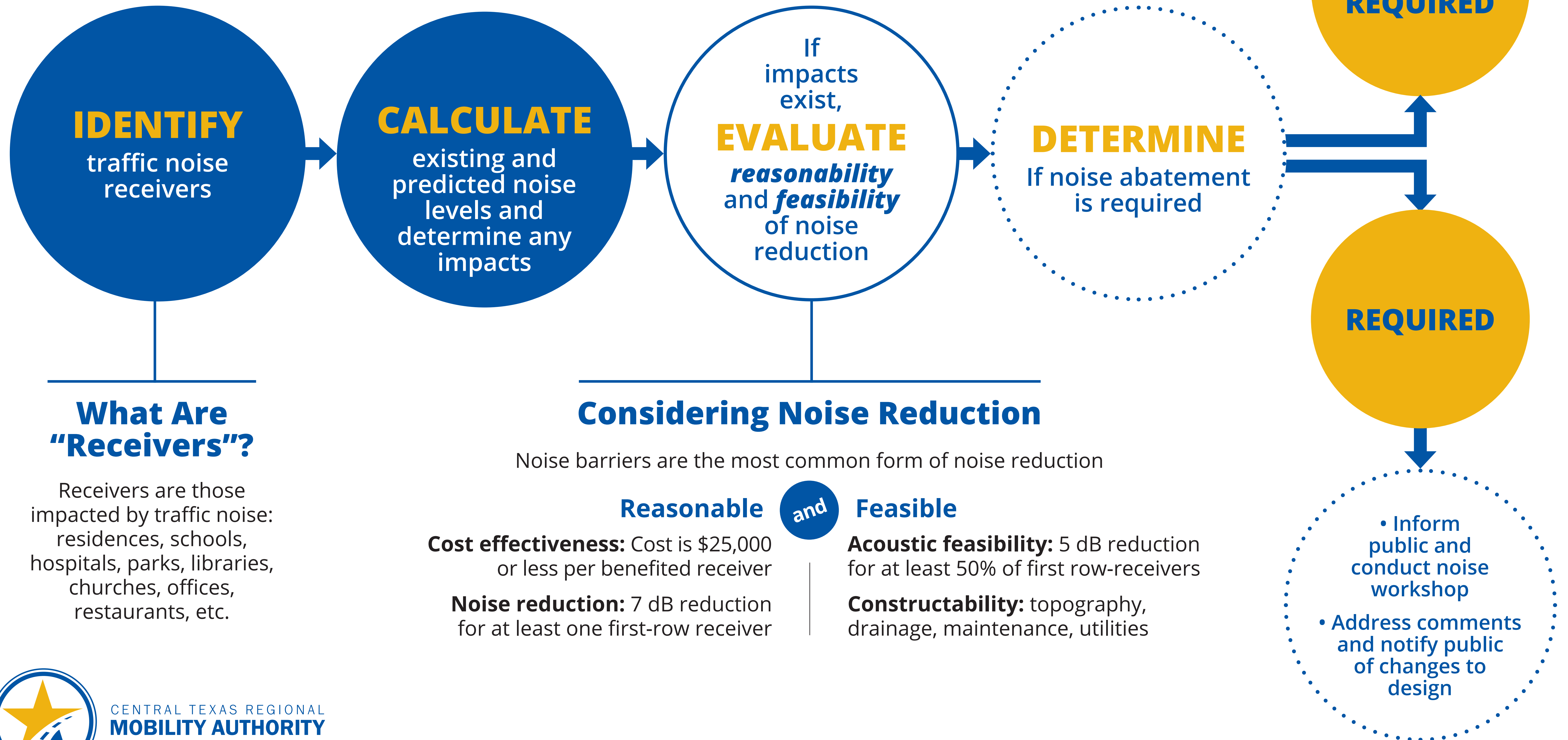


Map Created: 11/5/2018
 Data Sources: NHD (2018), NWI (2018), FEMA NFHL (2018),
 THCA (2018), TxDOT (2018), WICCO RHCP (2008),
 TCEQ (2005), Veni (2007), Williamson County (2018),
 Banks (2018), City of Leander (2017)

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PHASE III

NOISE EVALUATION



What Are "Receivers"?

Receivers are those impacted by traffic noise: residences, schools, hospitals, parks, libraries, churches, offices, restaurants, etc.

Considering Noise Reduction

Noise barriers are the most common form of noise reduction

Reasonable and Feasible

Cost effectiveness: Cost is \$25,000 or less per benefited receiver

Noise reduction: 7 dB reduction for at least one first-row receiver

Acoustic feasibility: 5 dB reduction for at least 50% of first row-receivers

Constructability: topography, drainage, maintenance, utilities

NOT REQUIRED

REQUIRED

- Inform public and conduct noise workshop
- Address comments and notify public of changes to design

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PHASE III

HIGHWAY TRAFFIC NOISE AND ABATEMENT

- **Sound** is generated from **tires, engines,** and **mufflers** of vehicles
- The majority of sound comes from **friction of tires** with road and **increase with vehicle speed**

Diffraction refers to the amount of sound that passes over the top of the noise barrier

A high wall means a greater diffraction angle, which means more noise reduction

Beyond 500 feet from roadway, barriers have a negligible effect on noise reduction

Noise barriers provide little benefit for **receivers** elevated above roadway

Noise barrier must be high and extend far enough to block **line of sight**, which generally achieves 5 dB reduction in sound

An area of **decreased sound energy** – or noise reduction – under the diffracted sound

Diffracted Sound

Shadow Zone

Transmitted Sound

Line of Sight



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WHAT'S NEXT?

Continue to **listen** to and **engage the public**

- Public Hearing
Spring 2019

Coordinate
with **local**
agencies

Host
additional
stakeholder
meetings,
as needed

Further **refine**
build alternative,
analyze and **document**
findings in the draft
Environmental Assessment



Get a tag, save
up to **25%**
on tolls.

Tags are the simplest,
most cost-effective
way to pay your
tolls – and
you have a
choice
when it
comes to
how to pay.



bancpass
pluspass



EZTAG

KTAG

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