

# Public Hearing

183A



PHASE III

# Welcome!



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**MOBILITY AUTHORITY**

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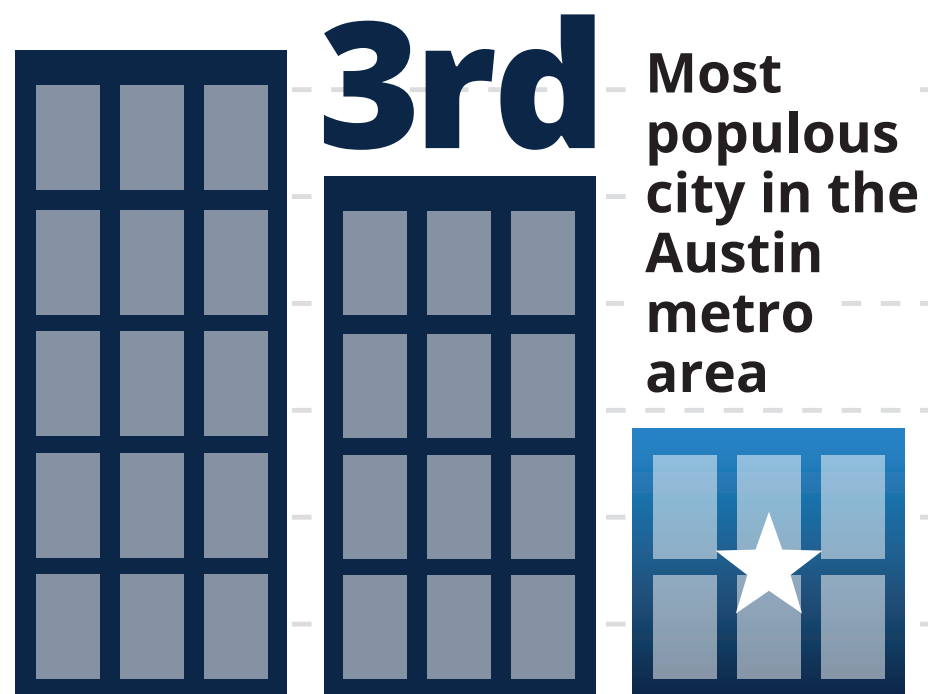
Contact  
the team:  
**512-996-9778**  
or **183APhase3**  
**@ctrma.org**

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## COMMUNITY GROWTH

### CEDAR PARK

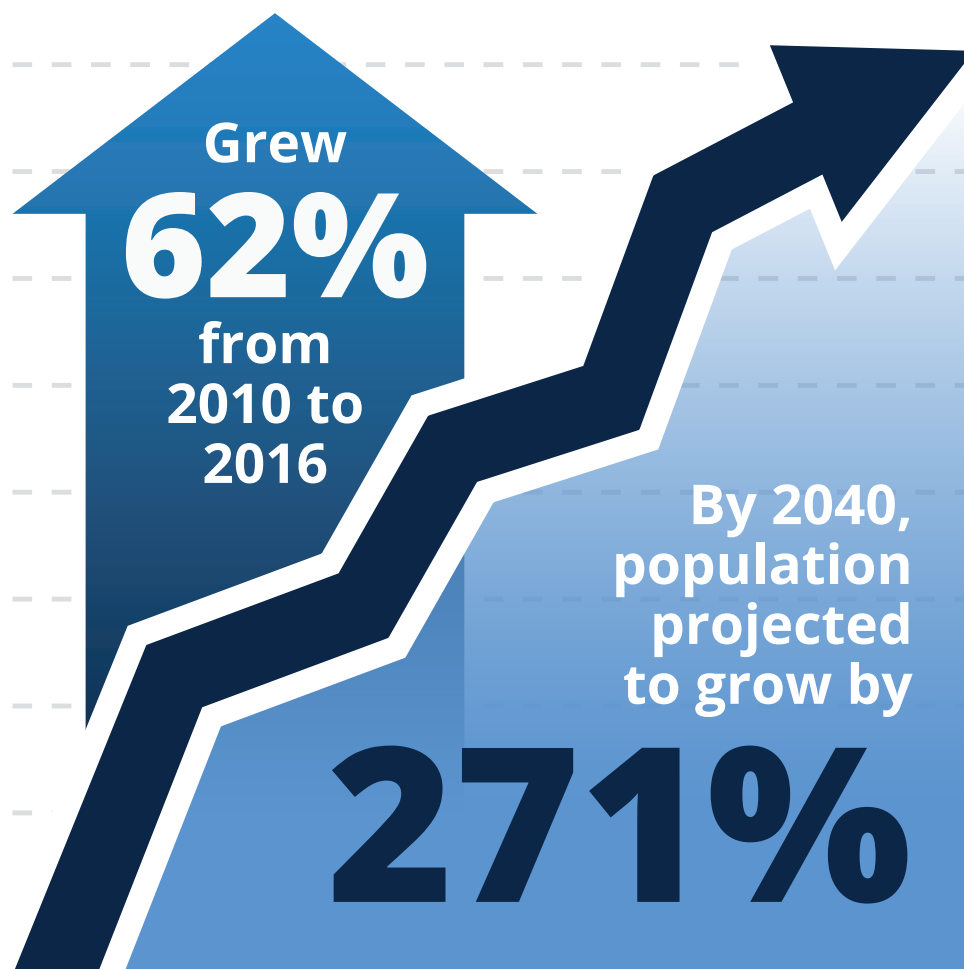


Approximate population growth from 2010 through 2016

**33%**

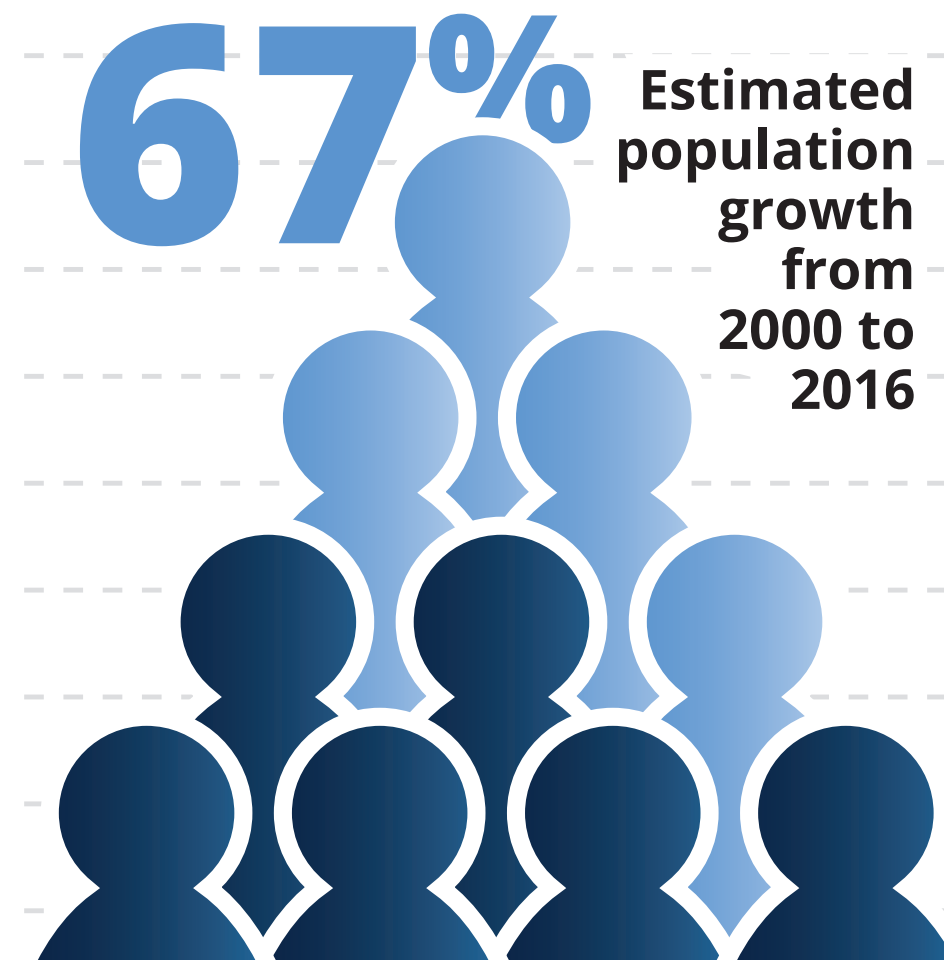
Source: US Census Bureau

### 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

**183%**

over the next 26 years



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## 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

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# PROJECT OVERVIEW

**LEGEND**

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

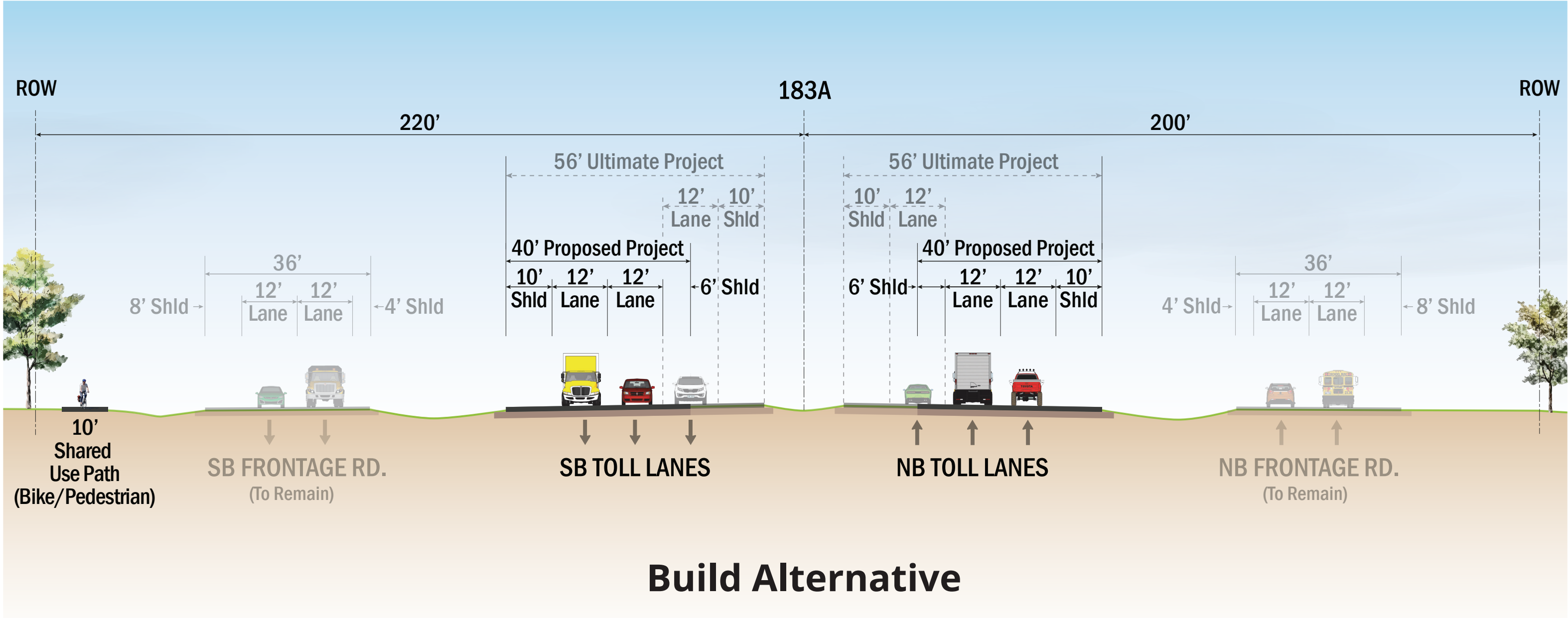
**Extend 6.6 miles from Hero Way to SH 29**

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

**Primarily within the existing right of way**



# TYPICAL SECTION



**Build Alternative**

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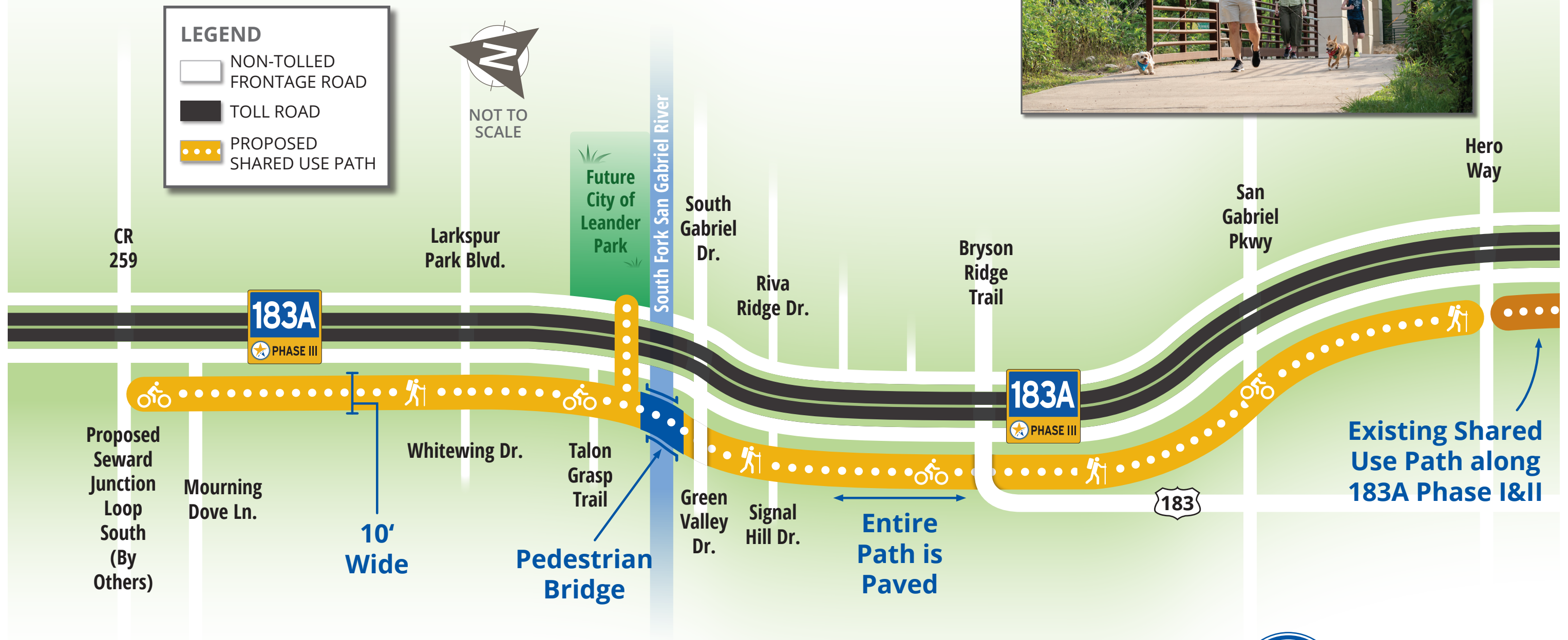
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## SHARED USE PATH



**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.

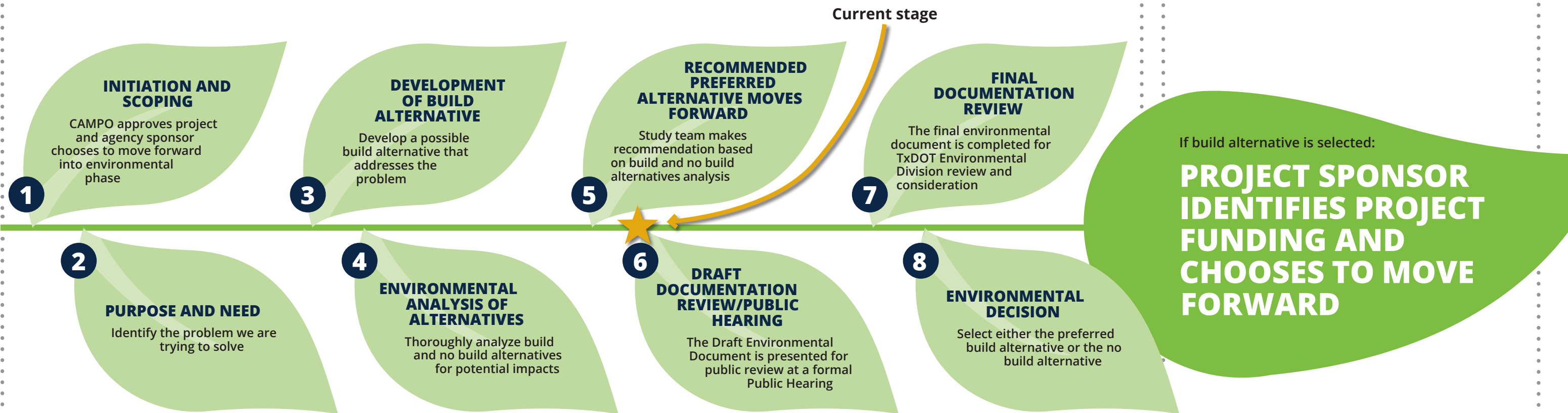
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# Environmental Process

## 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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# ENVIRONMENTAL ASSESSMENT

*The environmental study includes 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

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## 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**

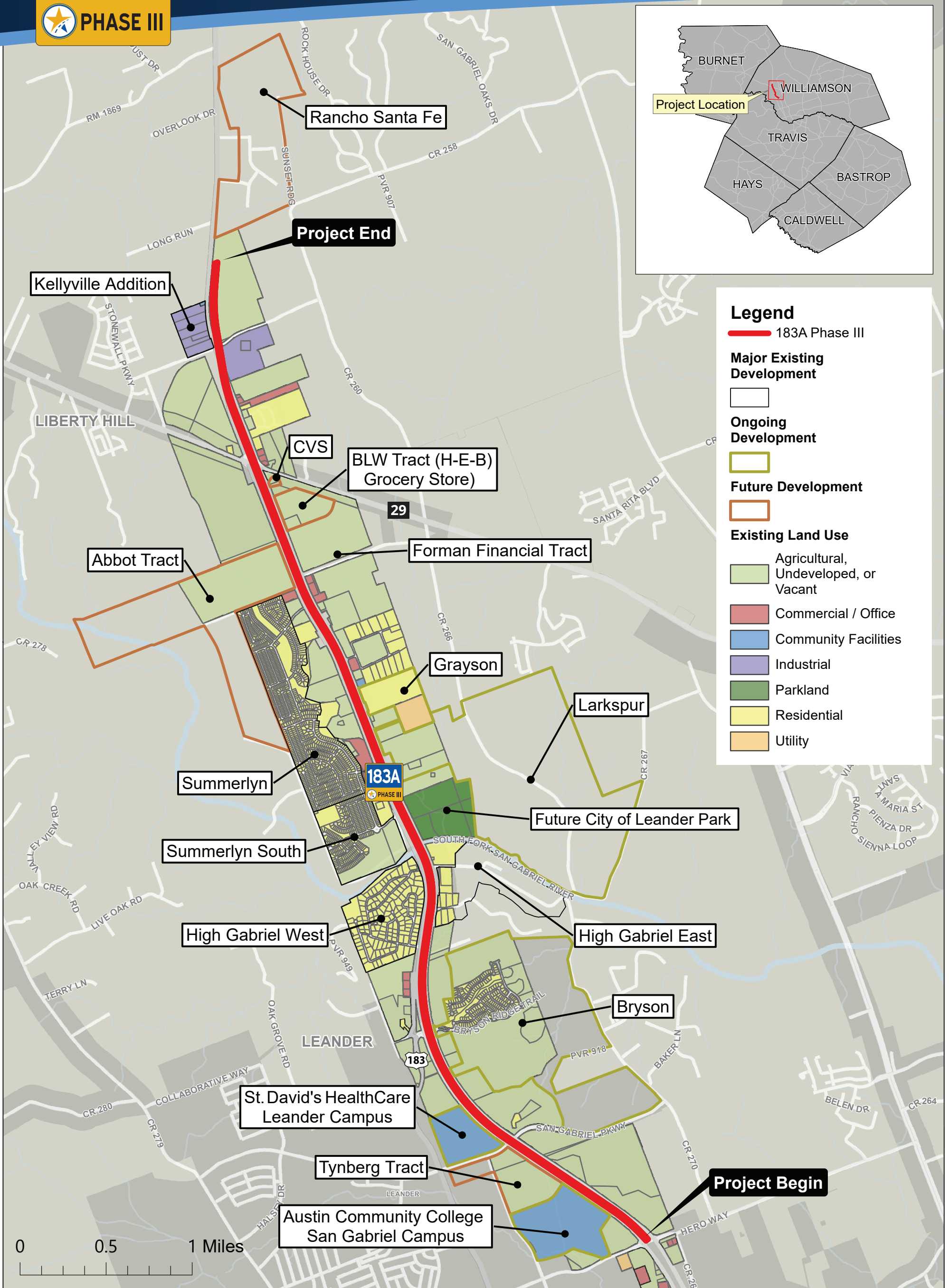


**Traffic Noise**

Minority and low-income populations

Archaeological and historic resources

Wildlife, vegetation, threatened and endangered species



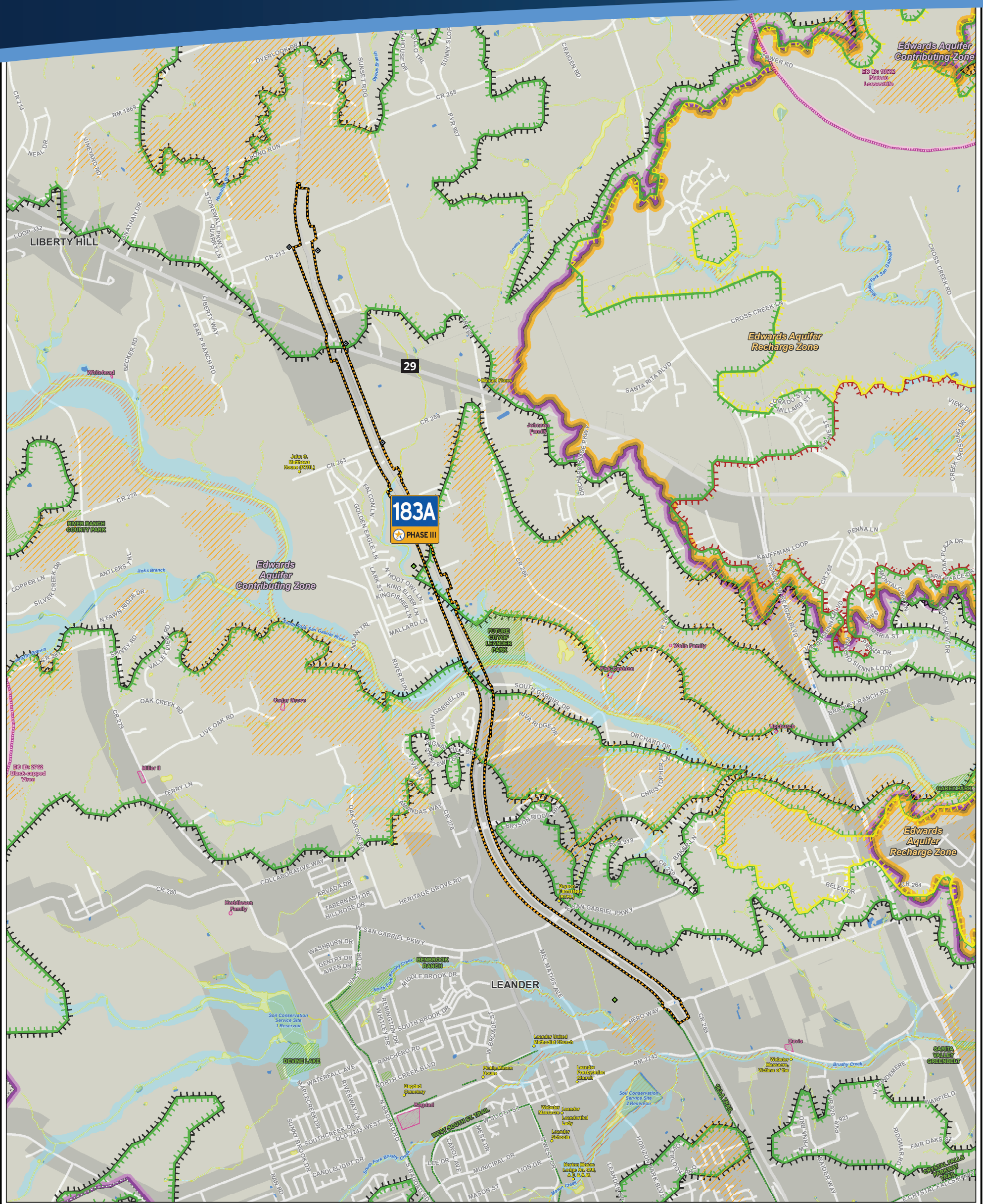
**Legend**

- 183A Phase III
- Major Existing Development**
- Ongoing Development**
- Future Development**
- Existing Land Use**
- Agricultural, Undeveloped, or Vacant
- Commercial / Office
- Community Facilities
- Industrial
- Parkland
- Residential
- Utility

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# ENVIRONMENTAL CONSTRAINTS

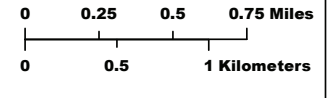


- Project Location
- City Limits
- TxNDD Element of Occurrence

- NHD Stream
- NWI Water
- NWI Wetland
- 100-Year Flood Zone
- Designated Floodway

- Historical Marker
- Cemetery
- Trail
- 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.



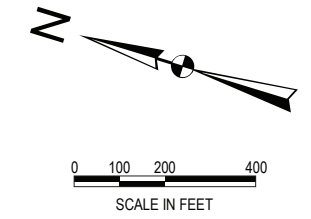
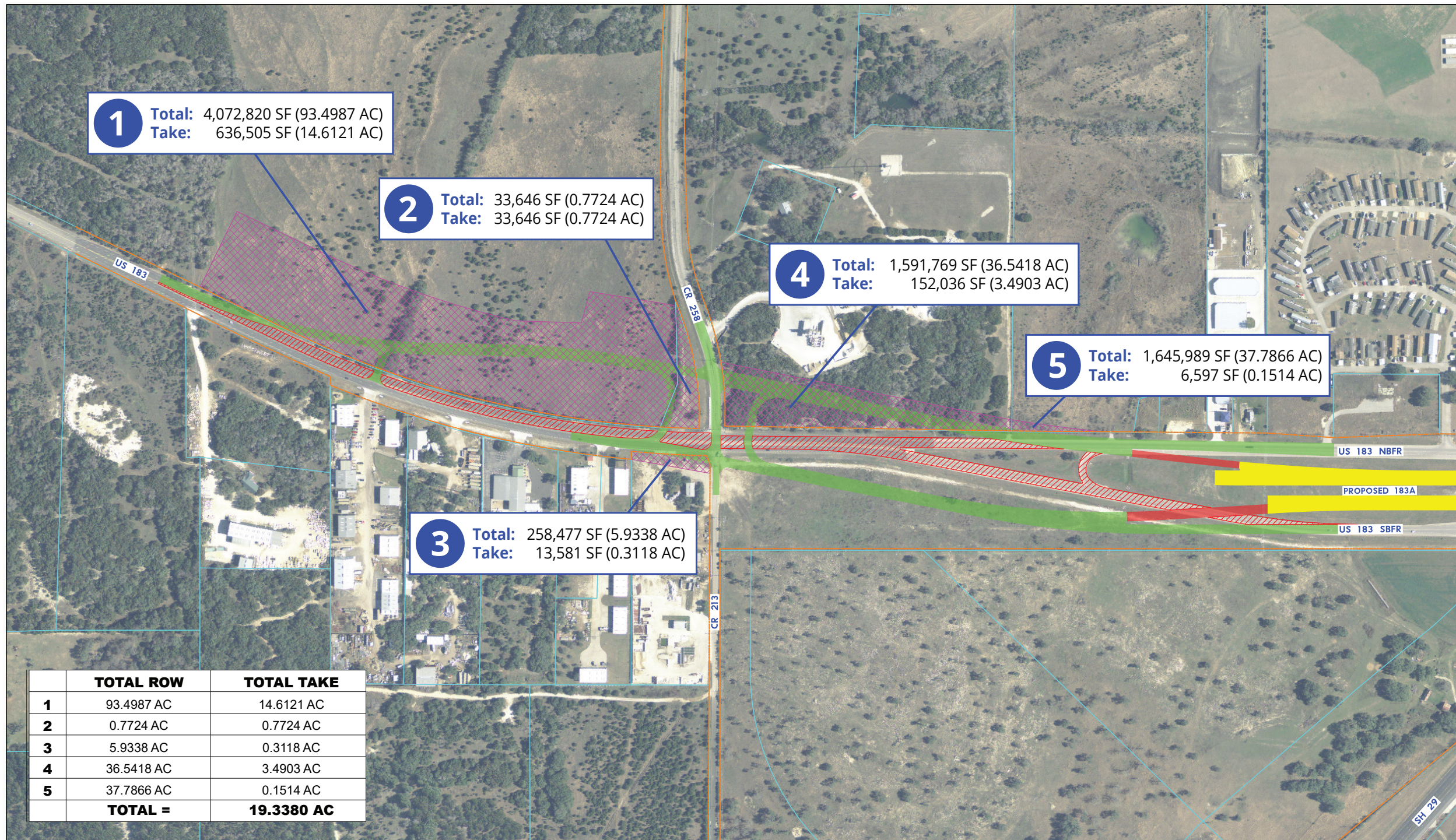
## Potential Environmental Constraints

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









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# RIGHT-OF-WAY OVERVIEW



## LEGEND

-  183A MAINLANES
-  US 183 FRONTAGE ROADS
-  US 183 CONNECTION TO 183A
-  RIGHT-OF-WAY TAKE
-  ROADWAY TO BE REMOVED
-  EXISTING RIGHT-OF-WAY
-  ADDITIONAL RIGHT-OF-WAY
-  PROPERTY BOUNDARY



**183A PHASE III  
FRONTAGE ROAD EXTENSION  
NORTH OF CR 258/CR 213**

1" = 200'

5/31/2019

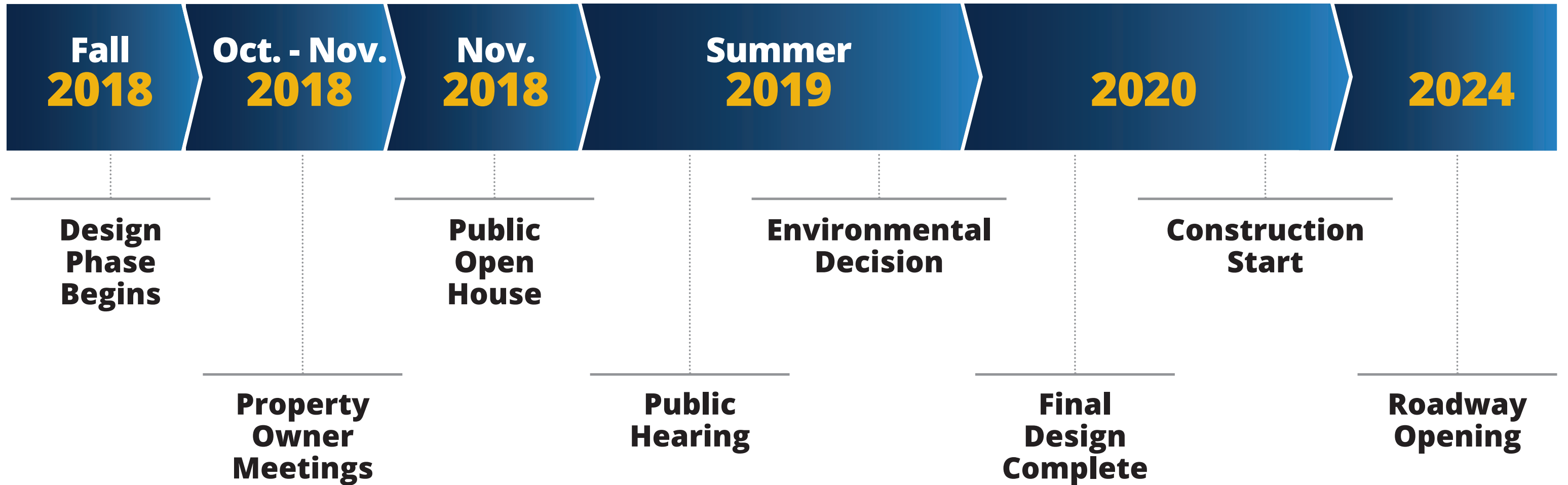
**PRELIMINARY**

SUBJECT TO REVISION  
NOT FOR CONSTRUCTION

|                | TOTAL ROW         | TOTAL TAKE |
|----------------|-------------------|------------|
| <b>1</b>       | 93.4987 AC        | 14.6121 AC |
| <b>2</b>       | 0.7724 AC         | 0.7724 AC  |
| <b>3</b>       | 5.9338 AC         | 0.3118 AC  |
| <b>4</b>       | 36.5418 AC        | 3.4903 AC  |
| <b>5</b>       | 37.7866 AC        | 0.1514 AC  |
| <b>TOTAL =</b> | <b>19.3380 AC</b> |            |



# PROJECT TIMELINE



\*All dates subject to change

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## WHAT'S NEXT?

Continue to **listen** to the public

- Public Hearing Comment Period closes June 28, 2019.

**Coordinate** with **local agencies**

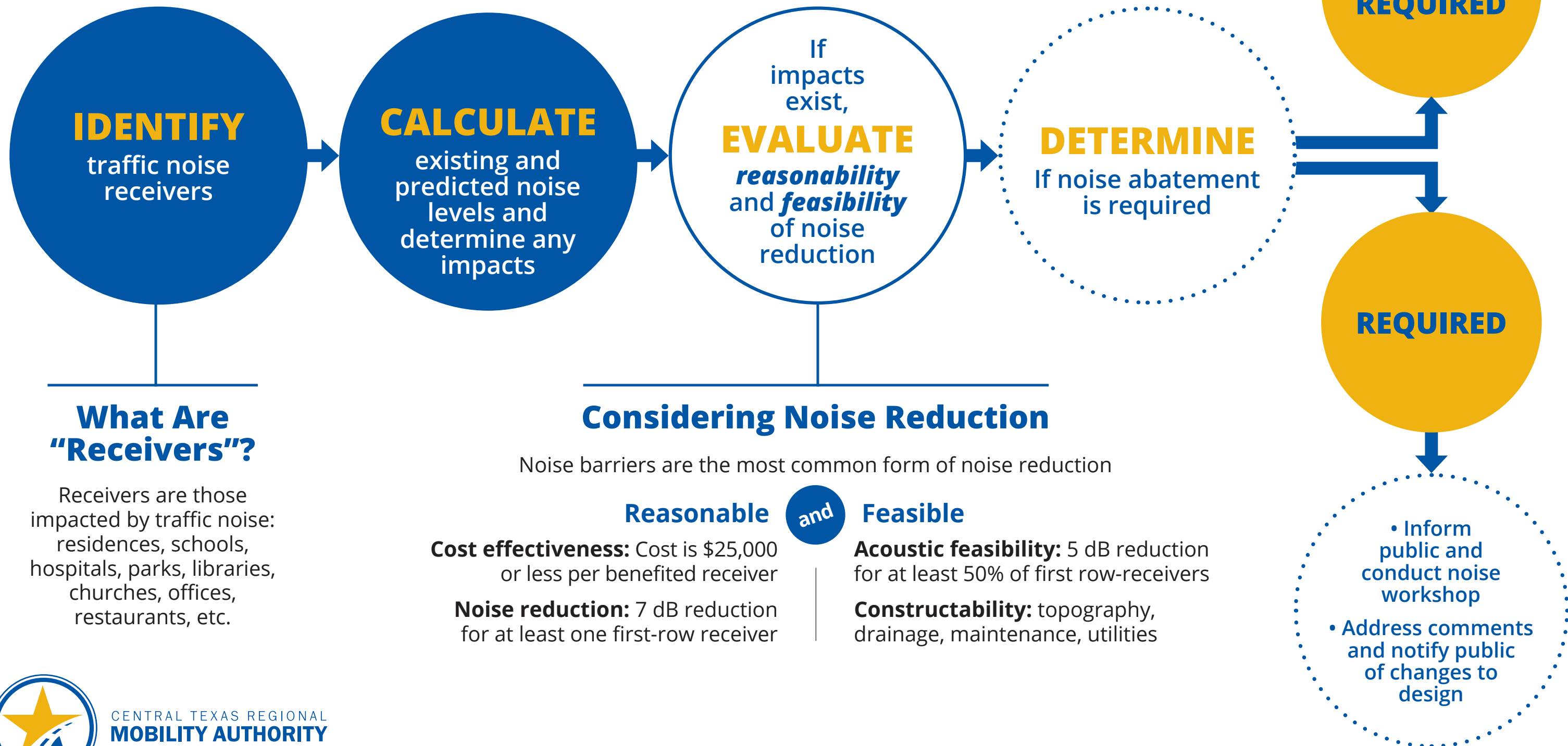
**Host** additional **stakeholder meetings**, as needed

Issuance of Environmental Finding

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## 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



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## 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**



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