



DOCUMENTATION OF PUBLIC HEARING

PROJECT LOCATION

Williamson County, Texas

183A Phase III

CSJs: 0914-05-192

PROJECT LIMITS

From Hero Way to State Highway 29

HEARING LOCATION

Upwards Church – Leander Campus
8754 RM 2243, Leander, TX 78641

HEARING DATE AND TIME

June 13, 2019 at 6:00 pm

TRANSLATION SERVICES

N/A

PRESENTERS

Chris Bishop, TxDOT
Oscar Solis, Central Texas Regional Mobility Authority

ELECTED OFFICIALS IN ATTENDANCE

Sara Groff – Rep. John Bucy, District 136 – Williamson County
Christine Sederquist – Place 4, Leander City Council
Kathryn Pantalion-Parker – Place 1, Leander City Council
Michelle Stephenson – Place 2, Leander City Council

TOTAL NUMBER OF ATTENDEES (approx.)

119

TOTAL NUMBER OF COMMENTERS

38

CONTENTS

- A. Comment/response matrix
- B. Public hearing officer certification
- C. Notices
- D. Sign-in sheets
- E. Transcript
- F. Comments received
- G. Figures

Prepared for:
Texas Department of Transportation
JULY 2019



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SECTION A

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

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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.



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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.

Section A. Comment/ Response Matrix

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>



Section A. Comment/ Response Matrix

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.



Section A. Comment/ Response Matrix

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.

Section A. Comment/ Response Matrix

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.

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Bobbi Marquardt	6/28/19	VOH Website Comment	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	<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.



Section A. Comment/ Response Matrix

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.



Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Dennis Symank	6/13/19	Speaker Comment	<p>Thank you. I live in San Gabriel Subdivision off County Road 258 the north end. We already have a dangerous intersection on County Road 258 and 183. My concern is that the toll road will be ending between 258 and 29. We'll be dumping traffic 70 miles an hour probably off the toll road, and on to the frontage road, and then we have an intersection there. I have noticed it is divided. That will help. But we know that people don't slow down at the end of the toll road until they get up the road a little bit. County Road 258 was improved by Williamson County in 2017 as a cut-through between Ronald Reagan and 183. As a result, we've seen a lot of increased traffic on County Road 258 cutting through between the two highways. So we are only getting more traffic, and yet we are having a -- I think a dangerous situation here. If we could -- and it's not possible, I know. But my concern is that the toll road is ending so close to County Road 258. If it can end further to the south, then you're at 29. And I know that's not feasible. But my concern that the toll road is ending right at 258, and we are going to have a lot of speeding cars coming off on to the frontage road.</p> <p>Thank you very much. Many parents already prohibit their children from using the intersection of 258 and 183. They make them use 260. So just want to make that known. I know a lot of parents, and that's exactly what they do. They prohibit their young drivers from using that intersection. Thank you.</p>	<p>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.</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 on signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.</p>



Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Michael Peterson	6/13/19	Speaker Comment	Hi. My name is Mike Peterson. I would just like to make a comment concerning the services roads for those not using it. The current 183 has got -- it's very dangerous the way the service roads are laid out. You're continually having to move back and forth across lanes. My recommendation would be to allow a driver to stay in one lane, and if you need to turn left or right at an intersection add a turn lane at the intersection, but don't keep making driver change lanes, which is very dangerously.	As it pertains to the existing 183A Toll facility, the Mobility Authority will take this comment into consideration for future projects. For the proposed 183A Phase III project, transitions from through lanes to turn lanes on the frontage roads are minimal, but the Mobility Authority will also take this concern into consideration for the proposed project.
Jeff Lentz	6/13/19	Verbal Comment	My name is Jeff Lentz. I wanted to talk about the entrances to your 183A being too close to your intersections. For example, I travel 183 every morning, and when I hit the Crystal Falls intersection, the cars just coming flying out of that intersection across to get on to 183A, and there are many mornings where I actually had to slam on my brakes, and come to a complete stop to avoid hitting someone. So I think they need to adjust the entrances to be a little bit further away from the intersections themselves.	The Mobility Authority will take this comment into consideration. Project design elements, including the location of access and egress in relation to intersections, are compliant with TxDOT design standards.

SECTION B

Certification



Public Hearing Certification

Project Name: 183A Phase III

County Name: Williamson County

Control Section Job Numbers (CSJ): 0914-05-192

Project Limits From: Hero Way

Project Limits To: State Highway 29

I certify that the following statements are true and apply to the project identified above.

- A. A public hearing was held on June 13, 2019 at Upwards Church in Leander, Texas.
- B. The economic and social effects of the project location and design and its impacts on the environment have been considered.
- C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
- D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.
- E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

Select if assigned under NEPA Assignment MOU.

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.

Jon Geiselbrecht

Digitally signed by Jon Geiselbrecht
DN: cn=Jon Geiselbrecht, o=TxDOT Austin District, email=jon.geiselbrecht@txdot.gov, c=US
Date: 2019.06.18 14:35:03 -0500

TxDOT Representative Name

Date

SECTION C

Notices



PUBLIC HEARING NOTICE FOR 183A PHASE III FROM HERO WAY TO 1.1 MILES NORTH OF STATE HIGHWAY 29

The Central Texas Regional Mobility Authority (Mobility Authority), in cooperation with the Texas Department of Transportation (TxDOT) are proposing to extend 183A from Hero Way to 1.1 miles north of State Highway (SH) 29 in Williamson County, Texas. This notice advises the public that the Mobility Authority 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 starting at 6:00 PM and ending at 9:00 PM with the formal hearing starting at 7:00 PM. 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 add two tolled lanes in each direction with an option to widen 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, where the existing lanes will remain as non-tolled frontage roads. 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 of 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.

Any environmental documentation or studies, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection at <https://183a.com>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted online at <https://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 Aaren.Grimes@WSP.com. Requests should be made at least three business 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.



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 p.m. and ending at 9 p.m. with the formal hearing starting at 7 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 a.m. and 5 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 the

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

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



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.



Good morning,

As you know better than anyone, our region, and specifically Williamson County, is experiencing unprecedented growth. In response, the Central Texas Regional Mobility Authority has drafted an Environmental Assessment to move forward with the proposed extension of 183A north from Hero Way to 1.1 miles north of State Highway (SH) 29.

In October and November 2018, the Mobility Authority held meetings with HOA/POA stakeholder groups on this project. Additionally, the Mobility Authority hosted a public Open House on November 14, 2018.

This June, the Mobility Authority and TxDOT will conduct a Public Hearing to present the planned improvements, environmental analyses and seek comments from local officials and the general public. At this meeting, attendees will have the opportunity to review and gather input on the following:

- The purpose and need for mobility improvements due to population growth in the area
- The draft Environmental Assessment and tentative project schedule

Displays will be available for viewing starting at 6:00 p.m. and ending at 9:00 p.m. with the formal hearing starting at 7:00 p.m. Project team members will be on hand to answer questions.

We invite you and your constituents to join us to learn more.

The Public Hearing will be held:

Thursday, June 13, 2019
6:00 pm to 9:00 pm
Upwards Church – Leander Campus
8754 RR 2243
Leander, TX 78641

For those who are unable to attend the Public Hearing, official comments may be submitted online at 183A.com. The website will house the environmental documentation, project location maps and design, and other information on or before June 13 for the public to submit questions and/or comments.

We hope this update will be helpful in keeping you and your constituents informed on project progress. Enclosed is a flyer with additional information on the Public Hearing that you can share at your discretion.

Please feel free to call or email if you have any questions.

Sincerely,
Dee Anne Heath, Director of External Affairs
Central Texas Regional Mobility Authority
(512) 996-9778
dheath@ctrma.org

Affiliation	Title	First Name	Last Name	Mailing Address	City	State	Zip Code	Phone	Email
Local / Regional Officials									
City of Cedar Park	Mayor	Corbin	Van Arsdale	450 Cypress Creek Road	Cedar Park	Texas	78613	512.296.7110	mayor.vanarsdale@cedarparktexas.gov
City of Cedar Park	Council Member - Place 1	Stephen	Thomas	450 Cypress Creek Road	Cedar Park	Texas	78613	512.963.3624	council.thomas@cedarparktexas.gov
City of Cedar Park	Council Member - Place 2	Mel	Kirkland	450 Cypress Creek Road	Cedar Park	Texas	78613	512.964.1633	council.kirkland@cedarparktexas.gov
City of Cedar Park	Council Member - Place 3	Anne	Duffy	450 Cypress Creek Road	Cedar Park	Texas	78613	512.736.4867	council.duffy@cedarparktexas.gov
City of Cedar Park	Council Member - Place 4	Michael	Guevara	450 Cypress Creek Road	Cedar Park	Texas	78613	512.917.1257	council.guevara@cedarparktexas.gov
City of Cedar Park	Council Member - Place 5	Heather	Jefts	450 Cypress Creek Road	Cedar Park	Texas	78613	512.506.1934	council.jefts@cedarparktexas.gov
City of Cedar Park	Council Member - Place 6	Dorian	Chavez	450 Cypress Creek Road	Cedar Park	Texas	78613		council.chavez@cedarparktexas.gov
City of Cedar Park	Mayor Pro-Tem	Stephen	Thomas	450 Cypress Creek Road	Cedar Park	Texas	78613	512.888.8254	place6@cedarparktexas.gov
City of Cedar Park	Fire Chief	James	Mallinger	450 Cypress Creek Road, Building 3	Cedar Park	Texas	78613	512.401.5220	james.mallinger@cedarparktexas.gov
City of Cedar Park	Police Chief	Sean	Mannix	911 Quest Parkway	Cedar Park	Texas	78613	512.260.4600	sean.mannix@cedarparktexas.gov
City of Leander	Mayor	Troy	Hill	P.O. Box 319	Leander	Texas	78646	512.528.2700	mayor@leandertx.gov
City of Leander	Mayor Pro-Tem	Michelle	Stephenson	P.O. Box 319	Leander	Texas	78646	512.528.2700	mstephenson@leandertx.gov
City of Leander	Council Member - Place 1	Kathryn	Pantalion-Parker	P.O. Box 319	Leander	Texas	78646	512.528.2700	place1@leandertx.gov
City of Leander	Council Member - Place 3	Jason	Shaw	P.O. Box 319	Leander	Texas	78646	512.528.2700	place3@leandertx.gov
City of Leander	Council Member - Place 4	Christine	Sederquist	P.O. Box 319	Leander	Texas	78646	512.528.2700	place4@leandertx.gov
City of Leander	Council Member - Place 5	Chris	Czernek	P.O. Box 319	Leander	Texas	78646	512.528.2700	place5@leandertx.gov
City of Leander	Council Member - Place 6	Marci	Cannon	P.O. Box 319	Leander	Texas	78646	512.528.2700	place6@leandertx.gov
City of Leander	Interim Fire Chief	Robert	Curr	101 E. Sonny Drive	Leander	Texas	78641	512.528.1664	rcurr@leandertx.gov
City of Leander	Chief of Police	Greg	Minton	705 Leander Drive	Leander	Texas	78641	512.528.2809	gminton@leandertx.gov
City of Leander	City Manager	Kent	Cagle	P.O. Box 319	Leander	Texas	78646	512.528.2700	kcagle@leandertx.gov
City of Leander	Public Works Director	Pat	Womack	P.O. Box 319	Leander	Texas	78646	512.259.2640	pwomack@leandertx.gov
City of Liberty Hill	Mayor	Rick	Hall	P.O. Box 1920	Liberty Hill	Texas	78642	512.778.5449	bwernemann@libertyhilltx.gov
City of Liberty Hill	Mayor Pro-Tem	Liz	Rundzieher	P.O. Box 1920	Liberty Hill	Texas	78642	512.778.5449	
City of Liberty Hill	Council Member	Ron	Rhea	P.O. Box 1920	Liberty Hill	Texas	78642	512.778.5449	
City of Liberty Hill	Council Member	Liz	Rundzieher	P.O. Box 1920	Liberty Hill	Texas	78642	512.778.5449	
City of Liberty Hill	Council Member	Troy	Whitehead	P.O. Box 1920	Liberty Hill	Texas	78642	512.778.5449	
City of Liberty Hill	Chief of Police	Maverick	Campbell	P.O. Box 1414	Liberty Hill	Texas	78642	512.515.5409	mcampbell@libertyhilltx.gov
City of Liberty Hill	Fire Chief	Anthony	Lincoln	301 Loop 332	Liberty Hill	Texas	78642	512.515.5165	alincolin@libertyhilltx.gov
City of Liberty Hill	Director of Public Works	Wayne	Bonnet	P.O. Box 1920	Liberty Hill	Texas	78642	512.778.5449	wbonnet@libertyhilltx.gov
City of Liberty Hill	City Administrator	Greg	Boatright	P.O. Box 1920	Liberty Hill	Texas	78642	512.778.5449	gboatright@libertyhilltx.gov
City of Liberty Hill	Senior Planner	Sally	McFeron	P.O. Box 1920	Liberty Hill	Texas	78642	512.778.5449	smcferon@libertyhilltx.gov
Williamson County	County Judge	Bill	Gravell Jr.	710 S. Main Street Suite 101	Georgetown	Texas	78626	512.943.1550	
Williamson County	Commissioner - Precinct 1	Terry	Cook	1801 East Old Settlers Blvd. Suite 110	Round Rock	Texas	78664	512.244.8610	commissioner1@wilco.org
Williamson County	Commissioner - Precinct 2	Cynthia	Long	350 Discovery Blvd. Suite 201	Cedar Park	Texas	78613	512.260.4280	dlong@wilco.org
Williamson County	Commissioner - Precinct 3	Valerie	Covey	3010 Williams Drive Suite 153	Georgetown	Texas	78628	512.943.3370	comm3@wilco.org
Williamson County	Commissioner - Precinct 4	Russ	Boles	350 Exchange Blvd. Suite 100	Hutto	Texas	78634	512.943.3761	russ.boles@wilco.org
Williamson County	Sheriff	Robert	Chody	508 S. Rock St.	Georgetown	Texas	78626	512.943.1300	rchody@wilco.org
Williamson County	Constable	Vinnie	Cherrone	1801 East Old Settler Blvd. Suite 105	Round Rock	Texas	78664	512.244.8650	
Williamson County	Constable	Rick	Coffman	350 Discovery Blvd, Suite 205	Cedar Park	Texas	78613	512.260.4270	rcoffman@wilco.org
Williamson County	Constable	Kevin	Stofle	301 SE Inner Loop Annex, Suite 102	Georgetown	Texas	78626	512.943.1434	const3mail@wilco.org
Williamson County	Constable	Marty	Ruble	412 Vance Street, Suite 3	Taylor	Texas	76574	512.352.4181	mruble@wilco.org
State / National Officials									
Office of the Lieutenant Governor of Texas	Lieutenant Governor	Dan	Patrick	P.O. Box 12068	Austin	Texas	78711	512.463.0001	LTGConstituent.Affairs@ltgov.texas.gov
Office of the Texas Governor	Governor	Greg	Abbott	P.O. Box 12428	Austin	Texas	78711	512.463.2000	
Texas House of Representatives	Representative	Terry M.	Wilson	710 S. Main Street Suite 242	Georgetown	Texas	78626	512.763.1134	Terry.Wilson@house.texas.gov
Texas House of Representatives	Representative	John H.	Bucy, III	6633 Hwy 290 E., Suite 104	Austin	Texas	78723	512.680.3762	
Texas House of Representatives	Representative	James	Talarico	N/A	N/A	N/A	N/A		
Texas Senate	Senator	Charles	Schwertner	117 W. 7th Street, Suite 5	Georgetown	Texas	78626	512.863.4563	Charles.Schwertner@senate.texas.gov
U.S. House of Representatives	Congressman	John	Carter	1717 N IH 35 Suite 303	Round Rock	Texas	78664	512.246.1600	
U.S. Senate	Senator	John	Cornyn	221 W. 6th Street Suite 1530	Austin	Texas	78701	512.469.6034	
U.S. Senate	Senator	Ted	Cruz	300 E. 8th Street Suite 961	Austin	Texas	78701	512.916.5834	



May 28, 2019

OWNER OF RECORD

Address

Dear OWNER OF RECORD,

I am contacting you on behalf of the 183A Phase III project – an effort by the Central Texas Regional Mobility Authority that launched in 2018 to study the proposed extension of 183A north from Hero Way to 1.1 miles north of State Highway (SH) 29. The study team has one possible build alternative that will be analyzed further as part of the environmental study process. A No Build, or "do nothing" option also remains a possibility.

We invite you to join the project team for a Public Hearing to learn more about the planned improvements, environmental analyses and submit comments for consideration. Enclosed is a meeting notice with additional information.

The Public Hearing will be held:

Thursday, June 13, 2019
6:00 p.m. to 9:00 p.m.
Upwards Church – Leander Campus
8754 RR 2243
Leander, TX 78641

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 Aaren.Grimes@WSP.com. Requests should be made at least three business 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. We hope to see you there!

Sincerely,

Brittani Kaim
On behalf of the 183A Phase III Project



GIS_ID	First Name	Last Name	MailingAddress	City, State Zip
0	V L	PARTAIN	106 N HILL CIR	LEANDER, TX 78641-9734
1	EDWARD E & MARTINA L	STRAUSS	117 N HILL CIR	LEANDER, TX 78641-9734
2	RAY D	ROBERTSON	1404 NORTHRIDGE DR	AUSTIN, TX 78723
3	ALBERTO & JUANITA	CARRILLO	1514 MASON CREEK BLVD	LEANDER, TX 78641-8625
4	TON HIEN	HUYNH	1805 FONTAINE CT	AUSTIN, TX 78734-2600
5	GEOFFRY CLINT	DEBUSK	245 APPALOOSA RUN	LIBERTY HILL, TX 78642-3888
6	MATTHEW KYLE	JONES	116 N HILL CIR	LEANDER, TX 78641
7	GREG & JACQUE	MAPHET	3771 COUNTY ROAD 245	FLORENCE, TX 76527
8	KARA & ANDREW HUSS	BLENDEN	115 NORTH HILL CIR	LEANDER, TX 78641
9	PATRICIA & RAE	MARTIN	119 N HILL CIR	LEANDER, TX 78641-9734
10	MARLEN	CARRILLO	1514 MASON CREEK BLVD	LEANDER, TX 78641
11		REID REAL ESTATE II LLC	4800 COUNTY ROAD 223	KEMPNER, TX 76539-3729
12	CHARLES R	WEBB	10506 GLASS MOUNTAIN TRL	AUSTIN, TX 78750
13	BARRY E & CYNTHIA R	HUGHEY	102 N HILL CIR	LEANDER, TX 78641-9734
14	RONALD D & ERIN	BUTLER	2401 COUNTY ROAD 448	TAYLOR, TX 76574-5624
15	MARY LEE	SMITH	108 NORTH HILL CIR	LEANDER, TX 78641
16	WILLIE J Jr	KOPECKY	123 GOODWATER ST	GEORGETOWN, TX 78633-4508
18	STEVEN EARL & NANCY LYNN	DYER	126 N HILL CIR	LEANDER, TX 78641
19	RONALD E & SERITA K E	BUTLER	602 S GABRIEL DR	LEANDER, TX 78641-1397
20	ROSEANNE	HYMAN	100 N HILL CIR	LEANDER, TX 78641-9734
21	CHERYL & TROY HANDBERRY	WEGESIN	107 N HILL CIR	LEANDER, TX 78641-9734
22	DANIEL & MICHELLE	KITCHENS	110 N HILL CIR	LEANDER, TX 78641
23	BARBARA	ROLL	121 N HILL CIR	LEANDER, TX 78641-9734
24	TIMOTHY E	WHARTON	101 SIGNAL HILL DR	LEANDER, TX 78641-9760
25	JEFFERY D & CINDY D	BAILEY	104 N HILL CIR	LEANDER, TX 78641-9734
26		HENRIETTA 212 LLC	10800 PECAN PARK #STE 125	AUSTIN, TX 78750
27		LEANDER DEVELOPERS 4 LTD	PO BOX 249	LEANDER, TX 78646-0249
28	ILARIO ADOLFO & VALERIA	RENDON	3801 BAGGINS CV	AUSTIN, TX 78739
29	BENJAMIN L	MARQUARDT	108 N HILL CIR	LEANDER, TX 78641-9734
30	TAI KEONG ETUX & KWOK-WAI CHIU ETUX	WONG	12907 TANTARA DR	AUSTIN, TX 78729-6450
31	ELIOTT	WORKMAN	604 RIVA RIDGE DR	LEANDER, TX 78641
32		WILLIAMSON COUNTY MUD #13	c/o WILLATT & FLICKINGER PLLC 12912 HILL COUNTRY BLVD #STE F-232	AUSTIN, TX 78738-7119
33	DONALD KIRK & JANICE R	SWINNEY	621 S BAKER CIR	LEANDER, TX 78641
34	SCOTT M & MELISSA A	SPANGLER	1000 HIGHWAY 183	LEANDER, TX 78641-1709
35		WILLIAMSON COUNTY	ATTN: WILLIAMSON COUNTY AUDITOR 710 S MAIN ST STE 301	GEORGETOWN, TX 78626-5703
36	KANG	LEE	PO BOX 200546	AUSTIN, TX 78720-0546
37	YUH-JAAN	WEY	PO BOX 200546	AUSTIN, TX 78720-0546
38	ZENNIE LIEN-FANG	WEY	PO BOX 200546	AUSTIN, TX 78720-0546
39		JACK CLOVER LTD	3921 STECK AVE #STE A105	AUSTIN, TX 78759-8638
40	BRUCE & JOLAINE	CHATHAM	607 RIVA RIDGE DR	LEANDER, TX 78641
41		CITY OF LEANDER	PO BOX 319	LEANDER, TX 78646-0319
	DAREN B & WENDY M	BRUMMITT	605 RIVA RIDGE DR	LEANDER, TX 78641
		MAGNA AUTO SALES LLC	100 N HWY 183	LIBERTY HILL, TX 78642
42	RACHEL D	AUSTIN	2052 COUNTY ROAD 201	LIBERTY HILL, TX 78642

43		SUBRAMANIAN LTD	PO BOX 2436	GEORGETOWN, TX 78627-2436
44	HARVEY & GLORIA Trustees	EVANS	5203 DOE VALLEY LN	AUSTIN, TX 78759-7103
45	DON	HART	3751 N 183 HWY	LIBERTY HILL, TX 78642
46		CVS PHARMACY INC	CVS/CAREMARK CORP #75399 ONE CVS DR #4252-01	WOONSOCKET, RI 02895
47	C DUDLEY & SHARON K	HARVEY	PO BOX 1297	LEANDER, TX 78646-1297
48		FORMAN FINANCIAL OF LAKELINE LLC	1501 CORPORATE DR #STE 240	BOYNTON BEACH, FL 33426-6654
49	HAROLD L Sr & JOHNNIE B	DOWDY	709 S GABRIEL DR	LEANDER, TX 78641-1358
50	ARTURO N & ESTATE OF ROSA M SANDOVAL	SANDOVAL	380 N US 183	LIBERTY HILL, TX 78642
51		ELH LAND OWNER LLC	17817 DAVENPORT RD #STE 310	DALLAS, TX 75252
52	CHARLES D PROP INC	SAWYER	6800 AIRPORT BLVD	AUSTIN, TX 78752-3613
53	TINY	FOSTER	19616 LANIER RD	THORNTON, TX 76687-2471
54		HIGH GABRIEL ESTATES PROPERTY OWNERS ASSOCIATION	PO BOX 1309	LEANDER, TX 78646-1309
55		KLATT PROPERTIES LP	4503 RIVER WOOD CT	AUSTIN, TX 78731
56	HARVEY & GLORIA	EVANS	5203 DOE VALLEY LN	AUSTIN, TX 78759-7103
57	JOSEF A & ROSSANA M	ECKENRODE	101 SYRAH CT	LEANDER, TX 78641
58		CENTURY LAND HOLDINGS II LLC	6500 RIVER PLACE BLVD BLDG 2 STE 200	AUSTIN, TX 78730-1156
59		GRAYSON RESIDENTIAL COMMUNITY INC	C/O CARLISLE TEXAS INTERESTS LLC dba FIRSTSERVICE RESIDENTIAL	AUSTIN, PO BOX 342585 AUSTIN TX 78734
60	JAMES R	DEDOLPH	3025 E BENSON HWY	TUCSON, AZ 85706-1711
61		GRAYSON RESIDENTIAL COMMUNITY INC	C/O CARLISLE TEXAS INTERESTS LLC dba FIRSTSERVICE RESIDENTIAL AUSTIN PO BOX 342585	AUSTIN, TX 78734
62	RENE & AMBER	GAITAN	113 SYRAH CT	LEANDER, TX 78641
63		WILLIAMSON COUNTY	WILLIAMSON COUNTY AUDITOR 710 S MAIN ST STE 301	GEORGETOWN, TX 78626
64	RANDALL KYLE	HOLDER	109 SYRAH CT	LEANDER, TX 78641
65	MICHAEL	ARNOLD	208 TRELIS BLVD	LEANDER, TX 78641
66	MICHELE W & BENEDICT F	DEBELLIS	1500 DISCOVERY BLVD	CEDAR PARK, TX 78613-6962
67		HOGAN WYATT LP	PO BOX 2008	LIBERTY HILL, TX 78642
68		MJAG PARTNERSHIP LTD	PO BOX 17023	AUSTIN, TX 78760-7023
69		HOGAN WYATT LP	PO BOX 2008 LIBERTY HILL TX 78642	
70	JOSE (TOD) & MARIA (TOD)	LOPEZ	117 ANCELLOTTA WAY	LEANDER, TX 78641
71	AUSTIN R & CASSANDRA R	BRECKENRIDGE	109 ANCELLOTTA WAY	LEANDER, TX 78641
72	SAMANTHA	BATES	212 TRELIS BLVD	LEANDER, TX 78641
73	MICHAEL	MASON	PO BOX 571	LEANDER, TX 78646-0571
74		CAUGHFIELD RANCH LTD	9111 JOLLYVILLE RD #STE 111	AUSTIN, TX 78759
75	JEANETTE FABIAN	DAZO	108 ANCELLOTTA WAY	LEANDER, TX 78641
76	ESMERALDA & MICHAEL D VESEY	URBANO	113 ANCELLOTTA WAY	LEANDER, TX 78641
77	AHILAN AYYACHAMY NADAR & KALPANA JAGANATHAN	PONNUSAMY	220 TRELIS BLVD	LEANDER, TX 78641
78		JEAN BAPTISTE LTD	C/O BARBARA SIELAFF 2911 DOVER PLACE	AUSTIN, TX 78757-4351
79		MPE REALTY LP	11880 OLD 2242 #STE 103	LEANDER, TX 78641
80		LIBERTY HILL 33 PARTNERS LTD	5953 DALLAS PKWY #STE 200-A	PLANO, TX 75093
81	MARK	MASON	9911 STATE PARK RD	LOCKHART, TX 78644-4307
82		BRYSON MPC HOLDINGS LLC	5005 RIVERWAY #STE 500	HOUSTON, TX 77056
83		EMERALD IVY LTD	3921 STECK AVE #STE A105	AUSTIN, TX 78759-8638
84		HOLLY BERRY LTD	3921 STECK AVE #STE A105	AUSTIN, TX 78759-8638

85	BENNY M & BENNY C	BOYD	601 N KEY	LAMPASSAS, TX 76550
86		LARKSPUR COMMUNITY DEVELOPMENT INC	9111 JOLLYVILLE RD #STE 111	AUSTIN, TX 78759
87		RACHEL AUSTIN EXEMPT DESCENDANT TRUST	2052 COUNTY ROAD 201	LIBERTY HILL, TX 78642
88		GRADS LLC	DOREID N AWAD 780 E GALVESTON ST	GIDDINGS, TX 78942-5000
89	RACHEL D	AUSTIN	2052 COUNTY ROAD 201	LIBERTY HILL, TX 78642
90		720 LAMAR PLACE LC	PO BOX 6110	AUSTIN, TX 78762-6110
91		SEAHOLM SLADE & MANDY	103 SIGNAL HILL DR	LEANDER, TX 78641-9760
92		BRYSON COMMUNITY ASSOCIATION INC	C/O CCMC 7800 N DALLAS PKWY #STE 450	PLANO, TX 75024
93		BRYSON COMMUNITY ASSOCIATION INC	C/O CCMC 7800 N DALLAS PKWY #STE 450	PLANO, TX 75024
94		BRYSON DEVELOPMENT LLC	1410 W WHITESTONE BLVD	CEDAR PARK, TX 78613
95		JUNCTION STORAGE LLC	401 CONGRESS AVE #STE 1540	AUSTIN, TX 78701
96	BRUCE E	NAKFOOR	9119 SPINNING LEAF CV	AUSTIN, TX 78735-1470
97		1900 LAKELINE LLC	12201 W PARMER LN	CEDAR PARK, TX 78613-7874
98		QUIKTRIP CORPORATION	REAL ESTATE DEPARTMENT 4705 SOUTH 129TH EAST AVENUE	TULSA, OK 74134
99		RB 270 PARTNERSHIP	6825 BURNET RD	AUSTIN, TX 78757-2845
100	MICHAELA & HAROLD L JR	TURNBO	201 TRELIS BLVD	LEANDER, TX 78641
101	CAROL A	TURNBO	201 TRELIS BLVD	LEANDER, TX 78641
102		NICKEL BACK LTD	3921 STECK AVE #STE A105	AUSTIN, TX 78759-8638
103		RB 270 PARTNERSHIP	PO BOX 10500	AUSTIN, TX 78766
104		CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY	3300 N INTERSTATE 35	AUSTIN, TX 78705-1800
105		FAB-CON PRODUCTS INC	PO BOX 249	LEANDER, TX 78646
106		RFHDAH LP	8723 NORTH LAMAR BLVD	AUSTIN, TX 78753
107		AMFP IV LEANDER LLC	ABACUS CAPITAL GROUP LLC 420 LEXINGTON AVENUE SUITE 2821	NEW YORK, NY 10170
108	FREDERICK A	JAY	1500 COUNTY ROAD 269	LEANDER, TX 78641
109		GP LIBERTY HILL LLC	7555 FM 970	FLORENCE, TX 76527
110		ST DAVIDS HEALTHCARE PARTNERSHIP LP LLP	PO BOX 1504	NASHVILLE, TN 37202
111		AREA LEANDER 1 LP	Attn: ALEX TYNBERG 2501 TARRYHILL PL	AUSTIN, TX 78703
112		183 BLW LP	ATTN: MATT HARRISS PO BOX 9190	AUSTIN, TX 78766-9190
113	LAWRENCE J Jr	GABEL	PO BOX 789	CEDAR PARK, TX 78630-0789
114		MBS FAMILY LP	951 HWY 183 N	LIBERTY HILL, TX 78642
116		183 NORTH LLC	P O BOX 789	CEDAR PARK, TX 78630
117	LAWRENCE J Jr	GABEL	PO BOX 789	CEDAR PARK, TX 78630-0789
118	ZENNIE LIEN-FANG	WEY	PO BOX 200546	AUSTIN, TX 78720-0546
119	RIP	ROWAN	1095 N HIGHWAY 183	LIBERTY HILL, TX 78642-6271
120	BRUCE	FELTNER	1095 N HIGHWAY 183	LIBERTY HILL, TX 78642-6271
121	ROBERT M	ROWAN	1095 N HIGHWAY 183	LIBERTY HILL, TX 78642-6271
122	BRUCE	FELTNER	1095 N HIGHWAY 183	LIBERTY HILL, TX 78642-6271
123	ROBERT T	DOLSON	1095 N HIGHWAY 183	LIBERTY HILL, TX 78642-6271
124		FIRST TEXAS BANK GEORGETOWN	PO BOX 649	GEORGETOWN, TX 78627-0649
126	RICHARD W JR	KALAHER	124 ANCELLOTTA WAY	LEANDER, TX 78641
127	JOGAYLE	HENLEY	124 ANCELLOTTA WAY	LEANDER, TX 78641
128		183 LIBERTY HILL PARTNERS LLC	1308 CABERNET WAY	LEANDER, TX 78641
129	CHRISTIAN ARGENIS & JAZMIN	RAMOS	116 ANCELLOTTA WAY	LEANDER, TX 78641
130	JEREMIAH LOYD & MARY ALLYSON	HENLEY	120 ANCELLOTTA WAY	LEANDER, TX 78641
	TEDDY KEEFER	WARD	112 ANCELLOTTA WAY	LEANDER, TX 78641
131		CITY OF LIBERTY HILL	PO BOX 1920	LIBERTY HILL, TX 78642

132		KING RISE LTD	3921 STECK AVE #STE A105	AUSTIN, TX 78759-8638
133		SUGAR PALM LTD	3921 STECK AVE #STE A105	AUSTIN, TX 78759-8638
134		706 W 34TH LLC	705 W 24TH ST	AUSTIN, TX 78705
135	YECU-CHYN & YUH-JAAN	WEY	PO BOX 200546	AUSTIN, TX 78720-0546
136	RACHEL D	AUSTIN	2052 COUNTY ROAD 201	LIBERTY HILL, TX 78642
137		GRAYSON RESIDENTIAL COMMUNITY INC	C/O CARLISLE TEXAS INTERESTS LLC dba FIRSTSERVICE RESIDENTIAL	AUSTIN PO BOX 342585, AUSTIN TX 78734
138	GARY & SHARON LOCKHART & JOEL	SEAMAN	6648 W STATE HIGHWAY 29	BURNET, TX 78611
139		NATIONAL RETAIL PROPERTIES LP	450 S ORANGE AVE #STE 900	ORLANDO, FL 32801-3339
140		BUTLER FAMILY SHINOAK LTD & J SAM WINTERS TR OF DOROTHY WINTERS EXEMPT FAMILY TR	C/O BUTLER FAMILY INTERESTS ATTN: MATT HARRISS PO BOX 9190	AUSTIN, TX 78766-9190
141		CGG HOLDINGS IV LLC	2800 NORTHWOOD RD	AUSTIN, TX 78703-1603
142		OLDCASTLE MATERIALS TEXAS PRODUCTION ASSETS COMPANY LLC	2121 IRVING BLVD	DALLAS, TX 75207
143		FORMAN FINANCIAL OF LAKELINE LLC	1501 CORPORATE DR #STE 240	BOYNTON BEACH, FL 33426-6654
144		CONTINENTAL HOMES OF TEXAS LP	10700 PECAN PARK BLVD FOURTH FLOOR #400	AUSTIN, TX 78750-1227
145	ARON C & JULIE A	KLOESEL	124 NORTH HILL CIR	LEANDER, TX 78641
146		AUSTIN COMMUNITY COLLEGE DISTRICT	5930 MIDDLE FISKVILLE RD	AUSTIN, TX 78752-4390
147		183 & LCRA INVESTMENTS LLC	6836 BEE CAVES RD #STE 330	AUSTIN, TX 78746
148		HC ALEXANDER PLACE LLC C/O HOPPER COMMUNITIES INC	Attn: BART HOPPER 1616 CLEVELAND AVE	CHARLOTTE, NC 28203-4855
149		JEAN BAPTISTE LTD	C/O BARBARA SIELAFF 2911 DOVER PLACE	AUSTIN, TX 78757-4351
150		SAN GABRIEL RIDGE PROPERTIES LLC	1019 E BRAKER LN	AUSTIN, TX 78753
151				



PUBLIC HEARING NOTICE FOR 183A PHASE III FROM HERO WAY TO 1.1 MILES NORTH OF STATE HIGHWAY 29

The Central Texas Regional Mobility Authority (Mobility Authority), in cooperation with the Texas Department of Transportation (TxDOT) are proposing to extend 183A from Hero Way to 1.1 miles north of State Highway (SH) 29 in Williamson County, Texas. This notice advises the public that the Mobility Authority 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 starting at 6:00 PM and ending at 9:00 PM with the formal hearing starting at 7:00 PM. 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 add two tolled lanes in each direction with an option to widen 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, where the existing lanes will remain as non-tolled frontage roads. 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 of 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.

Any environmental documentation or studies, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection at <https://183a.com>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted online at <https://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 Aaren.Grimes@WSP.com. Requests should be made at least three business 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.

You're invited

JOIN US

WHEN: Thursday, June 13
6:00 p.m. - 9:00 p.m.

WHERE: Upwards Church
8754 RM 2243
Leander, TX
78641

Public Hearing

183A



PHASE III



Extending the 183A toll north will:

SAVE commuters time.

PROVIDE a reliable transportation option.

ELIMINATE the need to use signalized intersections.

MINIMIZE community impacts by working mostly within existing right-of-way.

If you're unable to join us, check out our Virtual Open House online at www.183A.com.

With unprecedented growth in Williamson County, most notably in Cedar Park, Leander, and Liberty Hill, traffic volumes along US 183 are anticipated to increase by 183 percent over the next 25 years driving the need for proactive congestion relief.



Join us to learn more about the proposed 6.6-mile 183A tollway project that would extend north from Hero Way to 1.1 miles north of SH 29



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Public Hearing - 183A, Phase III

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Get Involved](#)
> [About Public Hearings, Meetings and Notices](#) > [Hearings, Meetings and Notices Schedule](#)

Where:	Upwards Church, Leander Campus 8754 RM 2243 Leander, TX 78641 (Map)
When:	Thursday, June 13, 2019 6 p.m. - 9 p.m. 7 p.m. - Presentation
Purpose:	The Central Texas Regional Mobility Authority (CTRMA), in cooperation with TxDOT, is proposing the extension of 183A from Hero Way to 1.1 miles north of SH 29. The purpose of the hearing is to gather public input, discuss the purpose and need for mobility improvements due to population growth in the area, and to present information on the tentative project schedule and the Environmental Assessment (EA) process. Displays will be available for viewing starting at 6 p.m. and ending at 9 p.m., with the formal hearing starting at 7 p.m.
Description:	The CTRMA is proposing to extend 183A north from Hero Way to north of SH 29 as Phase III of the 183A system. The 6.6-mile proposed tollway project will have up to three tolled lanes in each direction. The proposed tollway is planned to be located mostly within the existing right-of-way within the median of the existing US 183 corridor. Schematic design, traffic modeling, and environmental investigations are currently underway. The extension will also feature a shared use path that will connect to the existing 183A trail connection with the proposed Seward Junction South roadway.
Special Accommodations:	The CTRMA makes every reasonable effort to accommodate the needs of the public. The meeting will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Requests should be made at least three business days prior to the meeting by calling (737) 703-3899. Please be aware that advance notice is requested as some accommodations may require time for the CTRMA to arrange.
Memorandum of Understanding:	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.
Downloads:	<ul style="list-style-type: none">• Notice• Flyer
Contact:	Central Texas Regional Mobility Authority 3300 N. I-35 Frontage Road, Suite 300 Austin, TX 78705 (512) 996-9778 Email <i>Posted May 31, 2019</i>



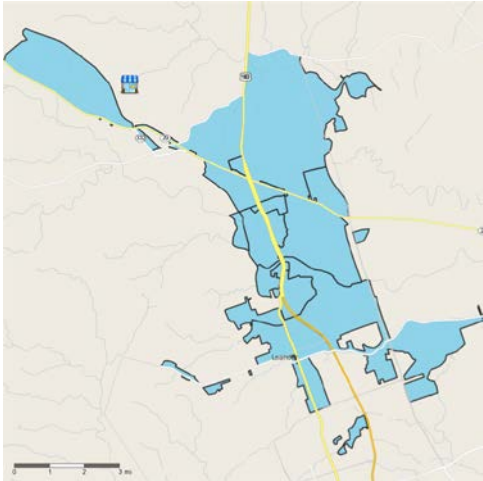
EDDM® ORDER CONFIRMATION

ORDER DETAIL

PRODUCT

Product Size	Total Households
6.25" x 9" EDDM Postcard	5,523

MAP

Thumbnail	Map Name	Route Description
	183P3	Your selection of 10 carrier routes, across 3 zip codes targeting Residential and Business deliveries will reach 5,523 postal customers.

EDDM DROPS

Drops	Pieces	Est. Deliver Date	Routes
1	5523	11/12/2018 - 11/17/2018	78642R004, 78641R028, 78641R046, 78641R009, 78641R040, 78641R048, 78641R013, 78642R007, 78628R050, 78642R011

* Estimates do not account for national holidays falling on a business day.

You're invited



Public Hearing

JOIN US

WHEN: Thursday, June 13
6:00 p.m. – 9:00 p.m.

WHERE: Upwards Church
8754 RM 2243
Leander, TX
78641

Extending the 183A toll north will:

SAVE commuters time.

PROVIDE a reliable transportation option.

ELIMINATE the need to use signalized intersections.

MINIMIZE community impacts by working mostly within existing right-of-way.



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



Onward and Northward



With unprecedented growth in Williamson County, most notably in Cedar Park, Leander, and Liberty Hill, traffic volumes along US 183 are anticipated to increase by 183 percent over the next 25 years driving the need for proactive congestion relief.

Join us to learn more about the proposed 6.6-mile 183A tollway project that would extend north from Hero Way to 1.1 miles north of SH 29



If you are unable to attend, find us online to review materials and submit a comment: www.183A.com.

MEDIA ALERT



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

For Immediate Release:
June 7, 2019
Contact: Dee Anne Heath
Central Texas Regional Mobility Authority
Office: (512) 996-9778
Cell: (512) 565-6247

183A Phase III Project Seeking Community Input at June 13 Public Hearing

(Austin, Texas) – The Central Texas Regional Mobility Authority (Mobility Authority), in cooperation with the Texas Department of Transportation (TxDOT), is conducting a public hearing to gather community input on a possible extension of 183A north from Hero Way to SH 29 as Phase III of the 183A system. The 6.6-mile proposed tollway project will have two tolled lanes in each direction to start, and will ultimately be widened to three lanes in the future. The purpose of the hearing is to present the planned improvements, the findings of the Draft Environmental Assessment (EA), and to receive public comment on the proposed project.

Attendees will have the opportunity to review information on the proposed project, talk with planners and engineers, ask questions and submit comments. Displays will be available for viewing starting at 6:00 p.m. and ending at 9:00 p.m. with the formal hearing starting at 7:00 p.m.

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 Aaren.Grimes@WSP.com. Requests should be made at least three business days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

Those unable to attend the public hearing can review the draft EA, maps showing the project location and design, tentative construction schedules and provide input online at the project website, www.183a.com. Comments must be received on or before June 28, 2019 to be part of the official hearing record.

WHAT: [183A Phase III Public Hearing](#)

WHO: Mobility Authority and TxDOT officials, project planners and engineers

WHEN: Thursday, June 13, 2019, from 6:00 p.m.– 9:00 p.m.

WHERE: Upwards Church, [8754 RM 2243, Leander, TX 78641](#)

MEDIA OPPORTUNITIES: Interviews with project officials

###

About the Mobility Authority

The Central Texas Regional Mobility Authority is a local, independent government agency created in 2002 to improve the regional transportation system in Travis and Williamson counties. The Mobility Authority implements innovative and sustainable transportation options to enhance quality of life and economic vitality in Central Texas. The Mobility Authority operates 183A Toll in Williamson County, 290 Toll in east Austin, the 71 Toll Lane in east Austin, the MoPac Express Lane in Central Austin and 45SW Toll in southern Travis and northern Hays counties. The agency is also finishing construction of the eight-mile 183 South Project in east Austin. For more information about the Mobility Authority, visit www.MobilityAuthority.com.

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Our mailing address is:
3300 N. IH 35, Suite 300, Austin, TX 78705

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You're Invited to the 183A Phase III Public Hearing

When: **June 13, 2019 || 6:00 - 9:00 p.m.**
Where: **Upwards Church - Leander Campus**
[8754 RM 2243](#)
[Leander, TX 78641](#)

Join us to learn more about the proposed 6.6-mile 183A tollway project that would extend north from Hero Way to 1.1 miles north of SH 29.

With unprecedented growth in Williamson County, most notably in Cedar Park, Leander, and Liberty Hill, traffic volumes along US 183 are anticipated to increase by 183 percent over the next 25 years driving the need for proactive congestion relief. If you're unable to join us, check out our Virtual Open House online at www.183A.com.

Persons who plan to attend the meeting and have special communication or accommodation needs are encouraged to call [Aaren Grimes](#) at (737) 703-3899 at least three business days prior to the event to request assistance. If you have any general questions or concerns regarding the proposed project or the hearing, please contact [Brittani Kaim](#) at (737) 703-3863.

We hope to see you there!



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183A Phase III Public Hearing Invite

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Campaign URL	https://mailchi.mp/4c84beebbaa2/youre-invited-183a-phase-iii-open-house-on-nov-1899381 Edit
Delivery date & time	Wed, Jun 05, 2019 8:00 am
From name	Central Texas Regional Mobility Authority
From email	183APhase3@ctrma.org
Subject line	You're Invited: 183A Phase III Public Hearing on June 13
Preview text	
Recipients	Sent to audience: 183A Phase III Project Updates



Reminder: You're Invited to the 183A Phase III Public Hearing

When: **June 13, 2019** || 6:00 - 9:00 p.m.
Where: **Upwards Church - Leander Campus**
[8754 RM 2243](#)
[Leander, TX 78641](#)

Join us at the [183A Phase III public hearing](#) to learn more about the proposed 6.6-mile 183A tollway project that would extend north from Hero Way to 1.1 miles north of SH 29.

With unprecedented growth in Williamson County, most notably in Cedar Park, Leander, and Liberty Hill, traffic volumes along US 183 are anticipated to increase by 183 percent over the next 25 years driving the need for proactive congestion relief. If you're unable to join us, check out our Virtual Open House online at www.183A.com.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact [Brittani Kaim](#) at (737) 703-3863.

We hope to see you there!



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Our mailing address is:
3300 N. IH 35, Suite 300, Austin, TX 78705

You can [update your preferences](#) or [unsubscribe from this list](#).



Official Comment Period for 183A Phase III is Open

Thank you to everyone who attended the 183A Phase III Public Hearing on
June 13, 2019!

If you weren't able to join us, we invite you to review the materials, exhibits, and
information provided on our project website, 183A.com. Official comments on
the proposed project are being accepted through **Friday, June 28, 2019**.

Ready to comment now?

[Click here to submit your official comment.](#)

We hope to hear from you!



HILL COUNTRY NEWS

NEWS ▾ SPORTS ▾ ENTERTAINMENT ▾ OPINION ▾ FAITH ANNOUNCEMENTS ▾ CLASSIFIEDS

Public Notice

PUBLIC HEARING NOTICE FOR 183A PHASE III FROM HERO WAY TO 1.1 MILES NORTH OF STATE HIGHWAY 29

The Central Texas Regional Mobility Authority (Mobility Authority), in cooperation with the Texas Department of Transportation (TxDOT) are proposing to extend 183A from Hero Way to 1.1 miles north of State Highway (SH) 29 in Williamson County, Texas. This notice advises the public that the Mobility Authority 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 starting at 6:00 PM and ending at 9:00 PM with the formal hearing starting at 7:00 PM. 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 add two tolled lanes in each direction with an option to widen 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, where the existing lanes will remain as non-tolled frontage roads. 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 of 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.

Any environmental documentation or studies, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection at <https://183a.com>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted online at <https://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 Aaren.Grimes@WSP.com. Requests should be made at least three business 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.

HILL COUNTRY NEWS

NEWS ▾ SPORTS ▾ ENTERTAINMENT ▾ OPINION ▾ FAITH

Public Notice

**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 Lipewick Church located at 8754 Ranch to Market Rd 2043, Leander, TX 78641. Displays will be available for viewing at 8 p.m. and ending at 9 p.m. with the formal hearing starting at 7 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The 5.6-mile proposed bikeway project will have two bidirectional lanes in each direction to start and will be widened to three lanes in the future. The proposed bikeway is planned to be located mostly in the existing right-of-way (ROW) within the median of the US 183 corridor. The corridor 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 11.3 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 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: Brittan 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 Aaron Grimes at 737-753-3829 or Aaron.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 Brittan Kaim at Brittan.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.

Posted Thursday, June 13, 2019 1:00 am

**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 p.m. and ending at 9 p.m. with the formal hearing starting at 7 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 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.

Statesman

Our Call Center is available Monday-Friday, 8 a.m. - 5 p.m. at 512-445-4000 or email placeadhelp@statesman.com.

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PUBLIC HEARING NOTICE FOR 183A PHASE III FROM HERO WAY TO 1.1 MILES NORTH OF STATE HIGHWAY 29 The Central Texas Regional Mobility Authority (Mobility Authority), in cooperation with the Texas Department of Transportation (TxDOT) are proposing to extend 183A from Hero Way to 1.1 miles north of State Highway (SH) 29 in Williamson County, Texas. This notice advises the public that the Mobility Authority 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 starting at 6:00 PM and ending at 9:00 PM with the formal hearing starting at 7:00 PM. 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 add two tolled lanes in each direction with an option to widen 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, where the existing lanes will remain as non-tolled frontage roads. 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 of 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. Any environmental documentation or studies, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection at <https://183a.com>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted online at <https://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 the need for an interpreter, are encouraged to contact Aaren Grimes at Aaren.Grimes@WSP.com. Requests should be made at least three business 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. 5/30/2019

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Our Call Center is available Monday-Friday, 8 a.m. - 5 p.m. at 512-445-4000 or email placeadhelp@statesman.com.



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 p.m. and ending at 9 p.m. with the formal hearing starting at 7 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 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. 6-9/19

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Legal

Public hearing will collect Toll 183A comments



The proposed Phase 3 extension will stretch from Hero Way to SH 29. (Community Impact Newspaper staff)

By **Taylor Girtman** | 4:24 pm June 10, 2019 CDT | Updated 4:28 pm June 10, 2019 CDT



The Central Texas Regional Mobility Authority will hold a public hearing June 13 to gather community input on the third phase of the [Toll 183A project](#).

Project improvements and the Draft Environmental Assessment will be presented, and the public can comment on the proposal, according to a June 7 release by the Mobility Authority. Attendees can ask questions and talk with project planners and engineers.

The project is a possible 6.6-mile extension of 183A from Hero Way to SH 29. The project would begin with two lanes in both directions and three lanes in the future, according to the release.

The Draft Environmental Assessment is available online on the [project's website](#). Online absentee comments can be submitted on or before June 28 as part of the official hearing record.

The hearing will be held at Upwards Church located at 8754 RM 2243, Leander. The formal hearing will begin at 7 p.m., but displays of maps and designs will be available from 6 to 9 p.m.

This VMS is located along the NB direction about 1500 ft south of Whitewing Drive.



This VMS is located about 3000 feet north of Whitewing Drive along the SB frontage road.

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183A

 **PHASE III**

SCREENSHOTS OF WEBSITE & SOCIAL MEDIA OUTREACH



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



FAQs

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Extending 183A Toll North

Join us at the Public Hearing on June 13 for this proposed extension through Leander and Liberty Hill

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Meetings and Events

UPCOMING MEETINGS AND EVENTS

183A Phase III Public Hearing:

Thursday, June 13, 2019

6:00pm - 9:00pm

[Upwards Church - Leander Campus](#)

8754 RR 2243

Leander, TX 78641

More Information: [Public Hearing Notice](#)

4 Events

Events

Calendar

1

Birthdays

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**Public Hearing - 183A,
Phase III**

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JUN 13 Public Hearing - 183A, Phase III
Public · Hosted by Texas Department of Transportation

✓ Going ▾

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🕒 Thursday, June 13, 2019 at 6 PM – 9 PM
Next Week · 70–88°F Mostly Cloudy

📍 Upwards Church, Leander Campus 8754 RM 2243 Leander, TX 78641 [Show Map](#)

About

Discussion

4 Events

Events

Calendar

1

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**Public Hearing - 183A,
Phase III**

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Details

Where:
Upwards Church, Leander Campus
8754 RM 2243
Leander, TX 78641

When:
Thursday, June 13, 2019
6 p.m. - 9 p.m.
7 p.m. - Presentation

Purpose:
The Central Texas Regional Mobility Authority (CTRMA), in cooperation with TxDOT, is proposing the extension of 183A from Hero Way to 1.1 miles north of SH 29. The purpose of the hearing is to gather public input, discuss the purpose and need for mobility improvements due to population growth in the area, and to present information on the tentative project schedule and the Environmental Assessment (EA) process. Displays will be available for viewing starting at 6 p.m. and ending at 9 p.m., with the formal hearing starting at 7 p.m.

Description:
The CTRMA is proposing to extend 183A north from Hero Way to north of SH 29 as Phase III of the 183A system. The 6.6-mile proposed tollway project will have up to three tolled lanes in each direction. The proposed tollway is planned to be located mostly within the existing right-of-way within the median of the existing US 183 corridor. Schematic design, traffic modeling, and environmental investigations are currently underway. The extension will also feature a shared use path that will connect to the existing 183A trail connection with the proposed Seward Junction South roadway.

Special Accommodations:
The CTRMA makes every reasonable effort to accommodate the needs of the public. The meeting will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Requests should be made at least three business days prior to the meeting by calling (737) 703-3899. Please be aware that advance notice is requested as some accommodations may require time for the CTRMA to arrange.

Memorandum of Understanding:
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

Twitter and Facebook Promotion of Public Hearing and Comment Period

Mobility Authority @CTXMobility · Jun 6
We will be hosting a Public Hearing for the proposed extension of 183A in Williamson County on June 13th. Get information about the Hearing and find where to review project materials beforehand on the Facebook event page: facebook.com/events/2365320...

Mobility Authority @CTXMobility · Jun 13
We hope to see you tonight at the Public Hearing for the proposed extension of 183A in Leander. Get all the details here: txdot.gov/inside-txdot/g...

Mobility Authority @CTXMobility · Jun 12
In cooperation with @TxDOT we will be holding a Public Hearing tomorrow night at 6 pm at Upwards Church in Leander. Read about the project on our website and be prepared to share your thoughts. 183a.com

Central Texas Regional Mobility Authority
June 12 · 🌐

Prepare for the 183A Public Hearing tomorrow by reading about the project on our project website. If you can't attend the Hearing but still want to contribute, don't worry. You can submit comments for the official record through June 28 online, via mail, email, or in person. <https://183a.com/>

PUBLIC MEETING

THU, JUN 13
Public Hearing - 183A, Phase III
Upwards Church, Leander Campus 8754 RM 2243...
25 people interested

Going

Central Texas Regional Mobility Authority
June 17 at 7:00 AM · 🌐

We appreciate everyone who made the time to learn about and give their thoughts on the proposed extension of 183A Toll from Hero Way to SH 29 at the Public Hearing last week. If you didn't have a chance to attend, don't forget the comment period is open until June 28. See the details on the website: <https://183a.com/>

183A.COM
Official comment period for the Public Hearing is now through June 28, 2019

1

Welcome to the 183A Phase III Virtual Open House



Thank you for your interest and participation.

The Central Texas Regional Mobility Authority invites you to review and comment on the materials, exhibits, and information provided in this Virtual Open House. This virtual experience is part of the public feedback process for the proposed extension of 183A. Beyond this website, there was a public open house event on November 14, 2018, and a Public Hearing on June 13, 2019.

The Draft Environmental Assessment (EA); a comprehensive full disclosure document comprised of the environmental studies performed, is available for review and comment on this website.

The official comment period for the public open house closed on November 30, 2018 and the official comment period for the Public Hearing is now through June 28, 2019, though we welcome comments at any time.

We hope this Virtual Open House will enable you to explore the information at your convenience!



FREQUENTLY ASKED QUESTIONS

- What problem is 183A Phase III going to address?** +
- What is the proposed solution?** +
- What are the bicycle and pedestrian features?** +
- When will the Environmental Assessment be completed?** +

SECTION D

Sign Ins



183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
Sara Croff	Rep	
SAM MUMFEN	BRYSON PROJECT LLC	
Aaron Brewer	Summerlyn POA	11
Carol Stevens	r	Summerlyn
Adolfo Rendon		
Some Dilly -		
Aron Kloesel	High Gabriel - POA	High Gabriel
JOHN AUSTIN	AUSTIN RANCH	
Ben Marquardt		High Gabriel
Cheryl Taylor		

183A**PHASE III**

183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
Mike Murray		Carrington Ranch L.H
Joel/Courad Huppertler		
Jim Wharton		High Gabriel
Regina Wharton		High Gabriel
Dustin Doerschlag		Ranch Sierra
Michelle Kitchens		High Gabriel
Buck Crawford		
Rudy Ridolfi		Liberty Hill
Ray Firkin		LIBERTY Hill
Jeff Lentz		Summerlyn

183A

PHASE III

183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
Jennifer Jensen	Pohl Partners	
Tucker Jensen	Burton Construction	
Liz Brangan	Liberty Hill Parks	
Joe D. Webber, Jr.	M ^c Gray & M ^c Gray Land Surveyors, Inc.	
Travis V. Henry		
Colonel Louis John	B	Bryson
Derrick Bort		
Lee Eubanks		
Carrie Eubanks		
Oscar Saucedo-Bueno	HDR, INC.	CATALINA RANCH

183A

PHASE III

183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
LARRY GABER		KELLYVILLE
STEVE & KAREN Coombes	Home owner	WILD COUNTRY RANCH
Jonathon Covoy		Liberty Hill
Scott Spanglin	Home Owner	Leander, TX
Johanne Deady	Home owner	Leander TX
ERIC FLOTT	Local citizen	ROUND ROCK TT.
Dianna Montes		Leander, TX
Randall Dilleid		Pflugerville
PAVON Echevarria	MNTB	



183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
Dennis Symank	SGO HOA	San Gabriel Oaks
LARRY JEFFREY		LEANDER
A Kathy Parkinson-Parker	Leander City Council	
Ross DeBord		Block house
MICHAEL PETERSON		
X Michelle Stephenson	LEANDER City Council	CRYSTAL FALLS
Terry Vance		
CLIFF OLSZEWSKI	Burns & McDunnell	
GARON LOADER	—	—



183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
Bruce Fitts	Texas Cut Stone	
Shaniza Prasia		
Nizar Prasia		
NORL LARSON	LEANDER DEVELOPER LTD	
G. Hogan		
L. Hagen		
Gilbert Sylva		
Philip Hagen		
Brian Barnes	Tespro →	
Zeke Zeschang	SAM-CS	



183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
Gabriela Castellana	Milestone Community Builders	Larkspur R
Gary Rodriguez		Summerlyn
Kang Lee		
Kent Johnson		BEYSON
Deanne Vance		Carrington Ranch
Lewis		
Wayne S. Watts	City of Leander	N/A
Demi A Sping		High Gabriel
Margot Sping		High Gabriel
Alex Grands	Kimley-Horn	N/A



183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
Mira Boyd	N/A	N/A
LISA POWELL	P.E. STRUCTURAL CONS	_____
Raphael Campos	HDR Eng.	_____
Sue Couchman		High Gabriel Estates
Terry & Terry Vance	Home Owner	" " "
Stephen Johnson	N/A	N/A
JOSE MATOS	Home Owner	GRAYSON
Alex Tyberg	AREA Leander 2 LP	
Suresh Vallabhaveni		
Jason Way		



183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
Kent & Pauli Spang		Sunoco/ym
ALEX & DEBORAH SONNENSCHEN	-	
Christi Mardiney		



183A Phase III Public Hearing

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization (If applicable)	Subdivision (Optional)
Velchoffs		
R. Leander		

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Elected Official Sign In



183A Phase III Public Hearing - Elected Official Sign-In

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Office/Title	County (Optional)
Sara Groff	Rep. Bucy/district director Williamson	
Christine Sedesquist	Leander City Council	Wilco
Kathryn Pantalion-Parker	Leander City Council	
Michelle Stephenson	Leander City Council	Crystal Falls

Staff Sign In



183A Phase III Public Hearing - Staff Sign-In

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization
Lauren Taylor	WSP
Brittani Kain	WSP
Natassia Smith	WSP
Aaren Grimes	WSP
Becca McGovern	WSP
JUSTIN WORD	CTRMA
Mike Sexton	CTRMA
James Hamilton	WSP
CASEY CARLTON	WSP
Chris Tomescu	RTG

183A

PHASE III

183A Phase III Public Hearing - Staff Sign-In

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization
Rebecca Bray	WSP
Caren Grimes	WSP
Becca McGovern	WSP
Ryan Boyer	RS&H
Rick Klatz	WSP
Don Childs	Sheets + Crossfield
Oscar Solis	CTRMA
Chris Bishop	TXDOB
Colla Mucci	WSP
DeAnne Heaton	CTRMA

183A

PHASE III

183A Phase III Public Hearing - Staff Sign-In

Thursday, June 13, 2019 | 6:00-9:00 pm

Upwards Church, 8754 RM 2243, Leander, TX 78641

Name	Organization
Jon Geiselbrecht	TxDOT
Robert Carrillo	R.T.G.
David Huter	WSP
Robby Ramthun	TxDOT
Mike Doss	RMA board
SUSAN FRASER	TxDOT
Steve Pustelnik	CTRMA
David Singleton	CTRMA Board
Robert Gooden	eTRMA

SECTION E

Transcript

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PUBLIC HEARING
183A PHASE III

Location: Upwards Church
8754 Ranch Road 2243,
Leander, Texas 78641

Date: Thursday, June 13, 2019

Time: 7:00 p.m.

Court Reporter: Noelle R. Nevius

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A P P E A R A N C E S :

Chris Bishop - Public Information Officer -
TxDOT Austin District

Oscar Solis - Senior Project Manager -
Central Texas Regional Mobility Authority

Aaren Grimes - Communications and Public
Involvement Coordinator

Brittani Kaim - Communications and Public
Involvement Specialist

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I N D E X

	Page
Chris Bishop- introduction	4
Oscar Solis- presentation	8
Verbal Comment- Dennis Symank	32
Verbal Comment- Michael Peterson	34
Verbal Comment- Jeff Lentz	35

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Good evening. I'm Chris Bishop. I'm the public information officer for TxDOT Austin District. I want to welcome you to this public hearing for the proposed 183A Phase III project.

Before we go any further, I do want to recognize some people, including Christine Sederquist from Leander City Counsel. Do you have any other elected officials that we have missed?

In addition to that, I would also like to point out the personnel from the Texas Department of Transportation and the project team. If you would raise your hand or wave a little bit back there in the back of the room. Also from the Central Texas Regional Mobility Authority and their board, Mike Doss and David Singleton. They are joining us tonight. Thank you for coming out here.

We also would like to thank the Upwards Church for allowing us to

1 use this beautiful facility for
2 tonight's hearing.

3 The format of a public hearing
4 is regulated by the Federal Highway
5 Administration. It includes a
6 presentation and then a public comment
7 session. Coming up in just a moment,
8 Oscar Solis, senior project manager for
9 Central Texas Regional Mobility
10 Authority is going to present a summary
11 of the proposed project, an overview of
12 the right-of-way acquisition process,
13 followed by an overview of the
14 environmental process for the project.

15 Again, we appreciate your
16 being here tonight to review, discuss,
17 and provide input on this proposed 183A
18 Phase III project. The purpose of this
19 is to provide you an update on the
20 project, and to receive public input on
21 the proposed improvements.

22 This public hearing is being
23 recorded by a certified court reporter
24 for a formal record. We will be
25 preparing a transcript of the hearing,

1 and we do want to hear from you. So
2 please take the time to provide your
3 input, either by filling out a comment
4 card, or by speaking during the public
5 comment period coming up after the
6 presentation.

7 In adhering to public hearing
8 rules, we will not be allowed to answer
9 questions, or to respond to your
10 comments during the public comment
11 session. However, the project team has
12 been available, and will be available
13 during the break to answer your
14 questions. One-on-one will also be
15 available after the public comment
16 session.

17 If you would like to present a
18 verbal comment during our formal comment
19 hearing tonight, please fill out a
20 speaker registration card. They have
21 some that are located at the sign-in
22 table, but we have some over here at the
23 table to my far left. So you can sign
24 in there. If you wish to speak and have
25 not filled one out, you can raise your

1 hand. We'll have a project team that
2 can bring them around, and go to the
3 table, and get one of those cards.
4 Leave the card with the folks at the
5 table. Speakers will be called up in
6 the order they have submitted. Okay.
7 You might be a little shy or sit down.

8 There's also a written comment
9 form. If you'd like to comment, and
10 don't want to do it verbally, or if you
11 decided after you have spoken that
12 there's something else you want to put
13 out there, you can also submit a written
14 comment or additional comments. They
15 can be placed in the boxes located at
16 the comment table and the sign-in table.
17 They can also be mailed, e-mailed or
18 submitted online to the study team at
19 183A.com.

20 All comments to be included in
21 the public hearing record must be
22 received by June 28 midnight Central
23 time. Comments will be reviewed, and
24 taken into consideration during future
25 project development. Our response to

1 those comments received will be provided
2 in a comment matrix at a later date and
3 also posted on the project website at
4 183A.com.

5 One other point. Some of the
6 phrasing that you may hear tonight in
7 the presentation may sound a little
8 formal, or stilted, or repetitious.
9 This is done to meet the legal
10 requirements, so please bear with us.

11 All right. I'm going to turn
12 the presentation over to Oscar Solis
13 from the Mobility Authority who is going
14 to provide a project overview.

15 - - -

16 PRESENTATION

17 - - -

18 MR. SOLIS: Thank you, Chris.
19 As Chris said, my name is Oscar. I'm a
20 senior project manager at Central Texas
21 Regional Mobility Authority, and I
22 oversee this 183A Phase III project.

23 To start, I would like to
24 explain a little bit about the roles of
25 both TxDOT and CTRMA. TxDOT will

1 provide the project development
2 oversight on the project, and they are
3 the authority in the project's
4 environmental review and decision. Our
5 agency, the Mobility Authority, will
6 develop, construct, operate, and
7 maintain 183A Phase III as part of our
8 mission to increase regional mobility by
9 implementing innovative, multimodal
10 transportation solutions that reduce
11 congestion, and create transportation
12 choices that enhance quality of life and
13 economic vitality in Central Texas.

14 You are likely well aware of
15 the continued population growth
16 occurring in Cedar Park, Leander,
17 Liberty Hill, and north of there. With
18 that growth, traffic volumes along US
19 183 are anticipated to increase by
20 nearly 200 percent over the next 25
21 years, driving the need for proactive
22 congestion relief.

23 The purpose of the 183A Phase
24 III project is to improve mobility for
25 the traveling public on the US 183

1 corridor, while minimizing right-of-way,
2 community, and environmental impacts.
3 The proposed roadway project will
4 accommodate forecasted traffic, and
5 reduce anticipated congestion along the
6 183A corridor from Hero Way to SH 29.

7 The 183A Phase III project
8 will save commuters to and from Cedar
9 Park, Leander, and Liberty Hill time,
10 provide a reliable transportation
11 option, and eliminate the need to use
12 signalized intersections.

13 The Mobility Authority values
14 community outreach and feedback as a
15 part of every project that we deliver
16 for the community. We believe hearing
17 from you and taking your comments into
18 account only makes the projects better.

19 The environmental process for
20 this project began in 2018. As a part
21 of this process, the Mobility Authority
22 held meetings with property owners and
23 stakeholders. They started in November
24 of last year, and continued to occur
25 with one as recent as this week. We

1 also hosted a public open house last
2 fall next door here at the Leander VFW,
3 which was attended by a nearly 100
4 members of the community.

5 During that time, we also
6 hosted a virtual open house on our
7 project website housing all of the
8 exhibits of the public meeting, and
9 accepting official comments throughout
10 the comment period. Thank you to all
11 who participated in those meetings and
12 submitted the comments.

13 Talking about the project a
14 little bit. The project limits extend
15 6.6 miles from Hero Way to SH 29. The
16 toll way will have two tolled lanes in
17 each direction to start, but will
18 ultimately be widened to three lanes in
19 the future. The extension will also
20 feature a shared-use path from Hero Way
21 to the proposed southern leg of the
22 Seward Junction Loop project.

23 Here, you can see the
24 project's typical section, which shows
25 that existing US 183 will remain as

1 non-tolled frontage roads. We will
2 build 183A Phase III in the center
3 median with two tolled lanes in each
4 direction to start, ultimately widening
5 to those three lanes in the future.
6 Also, we will be building a 10-foot
7 shared-use path which will run along the
8 side of the project.

9 This graphic shows the entire
10 length of the project from Hero Way to
11 SH 29. The white lanes on the outside
12 represent the existing non-tolled
13 frontage roads. The tan-colored lanes
14 in the center are the proposed new lanes
15 for 183A Phase III. The blue depicts
16 our proposed access ramps connecting the
17 toll lanes, and the frontage road lanes.
18 And the orange shows our proposed
19 bridges. The toll way is planned to go
20 over existing roadways everywhere except
21 SH 29, where we plan to go under.

22 Heres's a closer look of the
23 southern piece of the project which
24 shows the access to and from the High
25 Gabriel and Bryson neighborhoods, as

1 well as the existing US 183 corridor.
2 The project also includes the addition
3 of Texas turnarounds at the Green Valley
4 Drive and South Gabriel Drive
5 intersection. The Texas turnarounds
6 give drivers the ability to make a
7 u-turn before reaching the intersection.

8 This next slide is a closer
9 view of the northern segment of the
10 project which shows access to and from
11 Summerlyn and Grayson neighborhoods, as
12 well as SH 29. Projects planned by
13 agencies other than the Mobility
14 Authority are also shown on the map.
15 TxDOT is currently installing a traffic
16 signal at Whitewing Drive that is
17 anticipated to be operational by the end
18 of August. Thank you for that.

19 Additionally, the red dotted
20 line is showing the Seward Junction Loop
21 project that Williamson County is
22 proposing and persuing at this time.

23 At the very north end of the
24 project, we have a transition from the
25 proposed toll way lanes to the existing

1 US 183. Under the conditions as they
2 are today, the existing divided US 183
3 main lanes merge into an undivided
4 section just north of 29, and south of
5 the County Road 258, County Road 213
6 intersection. Once the project is
7 developed, the US 183 main lanes will
8 become frontage roads, and the transition
9 from a divided highway to an undivided
10 highway will occur on the north side of
11 County Road 258. The new toll lanes
12 will merge into the frontage roads
13 between SH 29 and County Road 258. The
14 project does include the additional
15 Texas turnaround there at County Road
16 258 as well.

17 This north end of the project
18 where the transition from a divided to
19 an undivided highway occurs is where
20 right-of-way is required. Approximately
21 19.3 acres of additional right-of-way
22 will be required for the project from
23 five separate parcels shown on that
24 graphic. The Mobility Authority, in
25 coordination with the state of Texas and

1 TxDOT, has designated an authorized
2 agent who would be responsible for the
3 acquisition of necessary right-of-way,
4 and for all relocation services.
5 Acquisitions would be made in accordance
6 with federal and state statutes and
7 guidelines.

8 The primary federal law, which
9 sets the guidelines for right-of-way
10 acquisitions and relocation systems is
11 found in the Uniform Relocation
12 Assistance and Real Property Acquisition
13 Policies Act of 1970. That's also known
14 as the Uniform Act. This law sets the
15 standard for appraisal, negotiations,
16 and relocation, and has also been
17 incorporated into state law as set out
18 in the Texas Transportation Code, and
19 the Texas Property Code.

20 For basic review of your
21 rights and Mobility Authority's
22 obligations, I would recommend that you
23 pick up the brochure entitled State
24 Purchase of Right-Of-Way, which is
25 available at the sign-in table, or

1 electronically at TxDOT's web page.
2 Direction to the department's web page
3 are available at the sign-in table up
4 front.

5 If a Finding of No Significant
6 Impact, or FONSI, is received for this
7 project, the Mobility Authority will
8 contract with a consultant to coordinate
9 acquisition and relocation activities.
10 Independent fee appraisers have been
11 contacted to appraise all necessary
12 property. Affected property owners
13 would receive written notification of
14 the pending appraisal inspection.

15 Appraisers would request
16 permission to enter a property for
17 intersection, and offer the property
18 owner or their representative the right
19 to accompany them on the inspection.
20 The appraiser would be asked to
21 determine the value of the land to be
22 acquired, real property improvements
23 within the area to be acquired, and
24 damage, if any, to the remaining
25 property. The written appraisal would

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be provided to the landowner at the time the offer is made.

If environmental clearance is obtained and the project is fully authorized, the Mobility Authority's acquiring agent would commence the acquisition process. This agent would send each property owner an offer letter along with a copy of the appraisal. That letter, through the appraisal -- together with the appraisal, would advise each affected owner as to the value of the land to be acquired, the value of any improvements within the acquisition area, and damages, if any, to the remaining property.

Each property owner could accept the offer based on the appraisal, or make a counteroffer based upon additional information that may affect the value of the land under consideration. If no agreement can be reached, the Mobility Authority would obtain authorization to proceed with eminent domain proceedings. The initial

1 stage of an eminent domain proceeding is
2 what is known as a Special
3 Commissioner's Hearing. In the Special
4 Commissioner's Hearing, a judge with
5 jurisdiction over such proceedings would
6 appoint three special commissioners to
7 hear the evidence of both the landowner
8 and the Mobility Authority. The Special
9 Commissioner's Hearing is generally
10 informal and usually not in a courtroom,
11 but rather in a public meeting room.

12 A property owner may hire an
13 attorney to represent them in this
14 proceeding or appear on their own
15 behalf. Based upon testimony given, the
16 Special Commissioners issue an award,
17 which would be their determination of
18 value. Once the Mobility Authority has
19 deposited the amount of this award in
20 the registry of the court, it would have
21 a right of possession to the property.
22 Either the landowner or the Mobility
23 Authority can appeal the award of
24 Special Commissioner's, and a court
25 proceeding would then be scheduled to

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resolve the issue of value.

In all cases, the property owner would be reimbursed or would not otherwise have to pay for any reasonable, incidental expenses necessarily incurred in transferring the title to the acquired property to the Mobility Authority, including most typical closing costs.

If you have any questions regarding these matters, please feel free to visit with a representative from Sheets & Crossfield, here tonight, the Mobility Authority's right-of-way agent.

The Mobility Authority is committed to constructing multimodal, pedestrian-friendly facilities that enhance the region's quality of life. The commitment includes the design and implementation of shared-use paths, sidewalks, and cross-street connections as part of every project, whenever feasible. On Mobility Authority projects throughout the region, we are

1 more than 70 miles of sidewalks and
2 shared-use plans planned or already in
3 place.

4 The 183 Phase III project is
5 no different. It will improve bicycle
6 and pedestrian paths within the project
7 limits. The proposed shared-use path
8 will add an additional 4.6 miles to the
9 existing path along 183A, and would be
10 constructed From Hero Way to the
11 proposed southern leg of the Seward
12 Junction Loop project. And that will
13 include a connection to the future City
14 of Leander Park, just north of the San
15 Gabriel River, and the structure over
16 the South Fork of the San Gabriel River.

17 Just a second while our slides
18 catch up a little bit. If I had a joke,
19 I would tell it now. I appreciate
20 y'all's patience. It'll be another
21 minute. Thank you. All right. Here we
22 go. Thank you for getting that back up
23 and running.

24 All right. Now getting into
25 the environmental process. As part of

1 environmental process, an environmental
2 assessment is being conducted consistent
3 with the National Environmental Policy
4 Act, or NEPA, in which natural,
5 cultural, and social resources have been
6 evaluated for potential impacts
7 resulting from the proposed project, as
8 well as assessing resources and impacts,
9 the environmental document also includes
10 the project description, purpose and
11 need for the project, right-of-way
12 required, and the project cost and
13 funding.

14 This document was approved for
15 further processing by TxDOT's
16 Environmental Affairs Division, and has
17 been coordinated with other public
18 agencies. The Environmental assessment
19 for this proposed project is available
20 here tonight for your review, and is
21 also available at the Mobility Authority
22 office, and the TxDOT Austin District
23 office, as well as on the project's
24 website, 183A.com.

25 The resources and issues that

1 were studied during the environmental
2 process include -- there's a bunch on
3 there -- air quality, traffic noise,
4 hazardous materials, historic and
5 archaeological resources, land use and
6 farmland, parkland, biological
7 resources, threatened and endangered
8 species, water resources, visual
9 resources, and social and community
10 impacts.

11 As mentioned earlier, this
12 project would require acquisition of
13 right-of-way at the north end of the
14 project to provide sufficient area for
15 constructing the transition of US 183
16 from a divided to an undivided facility.
17 No homes or community facilities would
18 be displaced because of this
19 acquisition. Since most of the project
20 would occur within existing
21 right-of-way, this acquisition at the
22 north end would be the only conversion
23 of land to transportation use.

24 The project would cross four
25 streams subject to the jurisdiction of

1 the U.S. Army Corps of Engineers under
2 Section 404 of the Clean Water Act.
3 These include the South Fork of the San
4 Gabriel River and three tributary
5 streams. The placement of fill material
6 into stream is estimated to result in an
7 impact of five thousandths of an acre,
8 or .005 acre, to linear streams, and no
9 impact to an associated wetland. This
10 level of impact is authorized under
11 Nationwide Permit 14 with no requirement
12 for
13 pre-construction notification.

14 The proposed project is
15 located within the Federal Emergency
16 Management Agency, or FEMA, based
17 floodplains of the South Fork of the San
18 Gabriel River, and unnamed tributaries
19 of the river crossing US 183 at two
20 locations north of the river. The
21 facility would permit the conveyance of
22 the 100-year flood, inundation of the
23 roadway being acceptable, without
24 causing substantial damage to the
25 roadway, stream, or other property.

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The proposed project would not increase the base flood elevation to a level that would violate the applicable floodplain regulation or ordinances. Adherence to the TxDOT Hydraulic Design Manual ensures that this project will not result in a significant incroachment as defined by FHWA's rules implementing Executive Order 11988 on Floodplain Management.

A traffic noise analysis was conducted for homes, churches, parks, and businesses along the project. Noise readings were taken at selected locations in the project area. These noise readings were used to validate existing noise levels estimated by the traffic noise model.

Predicted future noise levels were calculated based on traffic estimates for 2042. The noise analysis determined that traffic noise impacts would occur at 24 homes, the planned South Gabriel River Park, and the New Life Church playground. Noise levels

1 already approach or exceed noise
2 abatement criteria at seven locations
3 under existing conditions. Without the
4 proposed project, traffic noise would
5 increase over existing conditions
6 because of increased traffic volumes.
7 The projected increase in noise levels
8 with the proposed project is due to the
9 increase in roadway traffic lanes and
10 traffic volumes.

11 Because of the anticipated
12 noise level increase associated with the
13 proposed project, a noise wall analysis
14 was conducted. In compliance with FHWA
15 and TxDOT noise abatement guidelines,
16 proposed noise walls must be both
17 feasible and reasonable. To be
18 feasible, a noise wall must provide a
19 five decibel reduction in noise for at
20 least 50 percent of the first-row of
21 receivers, and must also be
22 constructible, that is, compatible with
23 topography, drainage, maintenance, and
24 existing utilities.

25 To be reasonable, a noise wall

1 must provide a seven decibel reduction
2 for at least one first-row receiver, and
3 must not exceed a cost of \$25,000 per
4 benefited receiver. The results of that
5 analysis indicated that one combination
6 of two noise walls would be feasible,
7 and reasonable as a noise abatement
8 measure adjacent to the South San
9 Gabriel River Park, planned by the City
10 of Leander. Other noise walls, where
11 feasible, would not be reasonable for
12 the impacted receivers since they would
13 exceed TxDOT's cost-effectiveness
14 criteria. No other noise walls
15 qualified for incorporation into the
16 proposed project.

17 During project construction,
18 none of the receivers is expected to be
19 exposed to construction noise for a long
20 duration. Therefore, any extended
21 disruption of normal activities is not
22 expected. Provisions will be included
23 in the construction plans, and
24 specifications that require the
25 contractor to make every reasonable

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effort to minimize construction noise through abatement measures, such as work-hour controls and proper maintenance of muffler systems.

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 proposed project. The proposed project is in range of, and suitable habitat characteristics are present for four state-listed threatened species, and 11 species of general conservation need. Best management practices would be implemented on the proposed project in an effort to avoid or minimize impacts to state-listed species, and species of general conservation need.

In conclusion, the studies, analyses, and evaluation currently performed indicate that the proposed improvements would cause no significant environmental impacts.

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Closing out the project portion of the presentation, let's review our projected schedule. We anticipate that the project will receive an environmental finding later on this summer. And if that FONSI is received, we'll go through construction letting, which makes the project available for bidding by contractors in mid-2020. Construction would then begin in late 2020, with completion anticipated in 2024. During construction, existing access to properties located along the US 183 frontage roads would be maintained.

This concludes the project overview portion. We are going to turn it over to Chris, who will now preside over the remainder of the hearing. Thank you.

MR. BISHOP: All right. Thank you, Oscar. As I said earlier, the main purpose of this hearing is to hear from you, and to provide an opportunity for you to comment on the project, including

1 what you've seen and heard here tonight.

2 All comments received, whether
3 written or verbal, will be included in
4 the official public hearing record. And
5 again, a reminder, if you wish to make
6 verbal comments during tonight's formal
7 public comment session, please fill out
8 a speaker registration card. They're
9 located over here at the table to my
10 left, and then we will put you in the
11 queue.

12 All right. We are ready to
13 take a -- about a 10-minute break.
14 Please feel free during this break to
15 review the project materials, ask
16 questions of the project team. They're
17 going to be back at the tables and the
18 displays in the back of the room. After
19 that 10-minute recess, we'll reconvene
20 to take those verbal comments. The
21 study team -- they're all wearing the
22 nametags, and they're ready to meet you
23 at the exhibits.

24 So we are going to get into
25 that brief recess. The time is now

1 7:29. We will reconvene at 7:39. We
2 are at recess.

3 (At this time, a short recess
4 was taken.)

5 (At this time, back on the
6 record.)

7 MR. BISHOP: All right. If
8 everyone would please take a seat. We
9 are going to begin the public comment
10 portion of tonight's hearing. Give you
11 just a moment to get there.

12 While you're heading to your
13 seats, I want to remind you that nothing
14 that's been presented here this evening
15 is final. It's all subject to change
16 based on the written and verbal comments
17 that we receive. I also want to remind
18 you that per the rules of the public
19 hearing, we will not be answering
20 questions during the verbal comment
21 period; it's time put aside for you to
22 speak.

23 And once again, if you wish to
24 issue a verbal comment and you haven't
25 done so, please fill out a speaker card

1 at the table off to my left. Hold your
2 hand up, and we'll get a card to you.
3 Speakers will be called in the order
4 that they have submitted.

5 Also, if you don't want to
6 speak tonight, but you want to send in
7 comments, we also have written comment
8 forms. You can mail them in, e-mail
9 them in, send them in through the
10 website at 183A.com.

11 Now to ensure that everybody
12 who wants to make a formal comment this
13 evening has the opportunity to do so, we
14 limit all comments to three minutes.
15 Time cannot be shared between people.
16 After that three minutes, we ask you to
17 be seated so that the next speaker can
18 take your place and make their comments.
19 If you have additional comments that you
20 want to make, we ask you to submit them
21 in writing or online.

22 Okay. I'm going to call out
23 the names. Please step up to the
24 microphone here, and make sure you face
25 the court reporter so comments can be

1 accurately recorded. We also ask that
2 you begin by stating your first and last
3 name.

4 All right. We are taking
5 speakers in this order. Dennis Symank?

6 - - -

7 VERBAL COMMENT

8 - - -

9 DENNIS SYMANK: Thank you. I
10 live in San Gabriel Subdivision off
11 County Road 258 on the north end. We
12 already have a dangerous intersection on
13 County Road 258 and 183. My concern is
14 that the toll road will be ending
15 between 258 and 29. We'll be dumping
16 traffic 70 miles an hour probably off
17 the toll road, and on to the frontage
18 road, and then we have an intersection
19 there. I have noticed it is divided.
20 That will help. But we all know that
21 people don't slow down at the end of the
22 toll road until they get up the road a
23 little bit.

24 County Road 258 was improved
25 by Williamson County in 2017 as a

1 cut-through between Ronald Reagan and
2 183. As a result, we've seen a lot of
3 increased traffic on County Road 258
4 cutting through between the two
5 highways. So we are only getting more
6 traffic, and yet we are having a -- I
7 think a dangerous situation here.

8 If we could -- and it's not
9 possible, I know. But my concern is
10 that the toll road is ending so close to
11 County Road 258. If it can end further
12 to the south, then you're at 29. And I
13 know that's not feasible. But my
14 concern is that the toll road is ending
15 right at 258, and we are going to have a
16 lot of speeding cars coming off on to
17 the frontage road. Thank you very much.

18 MR. BISHOP: Thank you. Our
19 next --

20 DENNIS SYMANK: Many parents
21 already prohibit their children from
22 using the intersection of 258 and 183.
23 They make them use 260. So just want to
24 make that known. I know a lot of
25 parents, and that's exactly what they

1 do. They prohibit their young drivers
2 from using that intersection. Thank
3 you.

4 MR. BISHOP: Thank you, sir.
5 Our next speaker is Michael Peterson.

6 - - -

7 VERBAL COMMENT

8 - - -

9 MICHAEL PETERSON: Hi. My
10 name is Mike Peterson. I would just
11 like to make a comment concerning the
12 service roads for those not using it.
13 The current 183 has got -- it's very
14 dangerous the way the service roads are
15 laid out. You're continually having to
16 move back and forth across lanes.

17 My recommendation would be to
18 allow a driver to stay in one lane, and
19 if you need to turn left or right at an
20 intersection add a turn lane at the
21 intersection, but don't keep making
22 drivers change lanes, which is very
23 dangerous.

24 MR. BISHOP: Thank you, sir.
25 All right. Those are the only people

1 who signed up to speak this evening. So
2 we are going to close the public comment
3 portion of the hearing tonight.

4 All comments received tonight,
5 as well as those received by June 28,
6 2019 will be summarized, analyzed, and
7 responded in a report. Those comments
8 and responses will be available to the
9 public on the project's website at
10 183A.com. Again, this concludes the
11 public hearing. I want to thank you for
12 coming out. There are a lot of things
13 that you could be doing in your life.
14 You're probably very, very busy. We
15 appreciate your taking your time out,
16 and coming here this evening.

17 The time is 7:44. This
18 hearing is officially adjourned. We
19 will have staff here for the next hour
20 or so in case you need to hang around,
21 and ask some more questions, or if you
22 don't have anywhere else to go. But
23 feel free to leave, or stay for a little
24 while. Again, we appreciate you being
25 here. Thank you and good night.

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VERBAL COMMENT

- - -

JEFF LENTZ: My name is Jeff
Lentz. I wanted to talk about the
entrances to your 183A being too close
to your intersections. For example, I
travel 183 every morning, and when I hit
the Crystal Falls intersection, the cars
just coming flying out of that
intersection across to get on to 183A.
And there are many mornings where I've
actually had to slam on my brakes, and
come to a complete stop to avoid hitting
someone. So I think they need to adjust
the entrances to be a little bit further
away from the intersections themselves.

COURT REPORTER: Okay. Thank
you.

- - -

(Whereupon, public hearing
concluded at approximately 7:45 p.m.)

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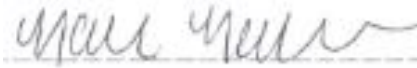
REPORTER'S CERTIFICATION

I, NOELLE NEVIUS, hereby certify to the following:

That the transcript is a true record of the proceedings;

I further certify that I am neither counsel for, related to, nor employed by any of the parties or attorneys in this action in which this proceeding was taken, and further that I am not financially or otherwise interested in the outcome of the action.

Certified to by me this July 9, 2019.



NOELLE NEVIUS

SECTION F

Comments Received

183A

 PHASE III

183A PHASE III PUBLIC HEARING

COMMENT CARD

June 13, 2019

Upwards Church | 8754 RM 2243

Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29

Please provide your comments below on the 183A Phase III Toll Project

NAME:

Deanne Vance

ADDRESS:

[Redacted]

COMMENT:

Safety of cars turning right from 183 to CR 258
What means will be taken to make
the intersection of CR 258 & CR 213 w/183
more safe?
1) Will that be a controlled intersection?
2) Will the right turn lane from 183 to
258 be long enough ~~and desi~~ to accommodate
the amount of traffic turning onto that road?
3) Will the ^(right) turn lane onto 258 be
configured for the large trucks that
turn to go to Lauren Concrete?

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

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Comments must be submitted or postmarked by June 28, 2019.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



183A PHASE III PUBLIC HEARING
COMMENT CARD

June 13, 2019
Upwards Church | 8754 RM 2243
Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29
Please provide your comments below on the 183A Phase III Toll Project

NAME: Gary

ADDRESS:

COMMENT:

Please consider putting
acceleration lanes on entrance
& exits to residential developments
or business.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

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183A

 PHASE III

183A PHASE III PUBLIC HEARING

COMMENT CARD

June 13, 2019

Upwards Church | 8754 RM 2243

Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29

Please provide your comments below on the 183A Phase III Toll Project

NAME: *Jennifer Jensen*

ADDRESS:



COMMENT:

I am in support of this project.

It will be a huge benefit to residents & business owners in Williamson County.

It is so important to stay on track w/ building road.

*align w/ ~~ward~~ growth ~~to~~ & avoid future traffic problems.
 patterns*

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

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CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



183A PHASE III PUBLIC HEARING
COMMENT CARD

June 13, 2019
Upwards Church | 8754 RM 2243
Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29
Please provide your comments below on the 183A Phase III Toll Project

NAME: Aucker Jensen

ADDRESS: [Redacted]

COMMENT: I am in support of this project. This will greatly help residents commuting to work.

(Texas Transportation Code, 5201.811(a)(5)): Check each of the following boxes that may apply to you:

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183A

 PHASE III

183A PHASE III PUBLIC HEARING

COMMENT CARD

June 13, 2019

Upwards Church | 8754 RM 2243

Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29

Please provide your comments below on the 183A Phase III Toll Project

NAME: Mira Boyda

ADDRESS: [REDACTED]

COMMENT:

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 + Liberty Hill are my neighbors and I personally look forward to my travel into them to being easier + faster.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting on

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CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



183A PHASE III PUBLIC HEARING
COMMENT CARD

June 13, 2019
Upwards Church | 8754 RM 2243
Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29
Please provide your comments below on the 183A Phase III Toll Project

NAME: Bruce Feltner Texas Cut Stone

ADDRESS: [Redacted]

COMMENT:

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?

[Redacted]

Bruce Feltner

(Texas Transportation Code, 5201.811(a)(5)): Check each of the following boxes that may apply to you:

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183A PHASE III PUBLIC HEARING
COMMENT CARD

June 13, 2019
Upwards Church | 8754 RM 2243
Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29
Please provide your comments below on the 183A Phase III Toll Project

NAME: Tim Wharton [Redacted]

ADDRESS: [Redacted]

COMMENT: Main concern is elevations of roadway
if elevation is raised more than a few feet
it will cause issues for us + all other
homes located on 183 frontage.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

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183A

 PHASE III

183A PHASE III PUBLIC HEARING

COMMENT CARD

June 13, 2019

Upwards Church | 8754 RM 2243

Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29

Please provide your comments below on the 183A Phase III Toll Project

NAME:

Gary

ADDRESS:

COMMENT:

It would be nice to see
A lot more trees + bushes
planted along the areas
between frontage roads +
183 A.

Please plant more trees +
bushes to enhance the overall
beautification.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

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CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



183A PHASE III PUBLIC HEARING
COMMENT CARD

June 13, 2019
Upwards Church | 8754 RM 2243
Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29
Please provide your comments below on the 183A Phase III Toll Project

NAME: GAYLEN LOADER

ADDRESS: [REDACTED]

COMMENT:

Please save the trees that are on the Tollway portion.

The trees can be offered to homeowners; home builders, developments, business.

~~Let the~~ This can be made known by letting the media know.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

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183A PHASE III PUBLIC HEARING

COMMENT CARD

June 13, 2019

Upwards Church | 8754 RM 2243
Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29

Please provide your comments below on the 183A Phase III Toll Project

NAME: Debbie Velchoff

ADDRESS: [REDACTED]

COMMENT:

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.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT - only when absolutely necessary
- I could benefit monetarily from the project or other item about which I am commenting on

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CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

183A

 PHASE III

183A PHASE III PUBLIC HEARING

COMMENT CARD

June 13, 2019

Upwards Church | 8754 RM 2243

Leander, Texas 78641

EXTEND 183A FROM HERO WAY TO STATE HIGHWAY 29

Please provide your comments below on the 183A Phase III Toll Project

NAME: Michelle Kitchens

ADDRESS: [REDACTED]

COMMENT:

Between Green Valley Dr and Signal Hill Dr,

- Preserve the trees
- Have public sidewalk/footpath at least 30 ft from property line.
- Add trees between footpath and property line.
- Add right turn lane to exit neighborhood at greenvalley Dr and Signal Hill Dr.
(such as a wall)
- Add barrier between sidewalk and property line.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

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CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

June 3, 2019

Name: Rip Rowan

Comments: 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

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

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June 13, 2019

Name: Donna Spencer

Comments: 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!

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: a63d503e5a

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June 13, 2019

Name: Diane

Comments: 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.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload:

June 13, 2019

Name: Carrie Eubanks

Comments: 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.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

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June 9, 2019

Name: Bruce Nakfoor

Comments: 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. Bruce Nakfoor [REDACTED]

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload:

June 13, 2019

Name: Aaron Brewer

Comments: 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.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

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June 10, 2019

Name: Alexander H. Tynberg, Trustee (President of AREA Leander 1 LP)

Comments: 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.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

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June 11, 2019

Name: Alex Tynberg

Comments: 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.

Thank you, Alex Tynberg (AREA Leander 1 LP)

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: Yes

Sign up for our newsletter: No

File Upload:

June 18, 2019

Name: ROY AVILA

Comments: 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.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload:

June 18, 2019

Name: Gary Bucchianeri

Comments: 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.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload:

June 16, 2019

Name: Roseanne Hyman

Comments: 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.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload:

June 20, 2019

Name: Virginia Partain (Ginny)

Comments: 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 monetarily 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.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload:

June 20, 2019

Name: Richard S. Patnaude I

Comments: 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

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload:

June 26, 2019

Name: Mary and Bryan Scheible

Comments: 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

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload: [824C00D9-895F-47A4-98D0-07AB00232B68.jpeg](#)



Facing East – Existing Conditions



Facing East – Proposed Development

June 26, 2019

Name: Aron Kloesel

Comments: see attached

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: a63d503e5a

File Upload: [183A comments.docx](#)

183A comments

- 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.

June 26, 2019

Name: Mary Scheible

Comments: 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

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload:

June 27, 2019

Name: Alex Tynberg

Comments: Please include east-west pedestrian connections for all intersections in Leander for pedestrian access across the tollway.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: Yes

Sign up for our newsletter: No

File Upload:

June 27, 2019

Name: Wayne S. Watts, P.E., CFM, City Engineer for Leander, Texas

Comments: Please see attached Resolution by City of Leander City Council

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload: [Resolution 19-008-00.pdf](#)

RESOLUTION NO. 19-008-00

A RESOLUTION OF THE CITY OF LEANDER, TEXAS, PROVIDING COMMENTS TO THE CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (CTRMA) ON THE ALLOTMENT AND LOCATION OF PROPOSED ENTRANCE AND EXIT RAMPS ASSOCIATED WITH THE CONSTRUCTION AND EXTENSION OF THE MAIN LANES OF U.S. HIGHWAY 183-A FROM HERO WAY TO STATE HIGHWAY 29; AND PROVIDING FOR RELATED MATTERS

WHEREAS, Central Texas Regional Mobility Authority (“CTRMA”) presented for public review and comment the 183A Phase III Roadway Schematic Maps, which show a southbound toll lane exit ramp north of the Bryson Ridge Trail/Highway 183 intersection with 183A, a southbound toll lane entrance ramp between the intersections of Bryson Ridge Trail/Highway 183 and San Gabriel Parkway with 183A, and southbound toll lane exit and entrance ramps between the intersections of San Gabriel Parkway and Hero Way with 183A; and

WHEREAS, the currently proposed 183A Phase III southbound exit and entrance ramp configuration will measurably delay emergency room access to St. David’s Hospital Emergency Room by requiring southbound emergency vehicles and the public to exit the toll lanes north of the signalized intersection with Bryson Ridge Trail/Highway 183 and experience the delays of a signalized intersection; and

WHEREAS, the omission of an exit ramp between Bryson Ridge Trail/Hwy. 183 and San Gabriel Parkway will negatively impact access to and the economic viability of the Leander Transit Oriented Development (the “TOD”), and property and developments located within the TOD; and

WHEREAS, CTRMA has refused the City of Leander’s request to add an exit ramp between the intersections Bryson Ridge Trail/Hwy. 183 and San Gabriel Parkway citing a policy of not having of not having three exit ramps in a row; and

WHEREAS, *there are three existing exit ramps in a row* for northbound traffic on 183A as follows: (1) New Hope Road between F.M. 1431 and New Hope Road in Cedar Park; (2) Scottsdale Drive between New Hope Road and Scottsdale Drive in Cedar Park; and (3) E. Crystal Falls Parkway between Scottsdale Drive and E. Crystal Falls Parkway in Leander; and

WHEREAS, the City Council of the City of Leander, Texas (the “City”) finds that it is in the best interest of public health, safety, and welfare to decrease the delays of traversing the Bryson Ridge Trail/Highway 183 signalized intersection for access by emergency vehicles and the public to St. David’s Hospital Emergency Room by providing of an exit ramp between the intersections of Bryson Ridge Trail/Highway 183 and San Gabriel Parkway; and

WHEREAS, the City Council of Leander finds that it is in the best interest of the economic health and viability of Leander’s Transit Oriented Development (the “TOD”) and the properties and developments located therein, which in turn benefits the economic health of the County, the

region, and the State, that a more direct, less cumbersome access to the TOD, other than the Bryson Ridge Trail/Highway 183 signalized intersection, be provided by adding an exit ramp between the intersections of Bryson Ridge Trail/Highway 183 and San Gabriel Parkway; and

WHEREAS, adding an exit ramp between the intersections of Bryson Ridge Trail/Highway 183 and San Gabriel Parkway is not inconsistent existing exit ramp configurations;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LEANDER, TEXAS:

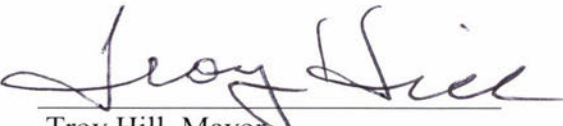
SECTION 1. The foregoing recitals are all true and correct and are hereby approved and adopted.

SECTION 2. The City Council of Leander herein calls for CTRMA to add an exit ramp between the intersections of Bryson Ridge Trail/Highway 183 and San Gabriel Parkway to its proposed 183A Phase III Project's Roadway Schematic Maps.

SECTION 3. It is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place, and purpose of said meeting was given as required by law.

PASSED AND APPROVED this the 20th day of June, 2019.

CITY OF LEANDER, TEXAS


Troy Hill, Mayor

ATTEST:


Debora Penberg, Deputy City Secretary



June 28, 2019

Name: Bobbi Marquardt

Comments: 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

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: a63d503e5a

File Upload:

June 28, 2019

Name: Cindy Bailey

Comments: 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

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: a63d503e5a

File Upload:

June 28, 2019

Name: Mary Scheible

Comments: 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.

I am employed by TxDOT: No

I do business with TxDOT: No

I could benefit monetarily from the project or other item about which I am commenting: No

Sign up for our newsletter: No

File Upload:

From: Gary Lehrer
To: 183APhase3@ctrma.org
Subject: 183A Phase III Project Expansion
Date: Monday, June 17, 2019 3:55:16 PM

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.

Gary Lehrer


From: Dennis Symank <[REDACTED]>
Sent: Monday, June 17, 2019 7:19 PM
To: Gary Lehrer
Cc: 183APhase3@ctrma.org
Subject: Re: 183A Phase III Project Expansion

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.

Dennis

Sent from my iPad

On Jun 17, 2019, at 3:54 PM, Gary Lehrer [REDACTED] wrote:

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.

Gary Lehrer
[REDACTED]

From: Jason
Sent: Thursday, June 20, 2019 9:44 AM
To: 183aPhase3@ctrma.org
Subject: ROW

Kang Lee, Zennie Wey, & YuhJaan Wey
Date: June 20, 2019

Attn: Brittani Kaim
Central Texas Regional Mobility Authority
3300 N I-35 Frontage Road, Suite 300
Austin, TX 78705

Dear Sir,

As the affected owners (R022811&R449873) of the proposed 183A continuation we have three comments as follows:

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.

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.

Sincerely,

Kang Lee
ZennieWey
Yuh-Jaan Wey

SECTION G

Figures

- G1. Exhibit/Boards**
- G2. Handout Materials**
- G3. Photographs**
- G4. Public Hearing Presentation**
- G5. 183A Phase III Schematic**

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SECTION G

Figures

G1. Exhibit/Boards

Public Hearing

183A



PHASE III

Welcome!



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

183A



STAY INFORMED & INVOLVED

Sign up for
e-newsletter
updates

Visit our virtual
open house for the
latest updates and to
submit comments:
www.183a.com

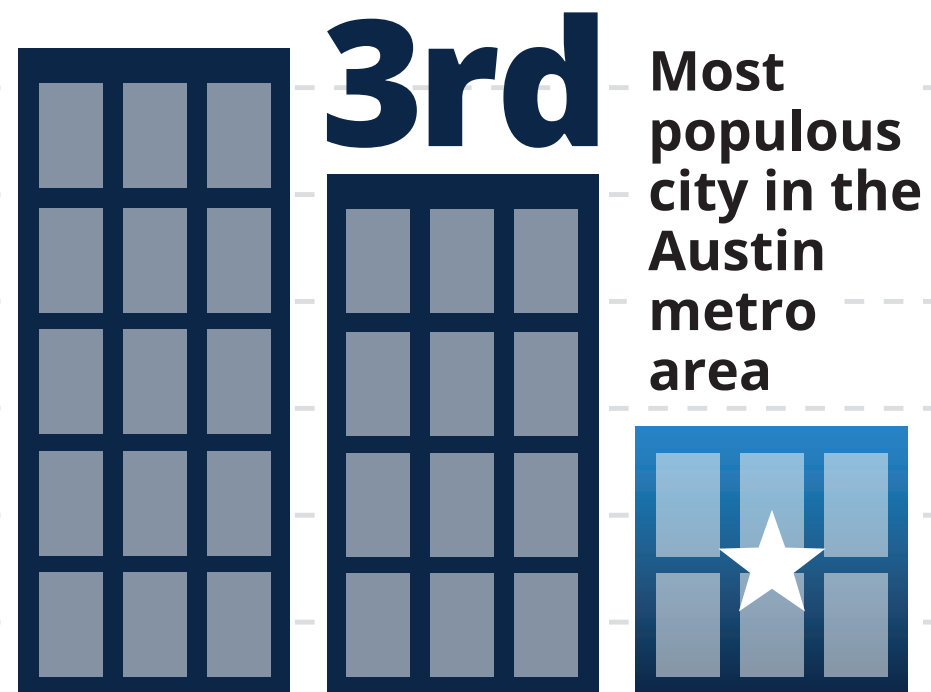
Contact
the team:
512-996-9778
or **183APhase3**
@ctrma.org

183A



COMMUNITY GROWTH

CEDAR PARK

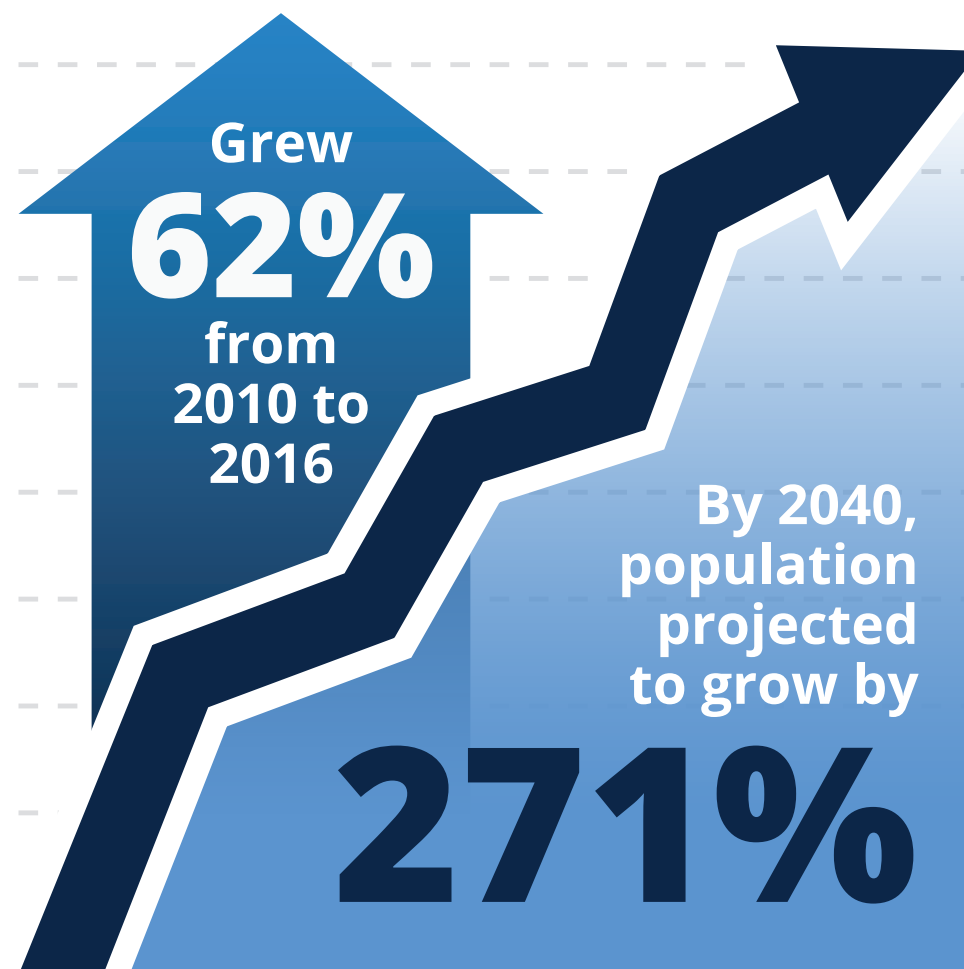


Approximate population growth from 2010 through 2016

33%

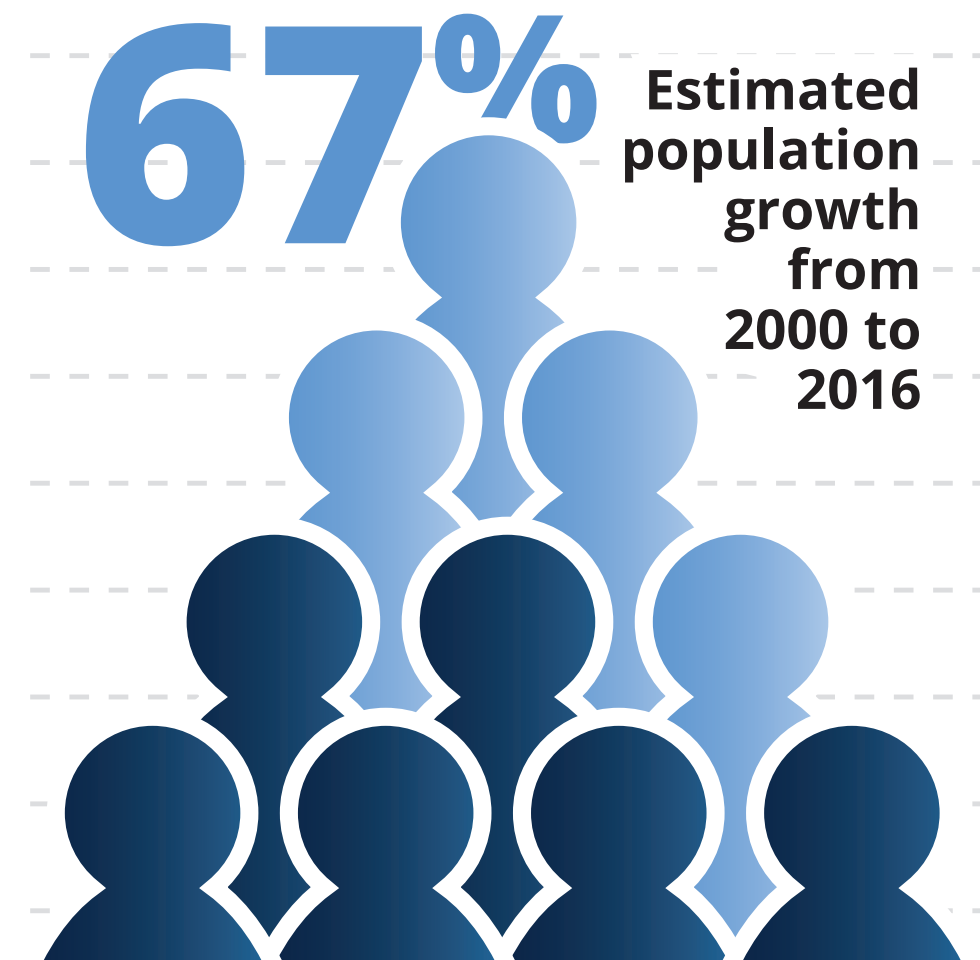
Source: US Census Bureau

LEANDER



Source: US Census Bureau, Texas Water Development Board

LIBERTY HILL



Source: City of Liberty Hill

are anticipated to increase by

183%

over the next 26 years



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

183A



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

PHASE III

PROJECT OVERVIEW

LEGEND

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

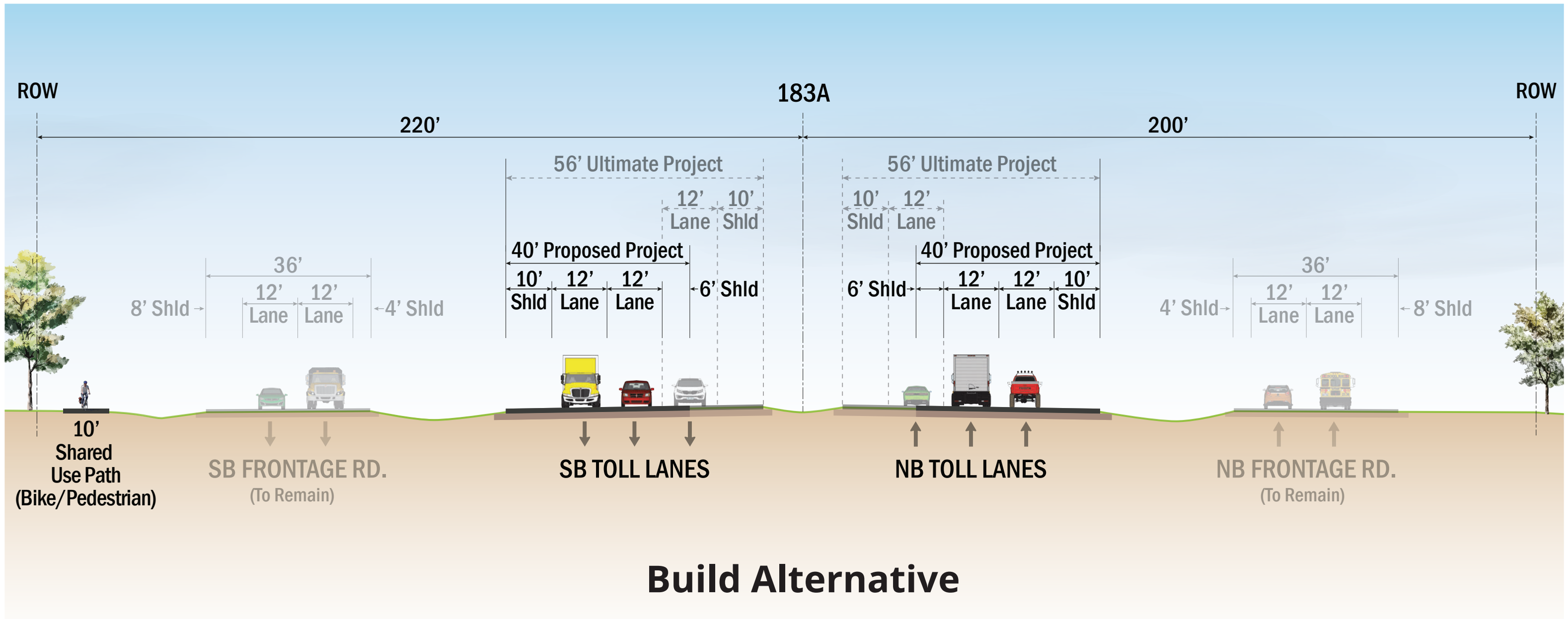
Extend 6.6 miles from Hero Way to SH 29

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

Primarily within the existing right of way



TYPICAL SECTION



Build Alternative

183A

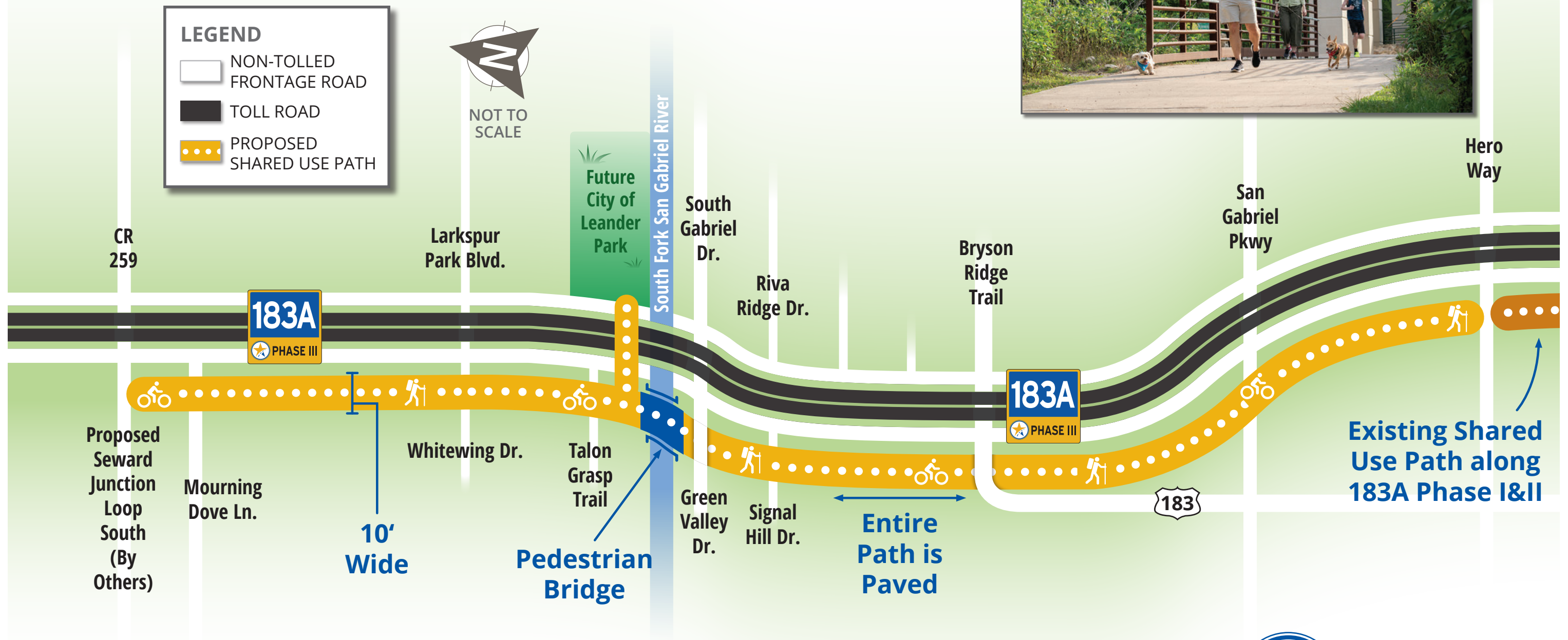
PHASE III

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.

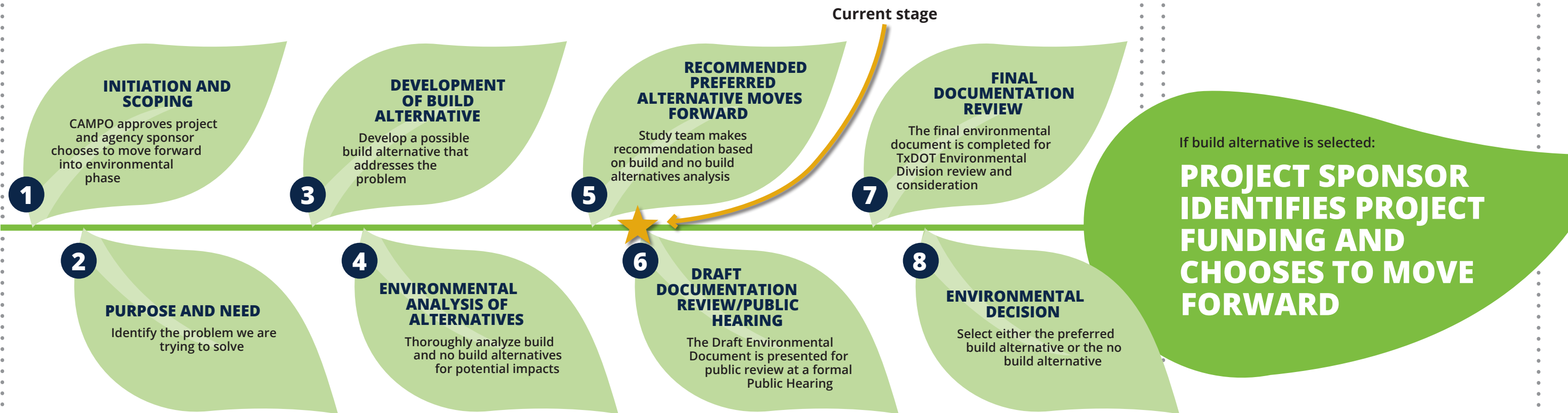
183A



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.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

183A

 **PHASE III**

ENVIRONMENTAL ASSESSMENT

The environmental study includes information on these topics

Public and agency involvement throughout process

Evaluation of potential impacts

Discussion of alternatives

Detailed description of environment

Selection of recommended alternative

Discussion of purpose and need for the project

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



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

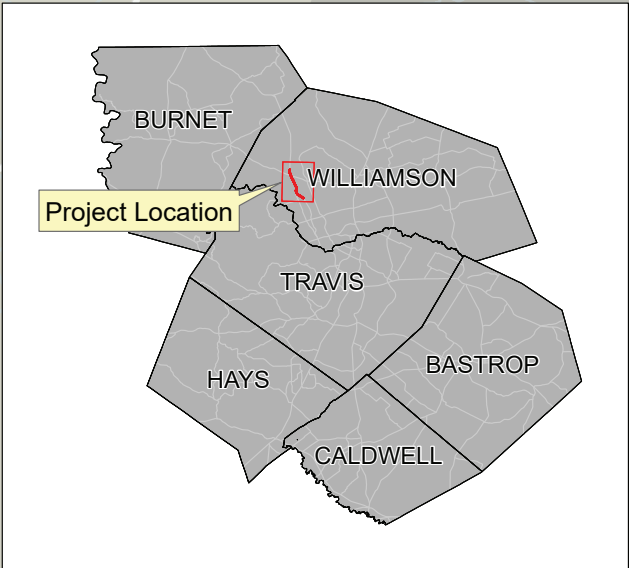
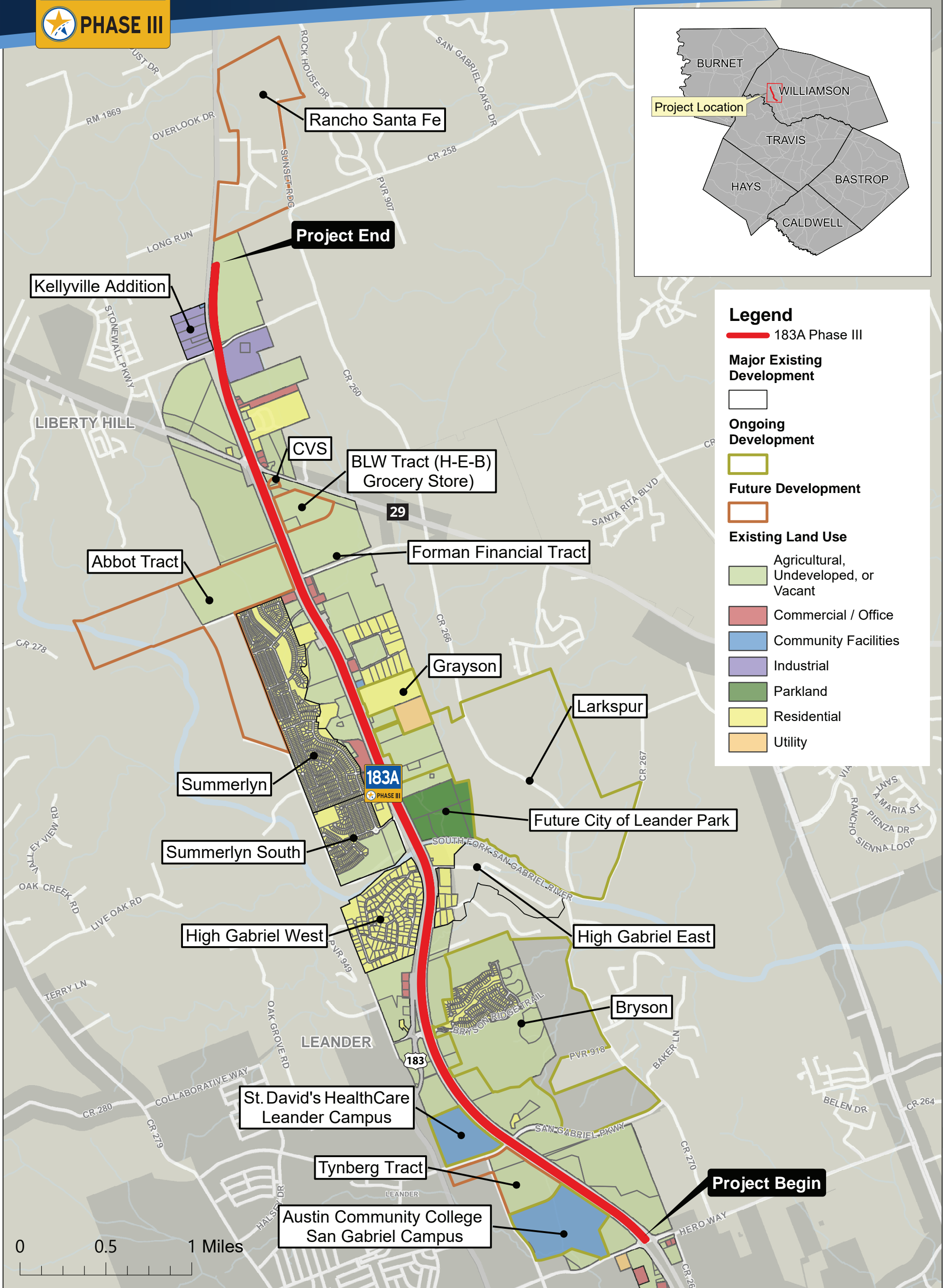


Noise

Minority and low-income populations

Archaeological and historic resources

Wildlife, vegetation, threatened and endangered species



Legend

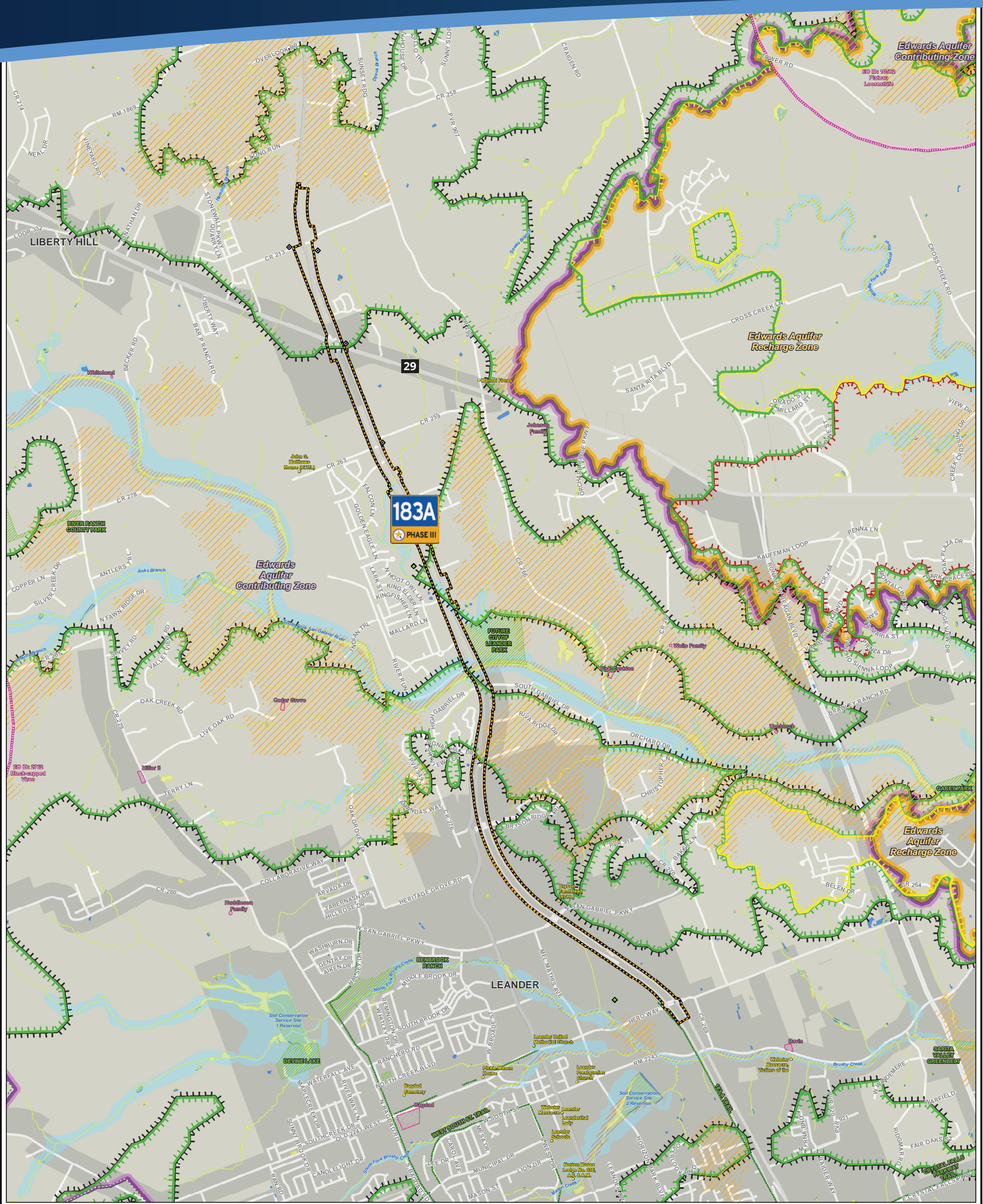
- 183A Phase III
- Major Existing Development
- Ongoing Development
- Future Development
- Existing Land Use
 - Agricultural, Undeveloped, or Vacant
 - Commercial / Office
 - Community Facilities
 - Industrial
 - Parkland
 - Residential
 - Utility



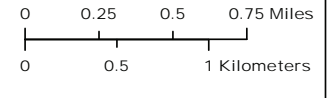
183A

PHASE III

ENVIRONMENTAL CONSTRAINTS



- | | | | |
|-----------------------------|-----------------------|--------------------------|--|
| Project Location | NHD Stream | Historical Marker | Edwards Aquifer Contributing Zone |
| City Limits | NHD Water | Cemetery | Edwards Aquifer Recharge Zone |
| TxNDD Element of Occurrence | NWI Wetland | Trail | Karst Zone 1 - Known E.C.S. |
| 100-Year Flood Zone | Designated Floodway | Park | Karst Zone 2 - High Probability E.C.S. |
| Potential GCWA Habitat | Hazardous Waste Sites | Potential GCWA Habitat | Karst Zone 3 - Low Probability E.C.S. |
| Petroleum Storage Tanks | | Karst Zone 4 - No E.C.S. | |



Potential Environmental Constraints

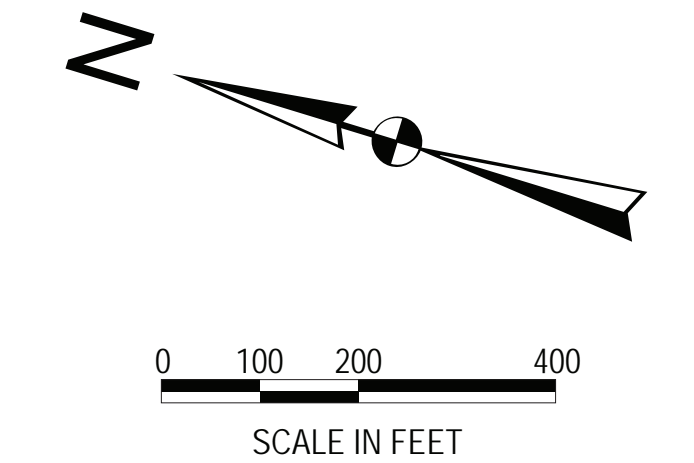
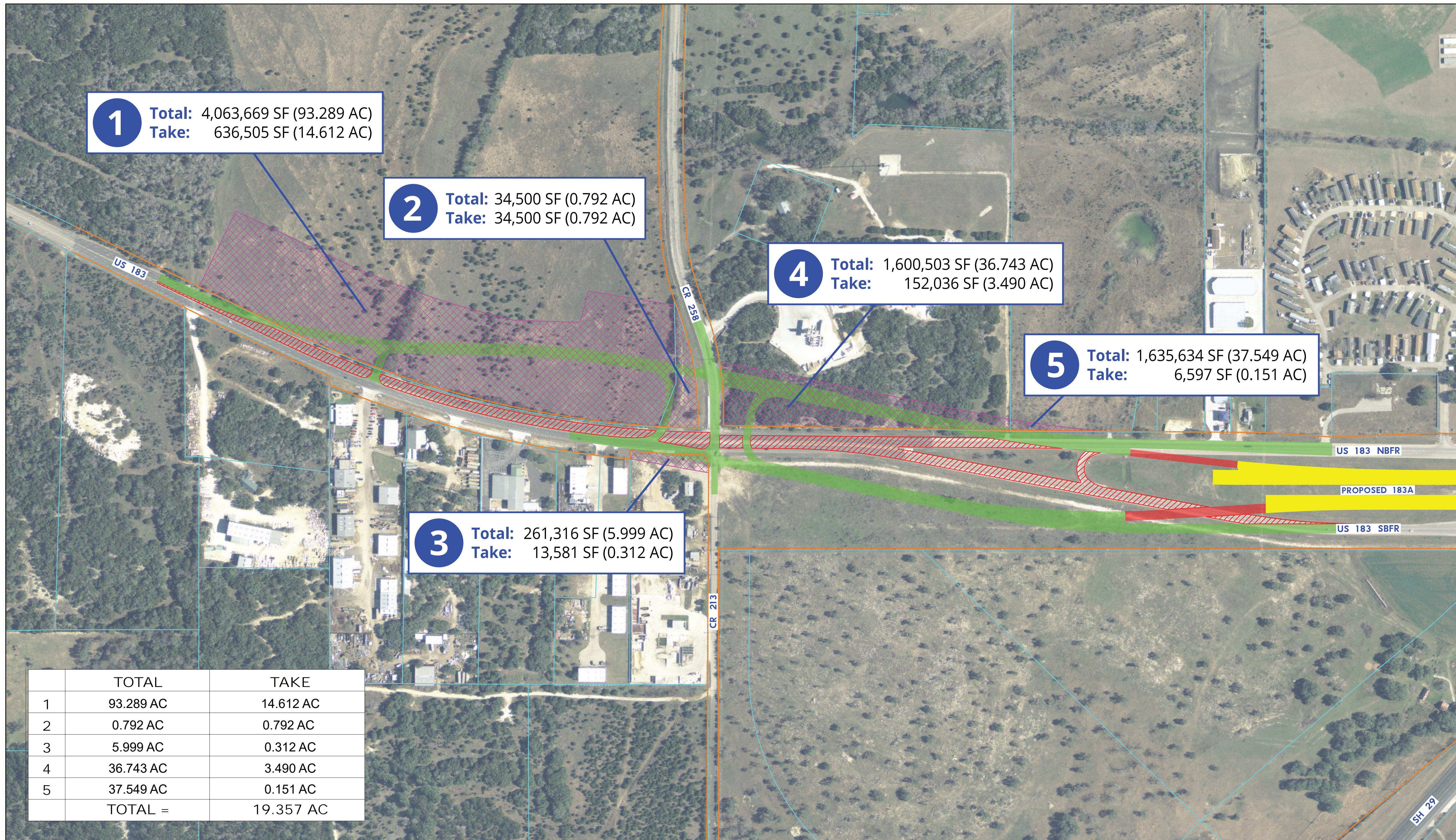
Map Created: 11/5/2018
 Data Sources: NHD (2018), NWI (2018), FEMA NFHL (2018),
 THC (2018), TxDOT (2018), WICo RHCP (2008),
 TCEQ (2005), Veni (2007), Williamson County (2018),
 Banks (2018), City of Leander (2017)

183A









 PHASE III

RIGHT-OF-WAY OVERVIEW

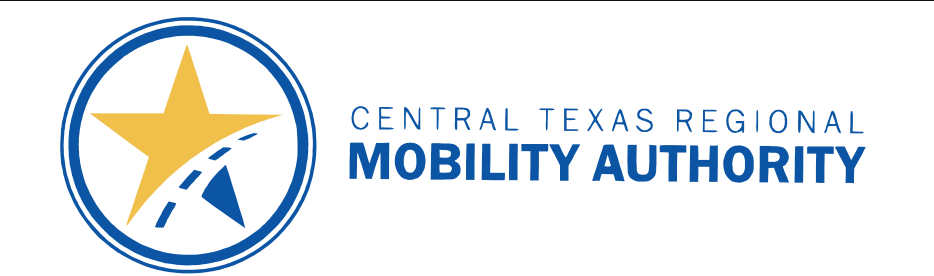
Can you make same size as others



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

	TOTAL	TAKE
1	93.289 AC	14.612 AC
2	0.792 AC	0.792 AC
3	5.999 AC	0.312 AC
4	36.743 AC	3.490 AC
5	37.549 AC	0.151 AC
TOTAL =		19.357 AC



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

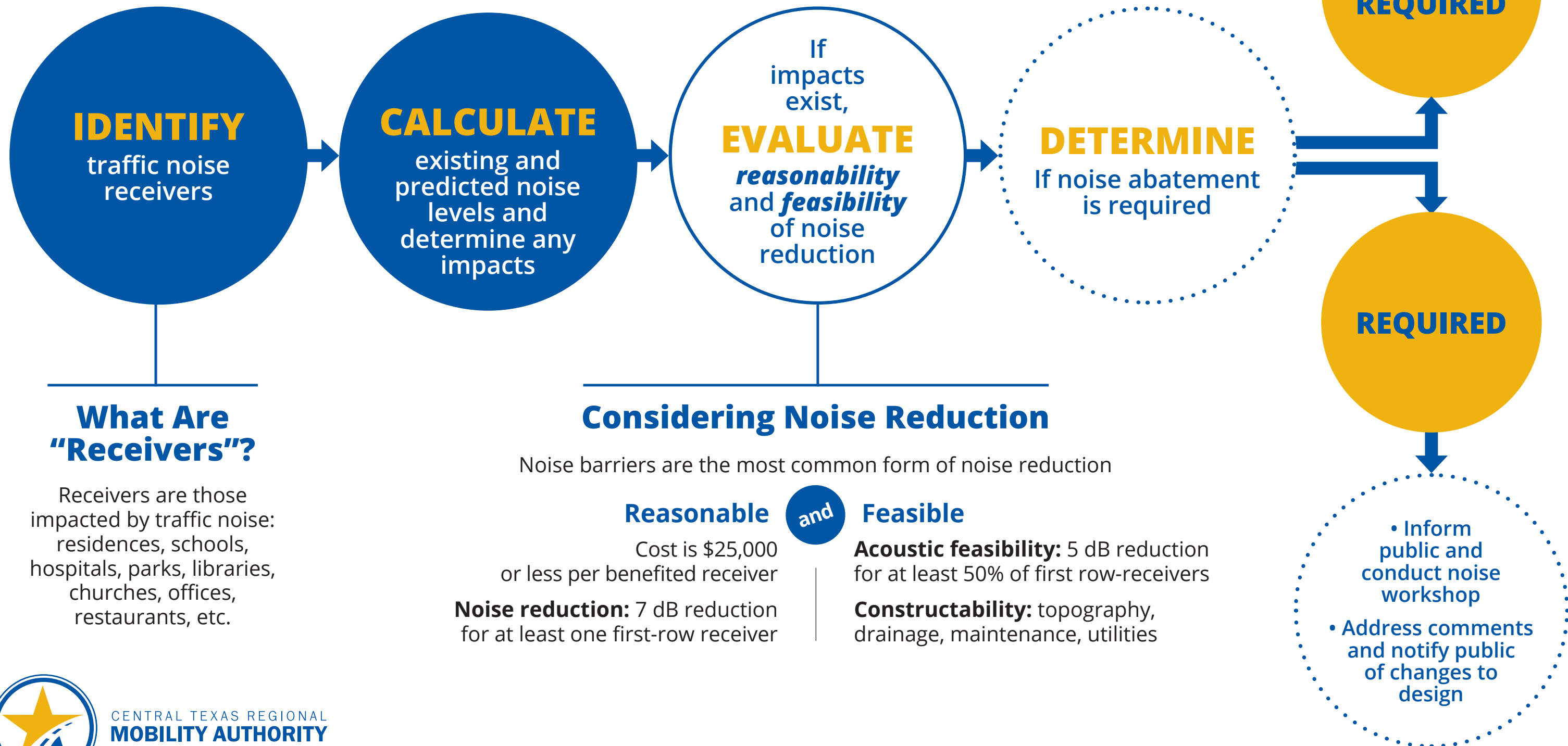
1" = 200' 5/31/2019

PRELIMINARY
SUBJECT TO REVISION
NOT FOR CONSTRUCTION

183A

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
Cost is \$25,000 or less per benefited receiver
Noise reduction: 7 dB reduction for at least one first-row receiver

and

Feasible
Acoustic feasibility: 5 dB reduction for at least 50% of first row-receivers
Constructability: topography, drainage, maintenance, utilities

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



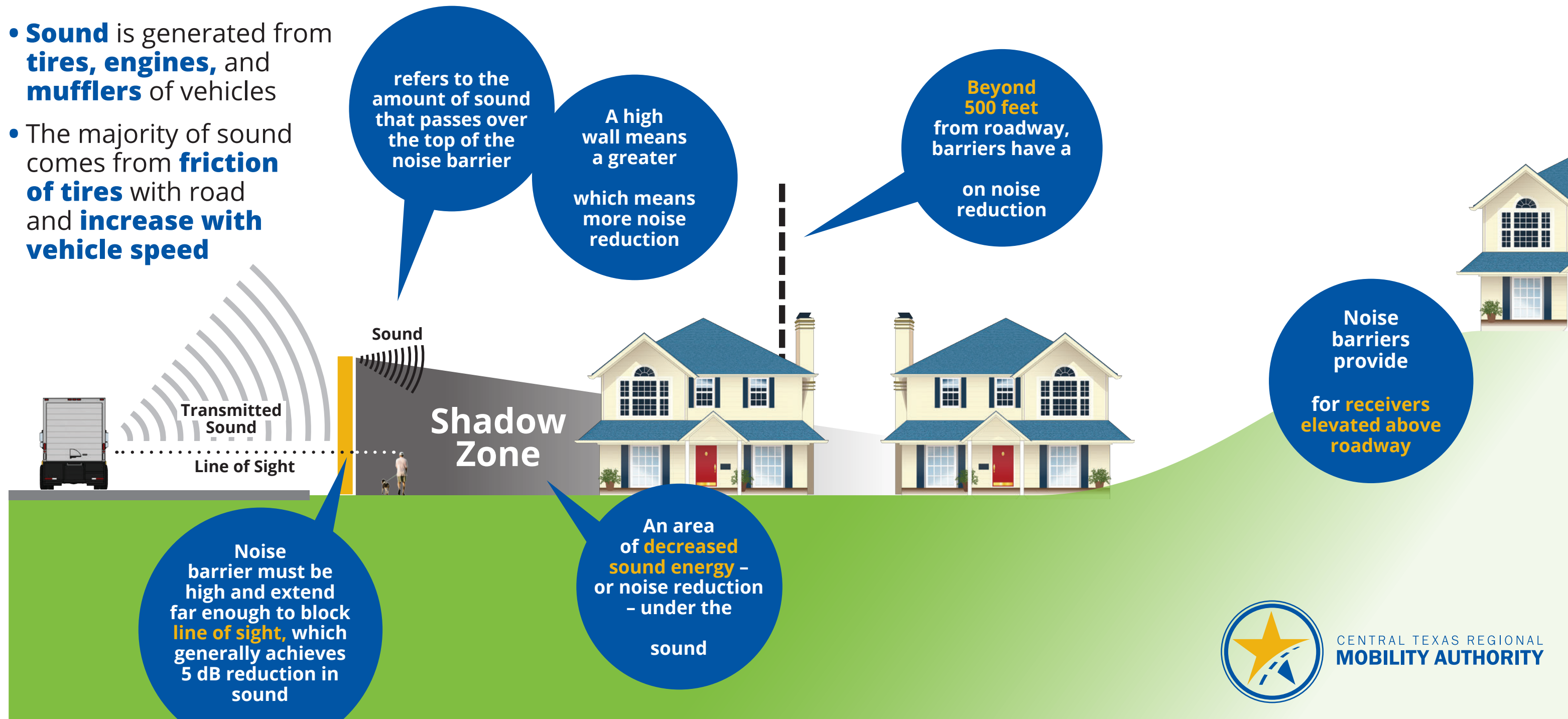
CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

183A



HIGHWAY TRAFFIC NOISE AND ABATEMENT

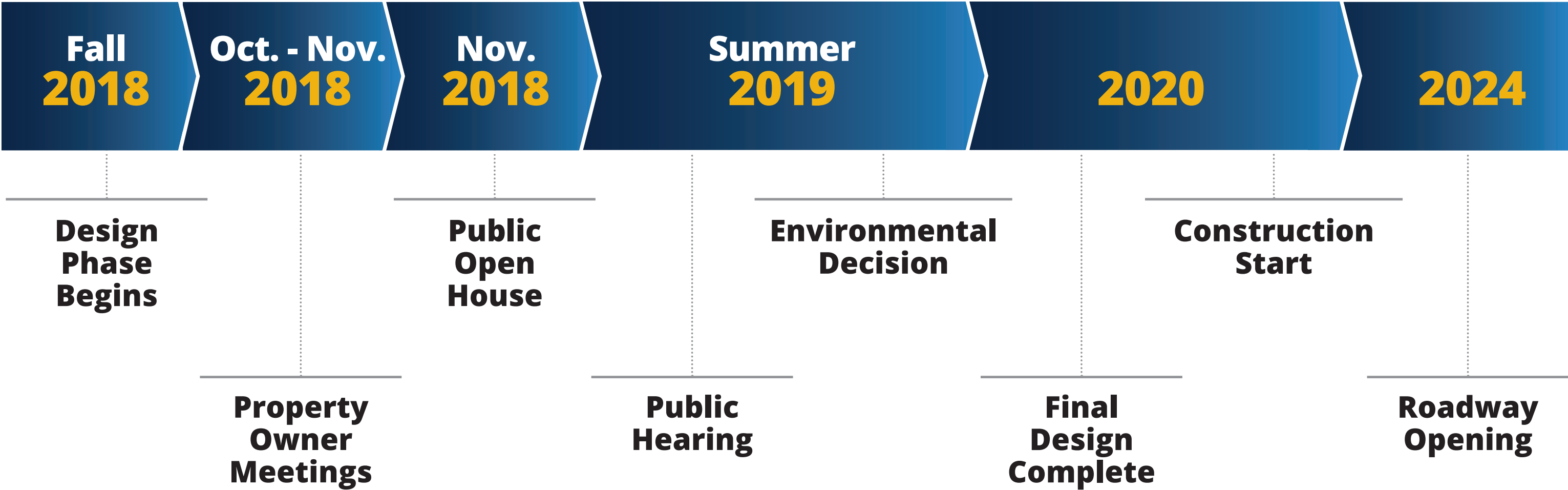
- **Sound** is generated from **tires, engines,** and **mufflers** of vehicles
- The majority of sound comes from **friction of tires** with road and **increase with vehicle speed**



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



PROJECT TIMELINE



*All dates subject to change

183A



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



Get a tag, save
up to **33%**
on tolls.

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



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

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SECTION G

Figures

G2. Handout Materials



Extending the 183A Toll north from Hero Way to SH 29 will enhance mobility today and in the future.

PROJECT OVERVIEW

With unprecedented growth in Williamson County, most notably in Cedar Park, Leander, and Liberty Hill, traffic volumes along US 183 are anticipated to increase by 183 percent over the next 25 years driving the need for proactive congestion relief.

The Mobility Authority is proposing to 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 existing US 183 four-lane divided roadway within the proposed project limits would serve as the US 183 frontage roads north to SH 29, and transition back to the existing, undivided US 183 approximately 1.1 miles north of SH 29.

The 6.6-mile proposed tollway project will have two tolled lanes in each direction to start, but will ultimately be widened to three lanes in the future. The proposed tollway project is planned to be located mostly in the existing right-of-way within the median of the US 183 corridor. Schematic design, traffic modeling, and environmental investigations are underway, and a Draft Environmental Assessment is now available online for public review. The extension will also feature a shared use path north from Hero Way to the proposed Seward Junction Loop project.

ANTICIPATING THE NEED

CEDAR PARK

Third largest city in the Austin Metro area

Approximately 33% population growth from 2010 through 2016

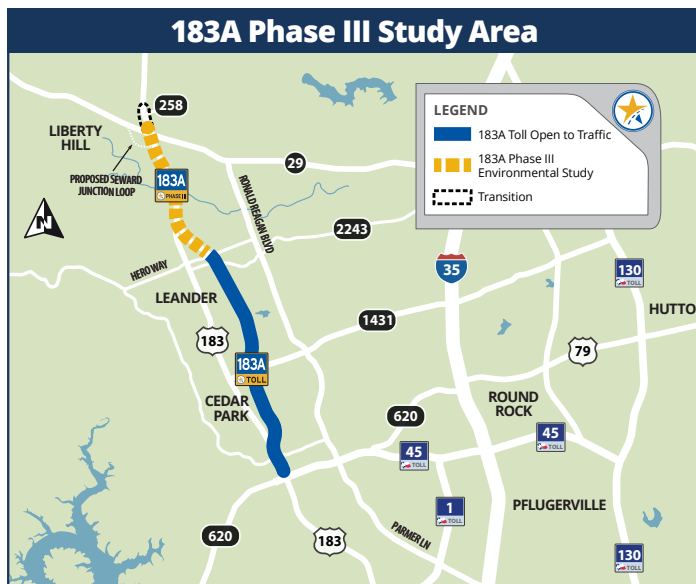
LEANDER

Grew by 62% from 2010 to 2016

By 2040, population projected to grow by 271%

LIBERTY HILL

Estimated 67% population growth from 2000 to 2016



LOOKING AHEAD

With the increase in population and planned transportation improvements, the corridor is expected to attract residential and commercial development resulting in economic growth for the community. Average daily projections show that growth is expected to more than triple by 2030. The extension of 183A Phase III will satisfy the additional demand for capacity and avoid future traffic congestion.

PROPOSED SOLUTION

Extending the existing 183A Toll will: **SAVE** commuters time. **PROVIDE** a reliable transportation option. **ELIMINATE** the need to use signalized intersections. **MINIMIZE** community impacts by working primarily within existing right-of-way.

FOR MORE INFORMATION

Please visit 183A.com or email 183APhase3@ctrma.org to receive project updates and invites to public meetings.



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY
MobilityAuthority.com

SECTION G

Figures

G3. Photographs

Public Hearing Photographs



Public Hearing Photographs



Public Hearing Photographs



Public Hearing Photographs



Public Hearing Photographs



SECTION G

Figures

G4. Public Hearing Presentation

183A Phase III Public Hearing

Chris Bishop
Public Information Officer
Texas Department of Transportation

Oscar Solis, P.E.
Senior Project Manager
Central Texas Regional Mobility Authority

June 13, 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.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



Introductions

- Elected Officials Present
- TxDOT Representatives Present
- Project Team Members Present



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Meeting Format

- **Purpose of the Public Hearing:**
 - To gather comments and feedback from the community regarding proposed improvements

- **Public Hearing Procedures and Protocols:**
 - Sign up at speaker registration table
 - Public Hearing provides an opportunity to receive comments into the public record
 - Written comments are acceptable and included as part of the official public record (accepted through June 28, 2019)
 - Project staff will be available to answer questions following the formal comment period





Additional Public Comment Opportunities

- Comment Card
- Mail comments to:
 - Brittani Kaim, WSP USA, Inc.
 - 3300 N. IH 35, Suite 300
 - Austin, Texas 78705
- Provide comments verbally to the Court Reporter
- Email comments to: 183APhase3@ctrma.org
- For more information visit 183A.com

Deadline For Comments: June 28, 2019



Agency Roles

TxDOT

- Project development oversight
- Environmental approval authority

Central Texas Regional Mobility Authority

- Construct, operate and maintain regional mobility projects designed by the Mobility Authority or TxDOT
- Develop multimodal projects



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

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



Project History & Community Outreach

Environmental:

Environmental Process began in 2018

Property Owner Meetings:

November 2018 – Ongoing

Public Open House:

Hosted on November 14, 2018

Leander VFW

5:00 – 7:30 pm

Virtual Open House:

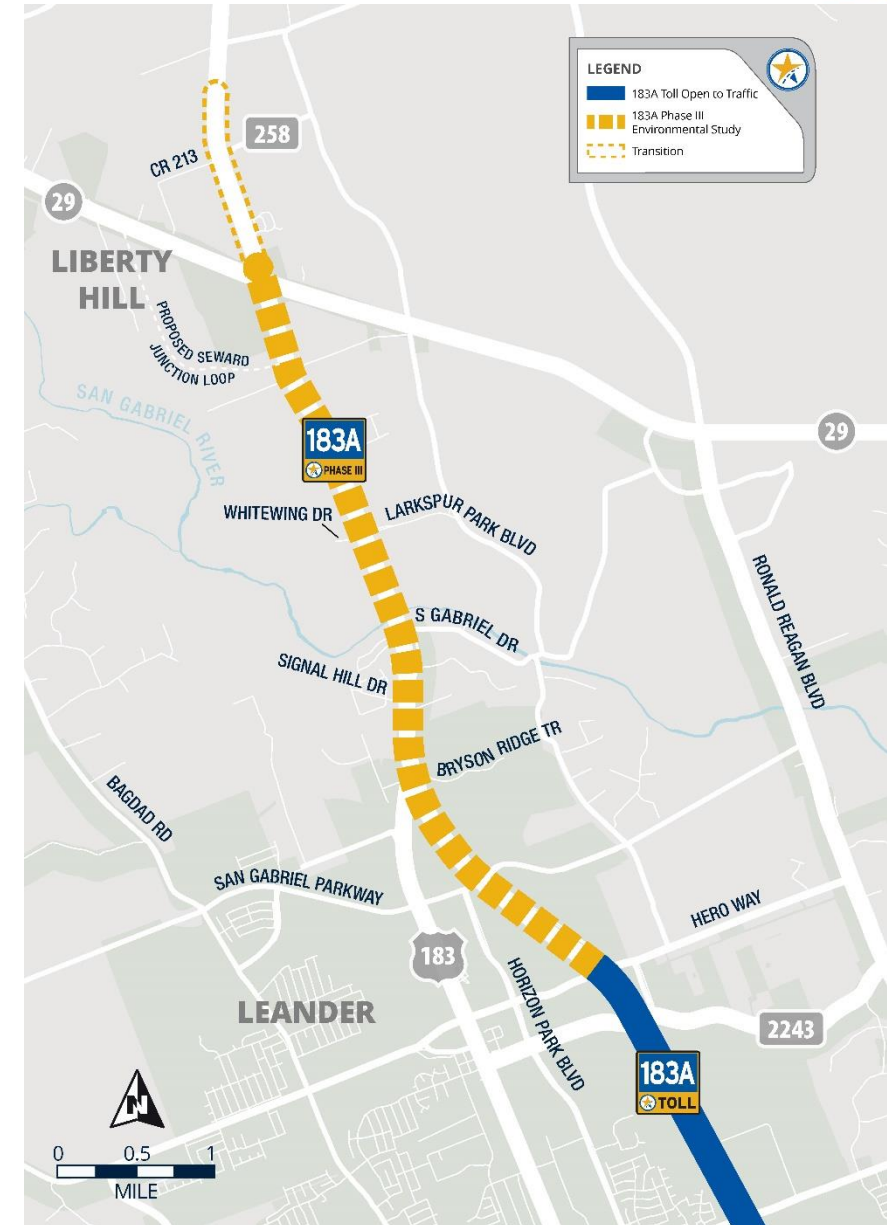
Official comments accepted through November 30, 2018;

Website remains live: 183A.com

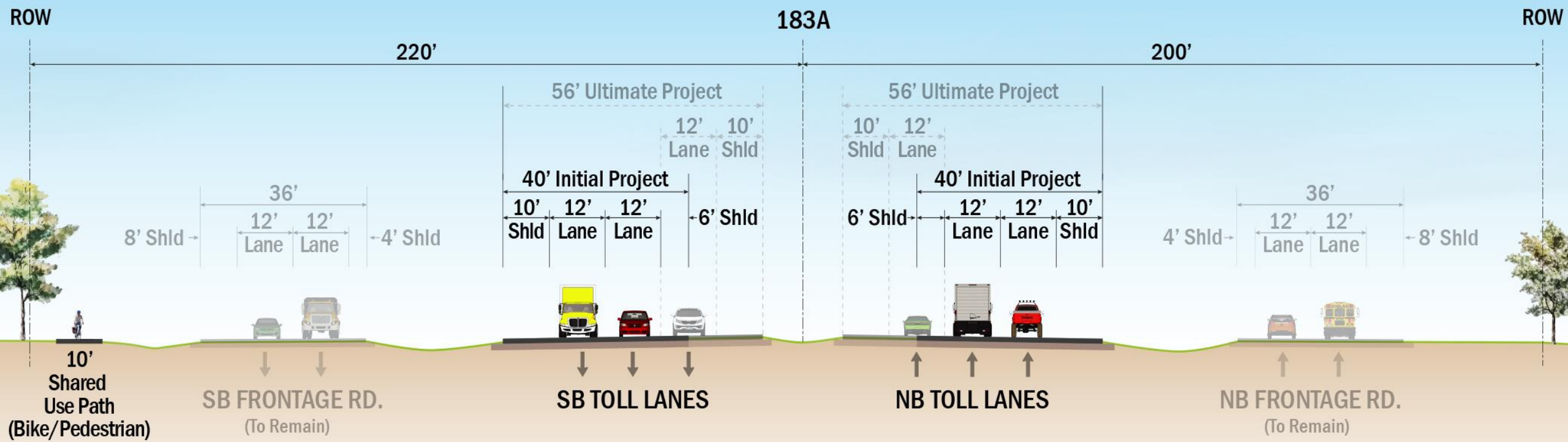


Project Description

- **Project extends 6.6 miles** from Hero Way to north of SH 29
- Ultimate configuration three lanes in each direction, **Construct two lanes in each direction now**
- Primarily within **existing right-of-way**
- **Shared use path** to extend north from Hero Way to proposed Seward Junction Loop (South) Project
- Schematic **design, traffic modeling,** and **environmental** evaluation are currently underway



Project Typical Section



Build Alternative

183A

PHASE III

LEGEND

- NEW ROADS FOR 183A TOLL
- U.S. 183 (NON-TOLLED)
- PROPOSED RAMPS
- PROPOSED BRIDGES
- PROPOSED ROADS (by others)



183A

PHASE III



LEGEND

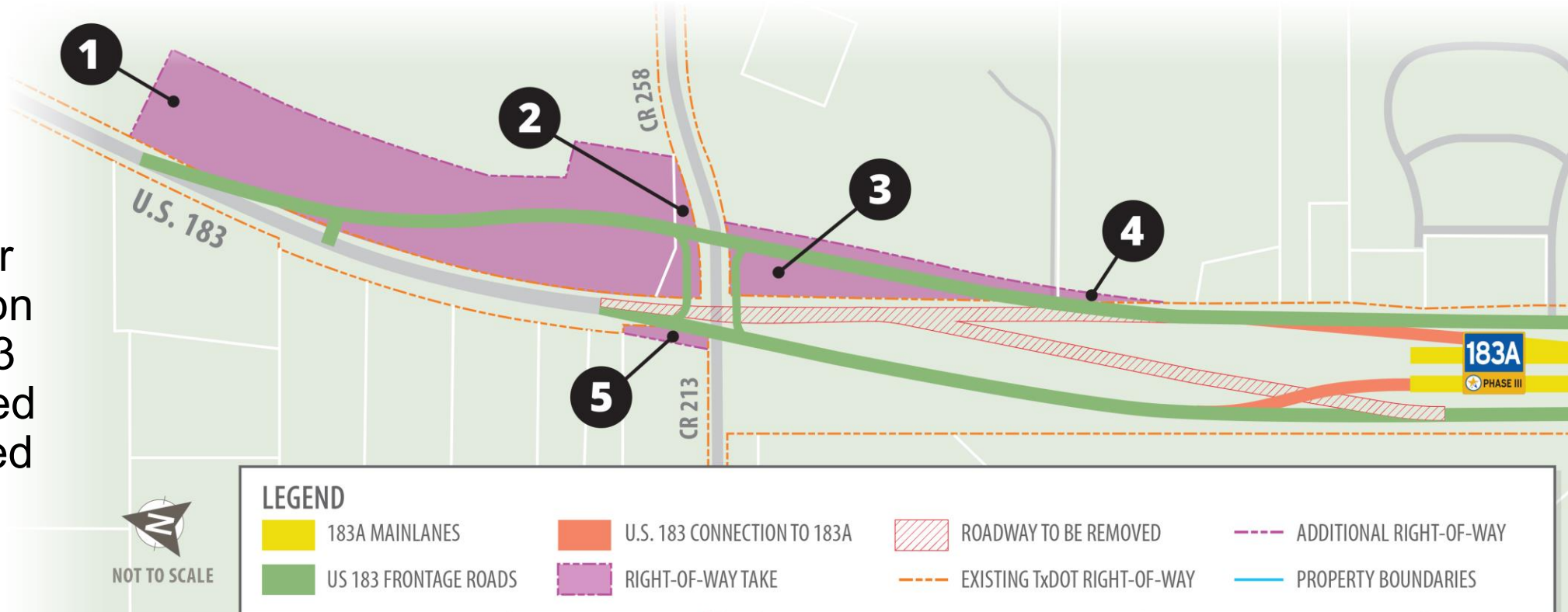
- NEW ROADS FOR 183A TOLL
- U.S. 183 (NON-TOLLED)
- PROPOSED RAMPS
- PROPOSED BRIDGES
- PROPOSED ROADS (by others)



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Right-of-Way Overview

- Approximately 19.3 acres of additional ROW required
- ROW would be acquired from five separate parcels
- Needed for construction of U.S. 183 from divided to undivided facility



183A

PHASE III

Shared Use Path

LEGEND

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



NOT TO SCALE



Proposed Seward Junction Loop South (By Others)

Mourning Dove Ln.

10' Wide

Whitewing Dr.

Larkspur Park Blvd.

Future City of Leander Park

South Fork San Gabriel River

South Gabriel Dr.

Riva Ridge Dr.

Bryson Ridge Trail

Green Valley Dr.

Signal Hill Dr.

Entire Path is Paved

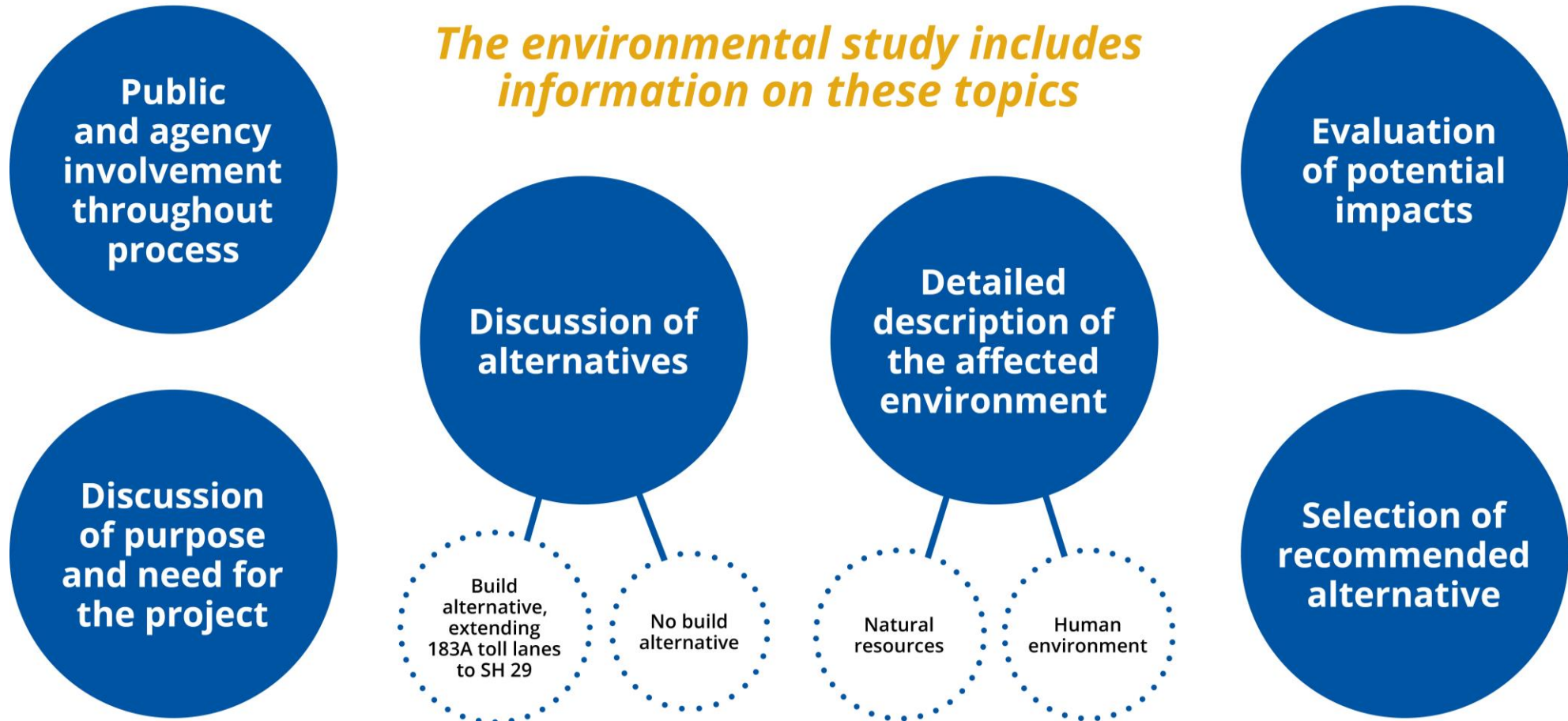
San Gabriel Pkwy

Hero Way

Existing Shared Use Path along 183A Phase I&II

Environmental Assessment

The environmental study includes information on these topics



183A

PHASE III

Resources Analyzed in the Environmental Assessment



183A

PHASE III

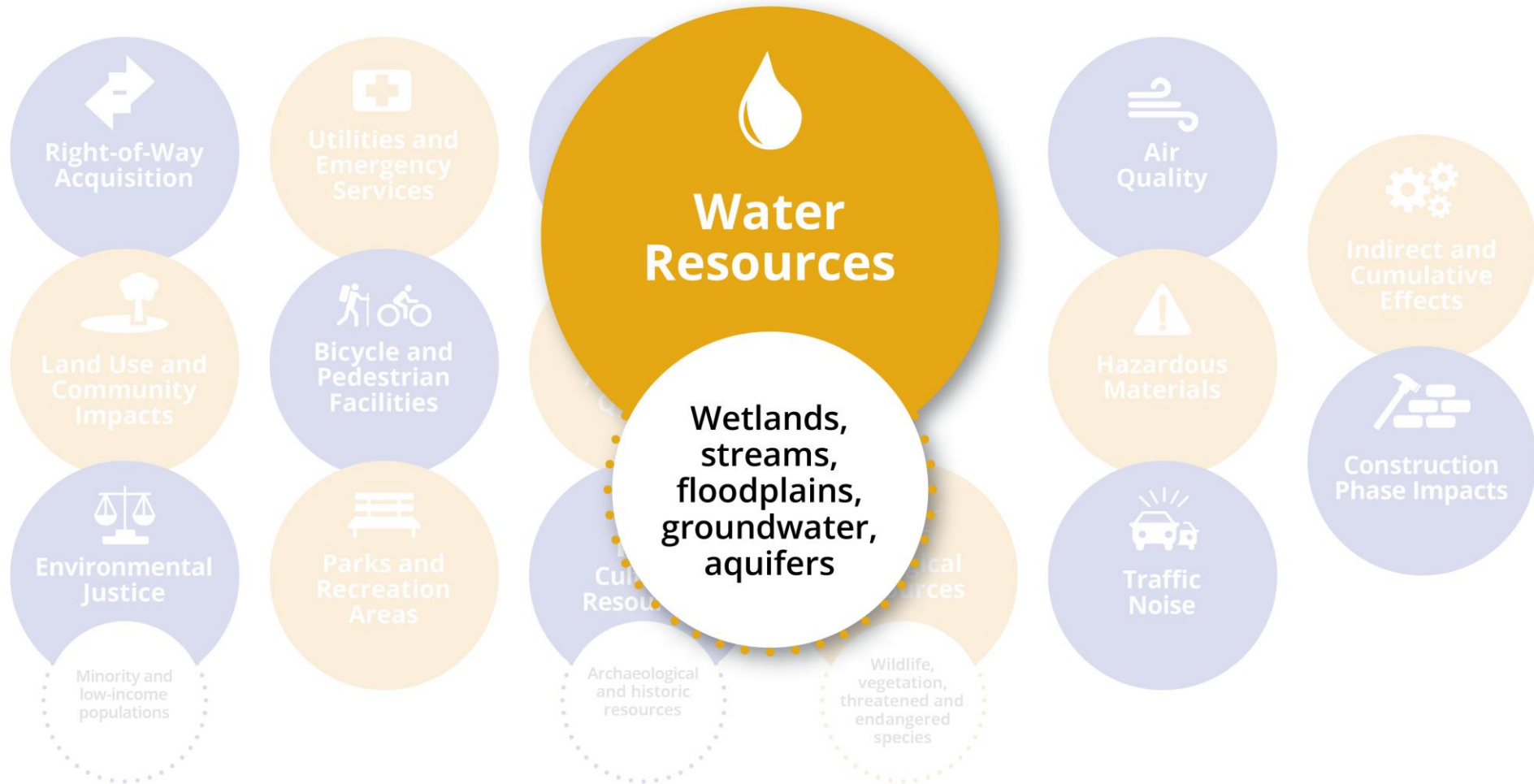
Resources Analyzed in the Environmental Assessment



183A

PHASE III

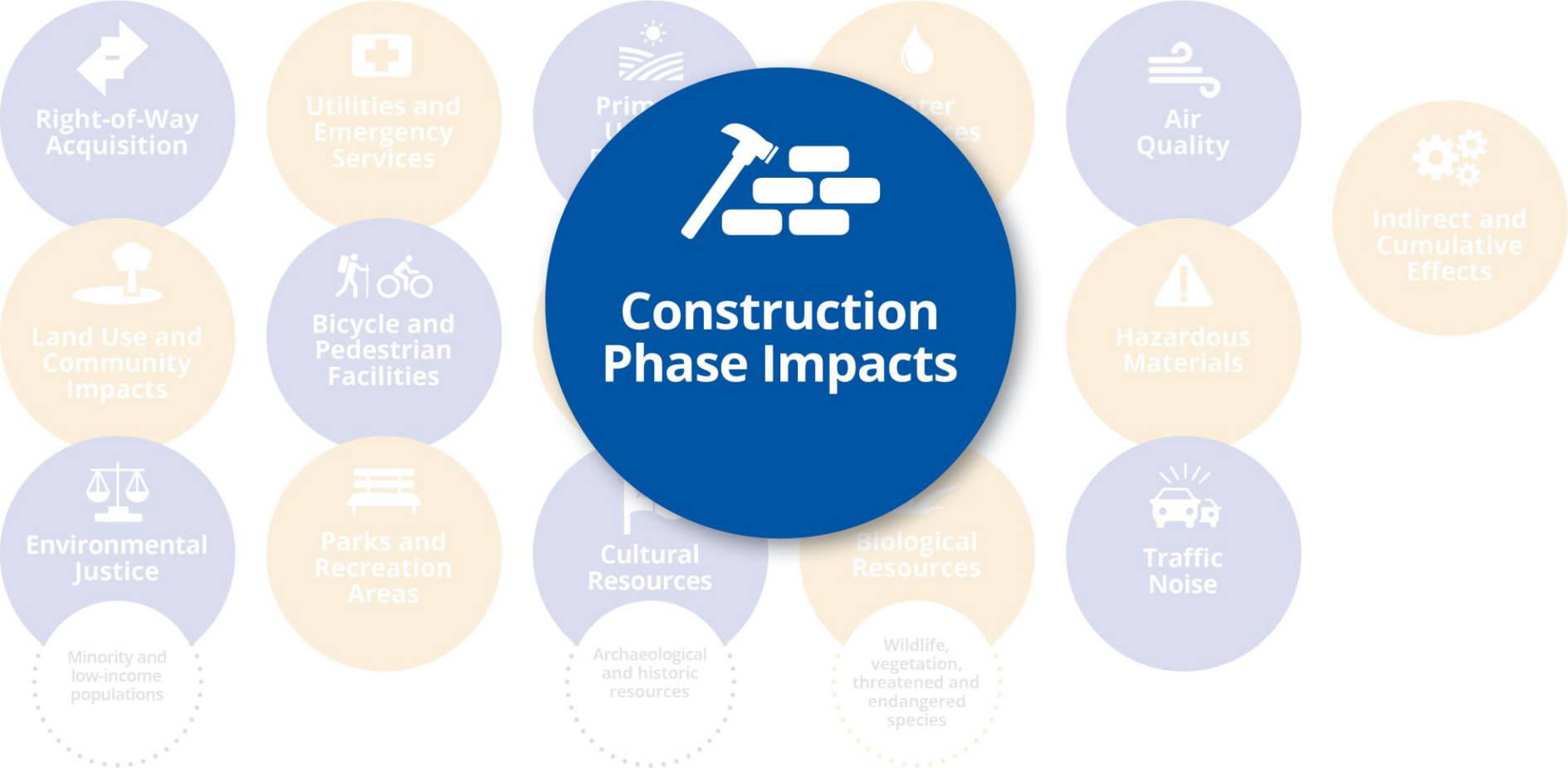
Resources Analyzed in the Environmental Assessment



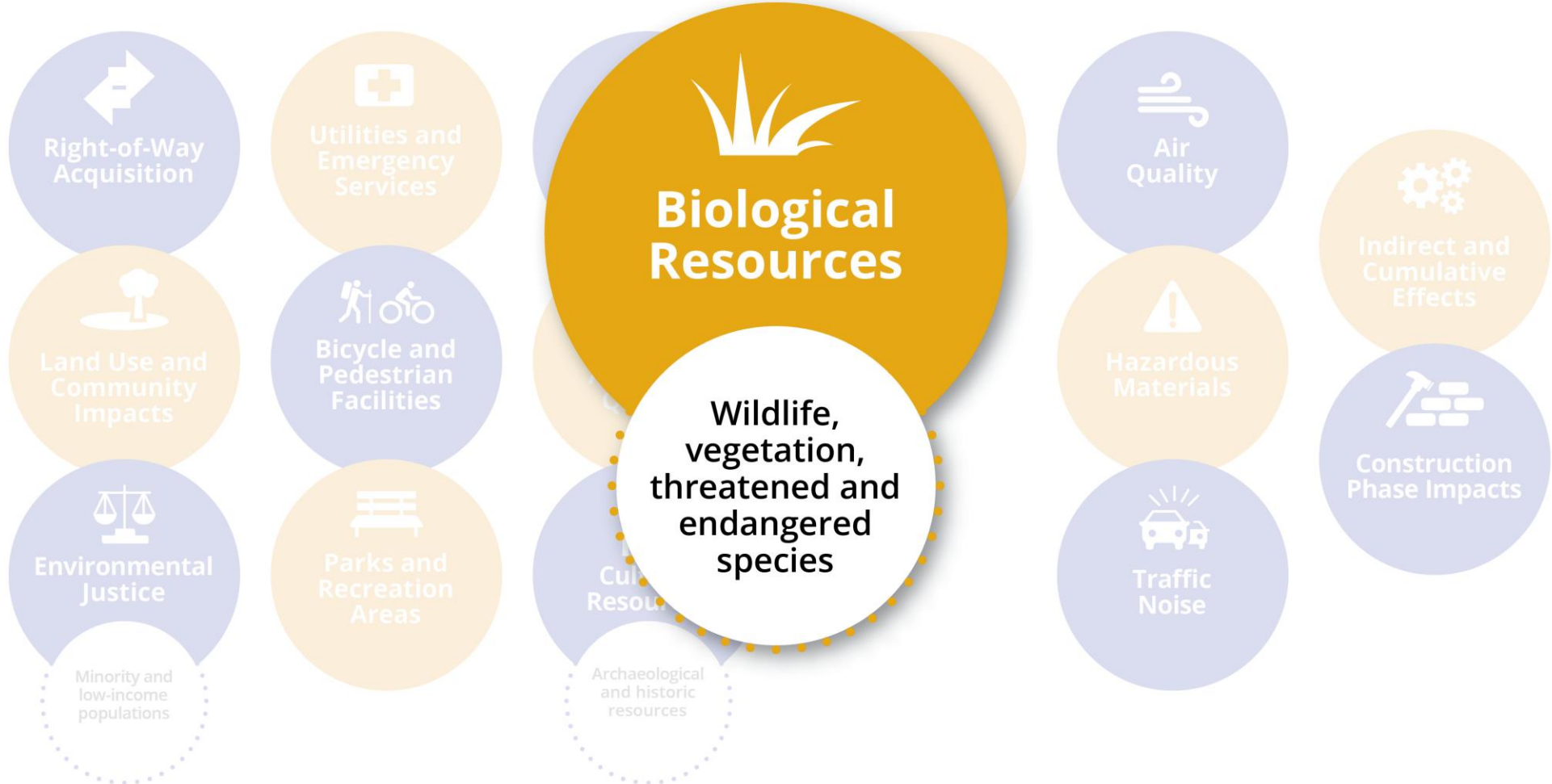
Resources Analyzed in the Environmental Assessment



Resources Analyzed in the Environmental Assessment



Resources Analyzed in the Environmental Assessment



183A

PHASE III

Resources Analyzed in the Environmental Assessment





Project Schedule

**Fall
2018**

**Oct. - Nov.
2018**

**Nov.
2018**

**Summer
2019**

2020

2024

**Design
Phase
Begins**

**Property
Owner
Meetings**

**Public
Open
House**

**Public
Hearing**

**Environmental
Decision**

**Final
Design
Complete**

**Construction
Start**

**Roadway
Opening**

*All dates subject to change



Public Comment Session

- **Public Hearing Procedures and Protocols:**
 - Sign up at speaker registration table
 - Provide your **name, address** and **organization** (if applicable) for the record
 - Limit comments to **three (3) minutes** per speaker
 - Time cannot be transferred and shared
 - No questions, interjections, or discussions
 - Public Hearing provides an opportunity to receive comments into the public record
- Written comments are acceptable and included as part of the official public record (accepted through June 28, 2019)
- Project team will be available to answer questions following the formal comment period



10 MINUTE RECESS



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



TIMER

0:00



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MOBILITY AUTHORITY



Thank You

www.MobilityAuthority.com





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

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SECTION G

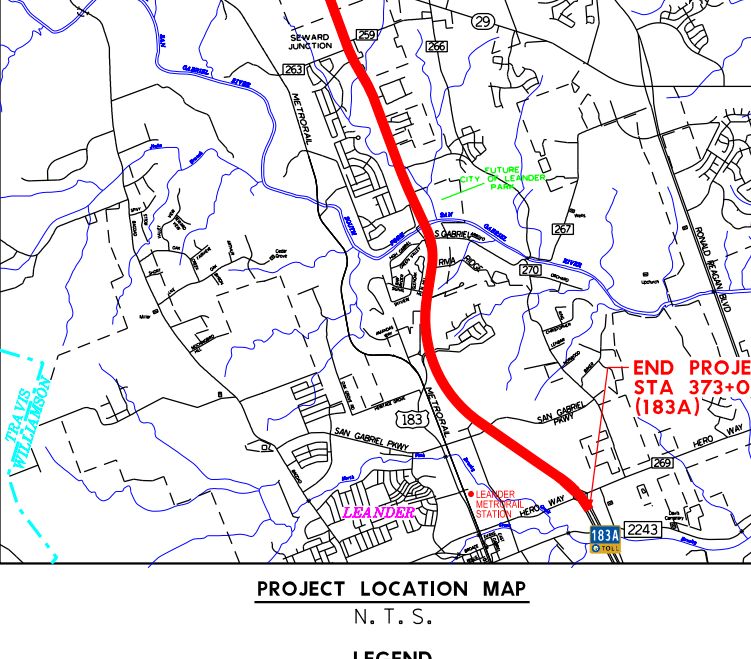
Figures

G5. 183A Phase III Schematic

PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
FROM CR258/213 TO HERO WAY
WILLIAMSON COUNTY
 FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE ROADS AND RAMPS.

ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLANES	URBAN FREEWAY PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROADS	URBAN ARTERIAL	50 MPH
RAMP	RAMP	50 MPH
COUNTY ROAD	MAXIMUM SUPERELEVATION RATE (MIN) = 6.0%	

EQUATIONS: NONE
 NET LENGTH OF ROADWAY: 5.94 MI
 NET LENGTH OF BRIDGE: 0.46 MI
 TOTAL LENGTH OF PROJECT: 6.40 MI



LEGEND

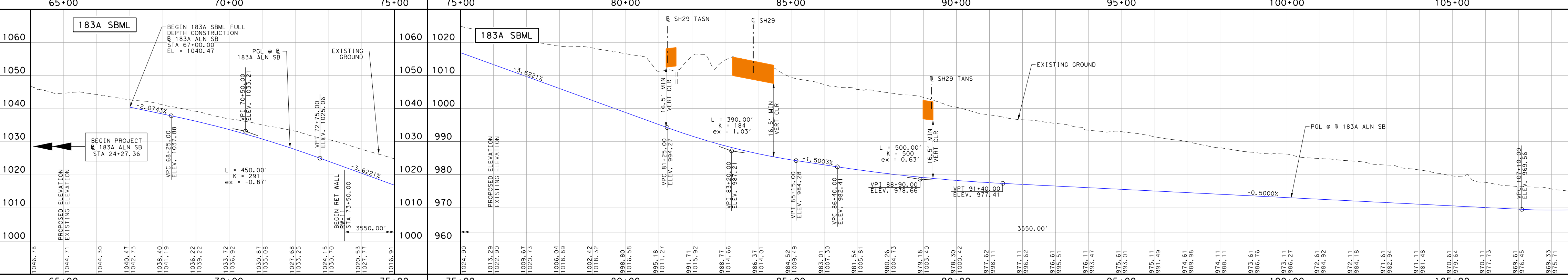
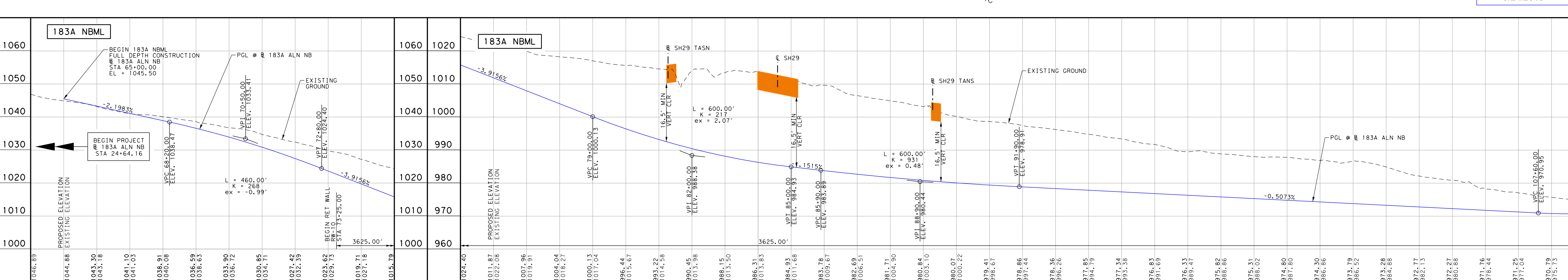
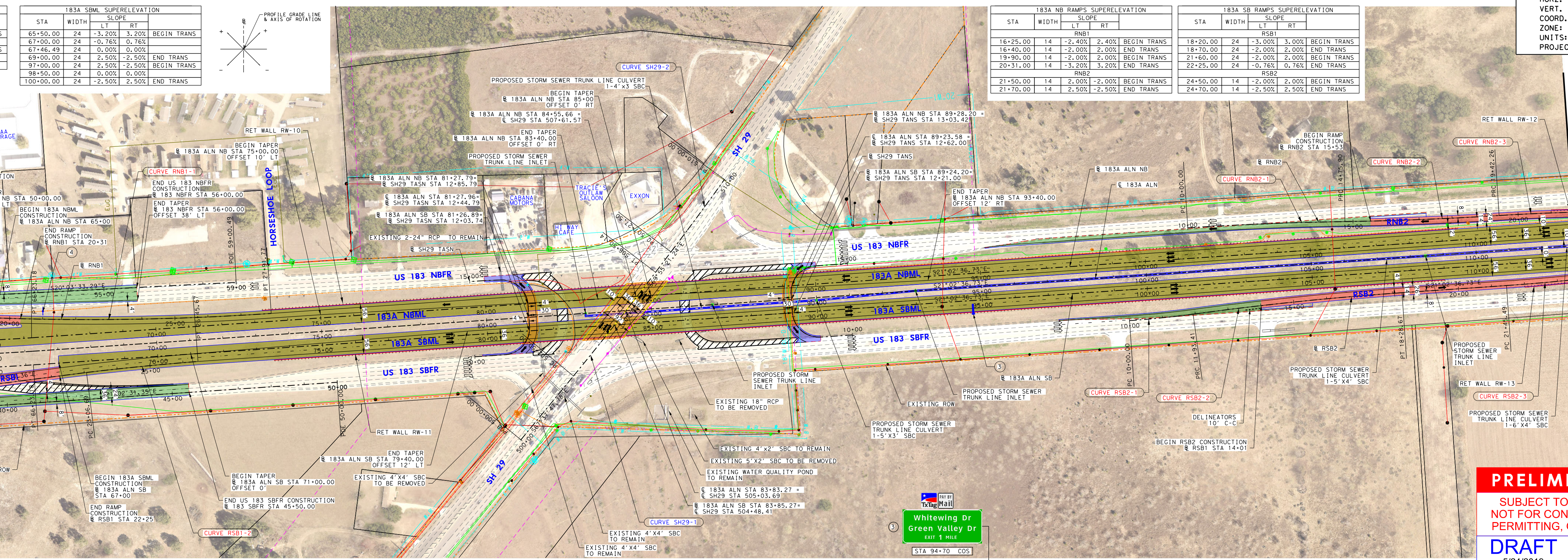
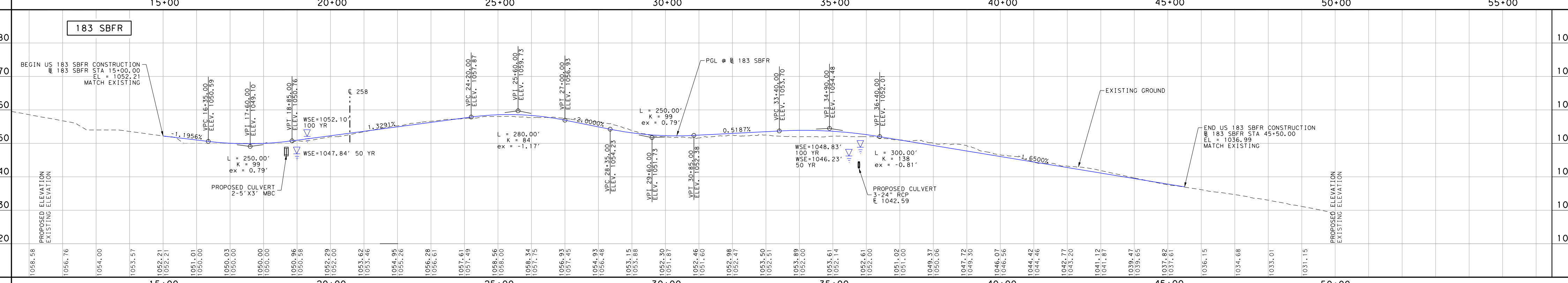
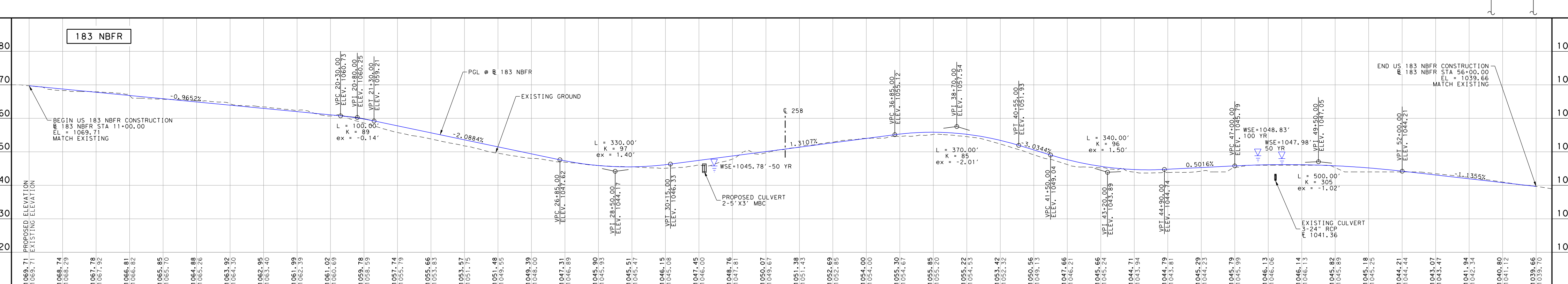
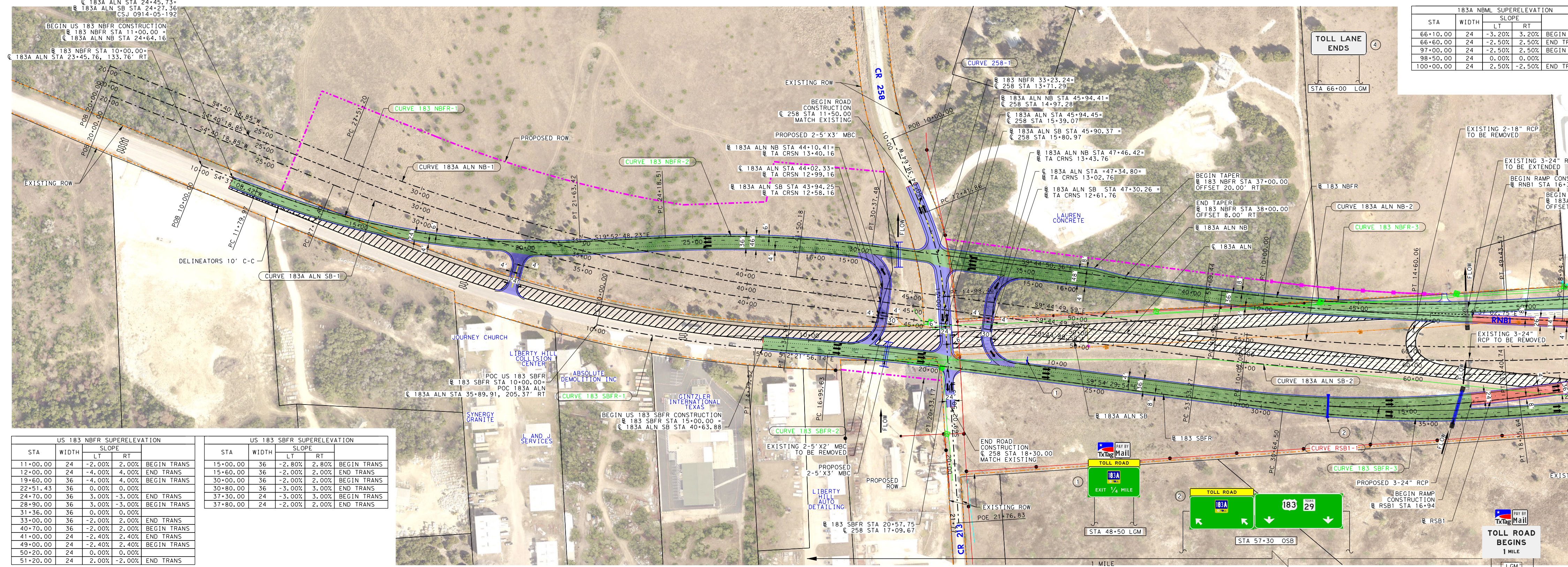
- PROPOSED MAINLANES
- PROPOSED FRONTAGE ROAD
- PROPOSED BRIDGES
- PROPOSED RAMPS
- PROPOSED CROSS STREETS
- PROPOSED SHARED USE PATH
- PROPOSED TOLL GANTRY
- RETAINING WALL
- CONTROL OF ACCESS (PROP)
- CONTROL OF ACCESS (EXIST)
- SAWCUT LINE
- PROPOSED ROW
- EXISTING ROW
- EXISTING STORM SEWER
- EXISTING DRAINAGE EASEMENT
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED LANE DIRECTIONAL INDICATOR
- DELINATOR
- STM SWR
- TEL UG
- FIBER OPTIC UG
- WATER
- OVERHEAD
- CABLE UG
- TELECOM UG
- ELECTRICAL UG
- WASTEWATER
- UNKNOWN

ROADWAY SCHEMATIC
BEGIN TO STA 113+00
ROLL 1 OF 7

NOT FOR CONSTRUCTION OR PERMIT PURPOSES. PREPARED UNDER THE SUPERVISION OF
RANDY L. EHREMAN
 P.E. SERIAL NO. 115628
 5/24/2019

WSP USA, INC.
 1601 SOUTH MADRID AVENUE, SUITE 325, AUSTIN, TX 78746
 TEL: +1.737.703.3900
 FAX: +1.737.703.3910
 TEXAS REGISTRATION NO. 2263

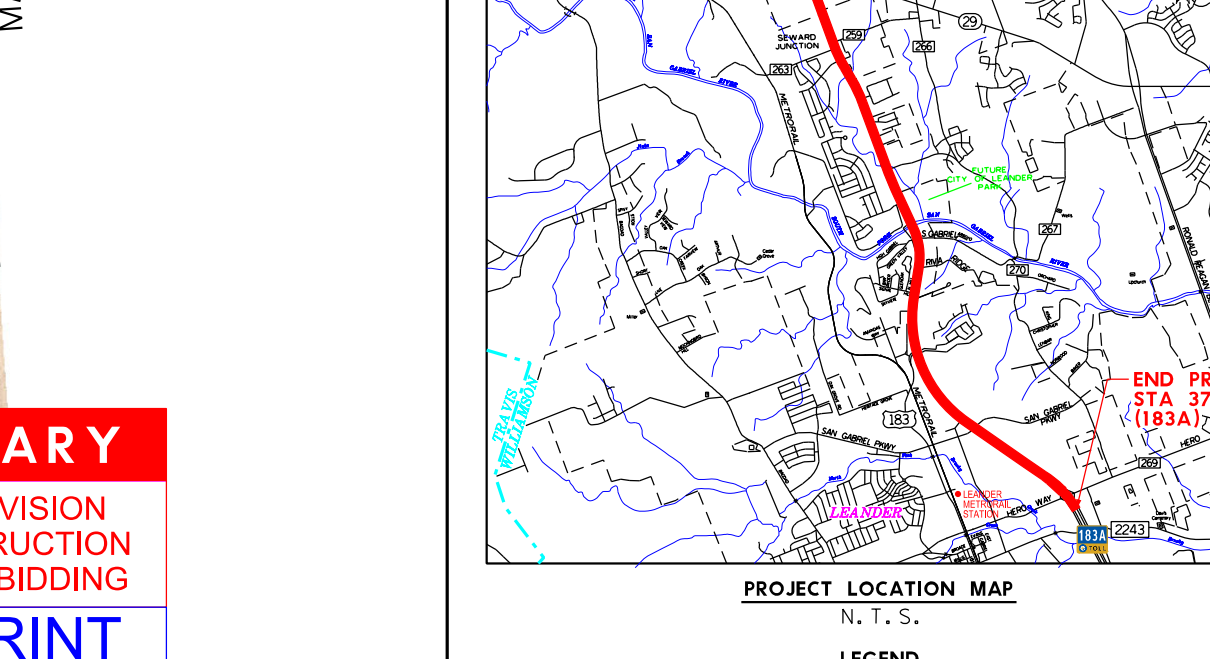
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



PRELIMINARY DESIGN SCHEMATIC
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 TOTAL LENGTH OF PROJECT: 6.40 MI



LEGEND

- PROPOSED MAINLANES
- PROPOSED FRONTAGE ROAD
- PROPOSED BRIDGES
- PROPOSED RAMPS
- PROPOSED CROSS STREETS
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- OVERHEAD
- CABLE UG
- TELECOM UG
- ELECTRICAL UG
- WASTEWATER
- UNKNOWN

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ROLL 1 OF 7

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CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

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**PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
FROM CR258/213 TO
HERO WAY**
WILLIAMSON COUNTY
FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE
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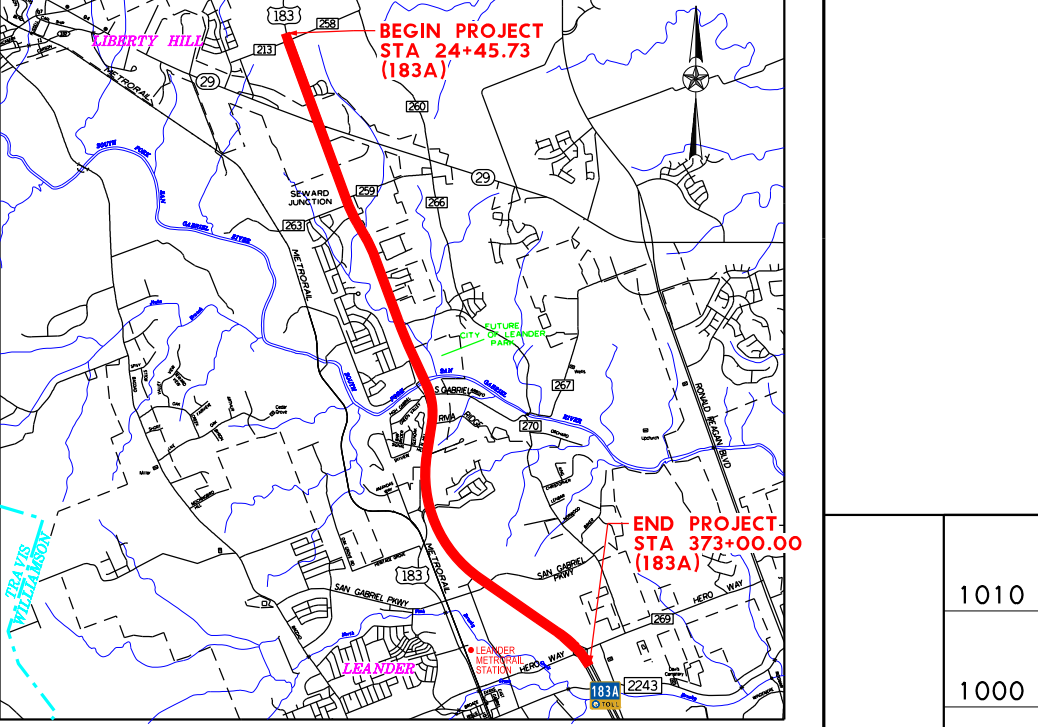
ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
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FRONTAGE ROAD	URBAN ARTERIAL	50 MPH
RAMP	URBAN MINOR ARTERIAL	40 MPH
COUNTY ROAD	COUNTY ROAD	35 MPH

CURRENT ADT: (2016) -
SA 29 to US 183 33,800
US 183 to Hero Way 22,300

PROJECTED ADT: (2041) -
SA 29 to US 183 90,100
US 183 to Hero Way 59,400

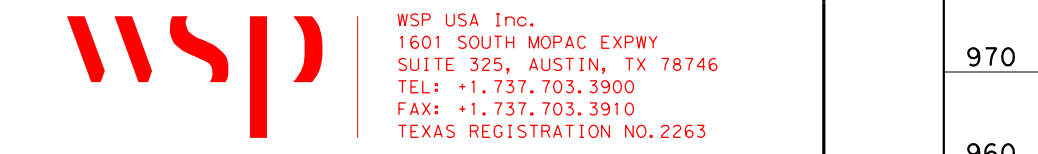
EQUATIONS: NONE
RAILROADS: NONE
EXCEPTIONS: NONE

NET LENGTH OF ROADWAY: 5.94 MI
NET LENGTH OF BRIDGE: 0.46 MI
TOTAL LENGTH OF PROJECT: 6.60 MI

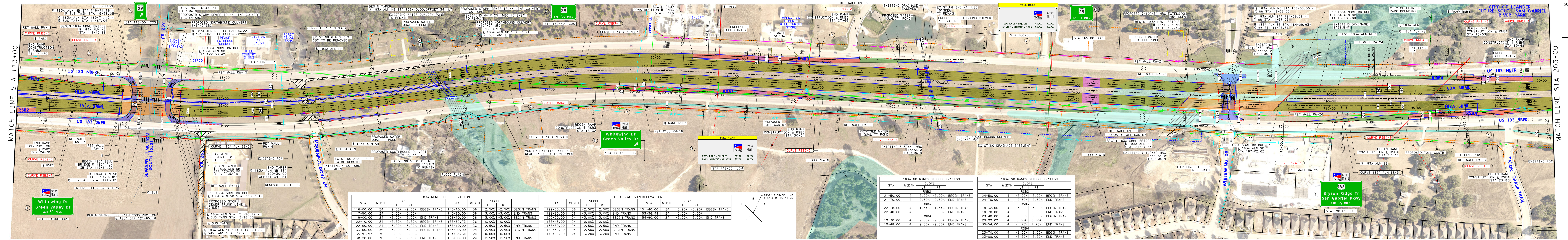


- LEGEND**
- PROPOSED MAINLANES
 - PROPOSED FRONTAGE ROAD
 - PROPOSED BRIDGES
 - PROPOSED RAMPS
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 - EXISTING ROADWAY
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING LANE DIRECTIONAL INDICATOR
 - PROPOSED LANE DIRECTIONAL INDICATOR
 - DELINEATOR

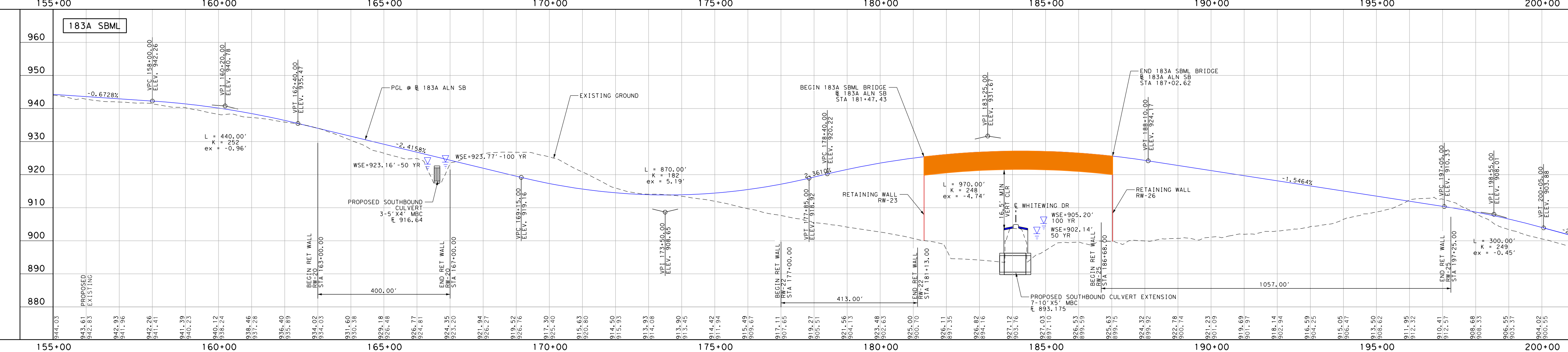
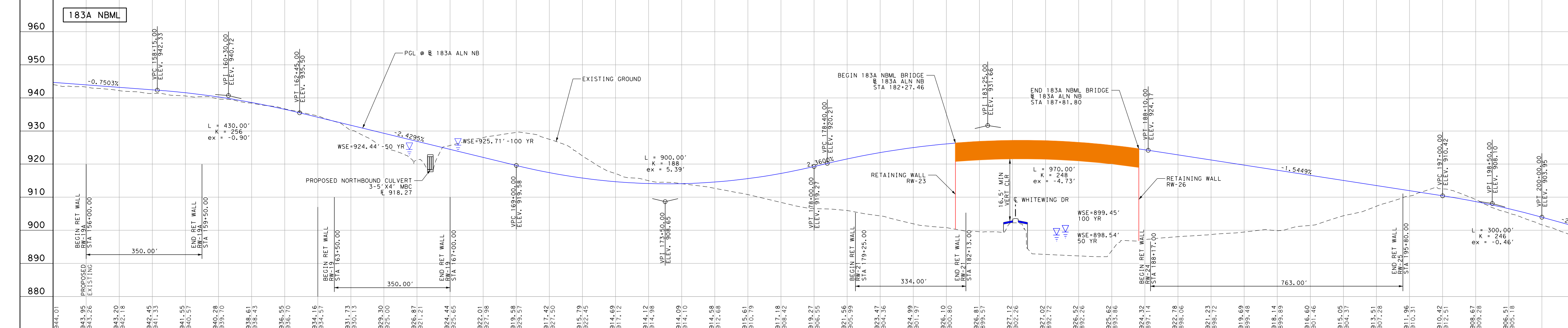
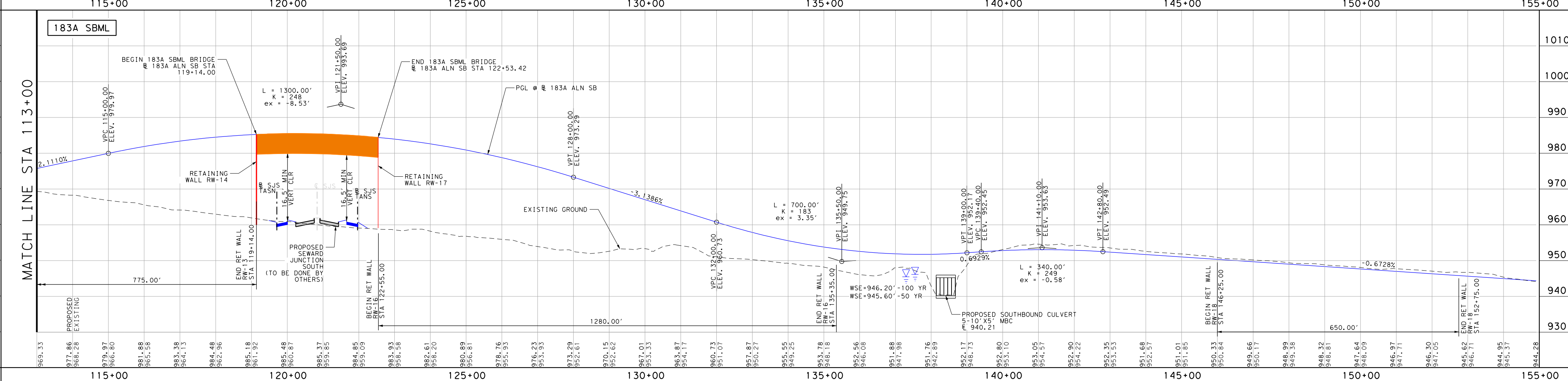
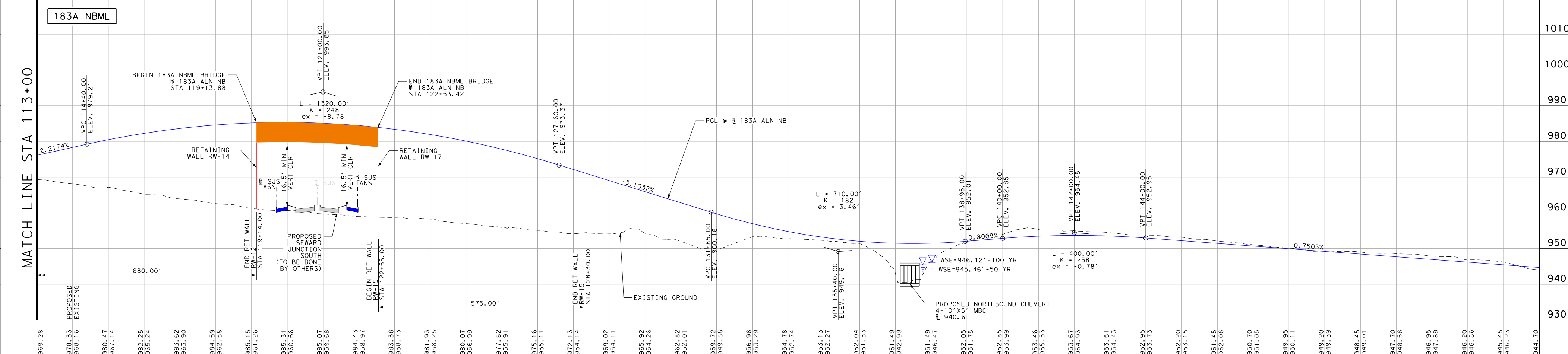
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RANDY L. EHRESMAN
P.E. SERIAL NO. 115628
5/24/2019



**ROADWAY SCHEMATIC
STA 113+00 TO STA 203+00
ROLL 2 OF 7**



183A NBL SUPERELEVATION				183A SBML SUPERELEVATION			
STA	WIDTH	SLOPE	TRANSITION	STA	WIDTH	SLOPE	TRANSITION
116+00.00	24	2.50%	BEGIN TRANS	140+10.00	36	2.50%	BEGIN TRANS
117+00.00	24	0.00%	END TRANS	140+60.00	36	3.00%	BEGIN TRANS
118+00.00	24	0.00%	END TRANS	141+10.00	36	3.00%	BEGIN TRANS
119+00.00	24	0.00%	END TRANS	141+60.00	36	3.00%	BEGIN TRANS
120+00.00	24	0.00%	END TRANS	142+10.00	36	3.00%	BEGIN TRANS
121+00.00	24	0.00%	END TRANS	142+60.00	36	3.00%	BEGIN TRANS
122+00.00	24	0.00%	END TRANS	143+10.00	36	3.00%	BEGIN TRANS
123+00.00	24	0.00%	END TRANS	143+60.00	36	3.00%	BEGIN TRANS
124+00.00	24	0.00%	END TRANS	144+10.00	36	3.00%	BEGIN TRANS
125+00.00	24	0.00%	END TRANS	144+60.00	36	3.00%	BEGIN TRANS
126+00.00	24	0.00%	END TRANS	145+10.00	36	3.00%	BEGIN TRANS
127+00.00	24	0.00%	END TRANS	145+60.00	36	3.00%	BEGIN TRANS
128+00.00	24	0.00%	END TRANS	146+10.00	36	3.00%	BEGIN TRANS
129+00.00	24	0.00%	END TRANS	146+60.00	36	3.00%	BEGIN TRANS
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131+00.00	24	0.00%	END TRANS	147+60.00	36	3.00%	BEGIN TRANS
132+00.00	24	0.00%	END TRANS	148+10.00	36	3.00%	BEGIN TRANS
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134+00.00	24	0.00%	END TRANS	149+10.00	36	3.00%	BEGIN TRANS
135+00.00	24	0.00%	END TRANS	149+60.00	36	3.00%	BEGIN TRANS
136+00.00	24	0.00%	END TRANS	150+00.00	36	3.00%	END TRANS



**PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
FROM CR258/213 TO
HERO WAY**
WILLIAMSON COUNTY
FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE
ROADS AND RAMPS.

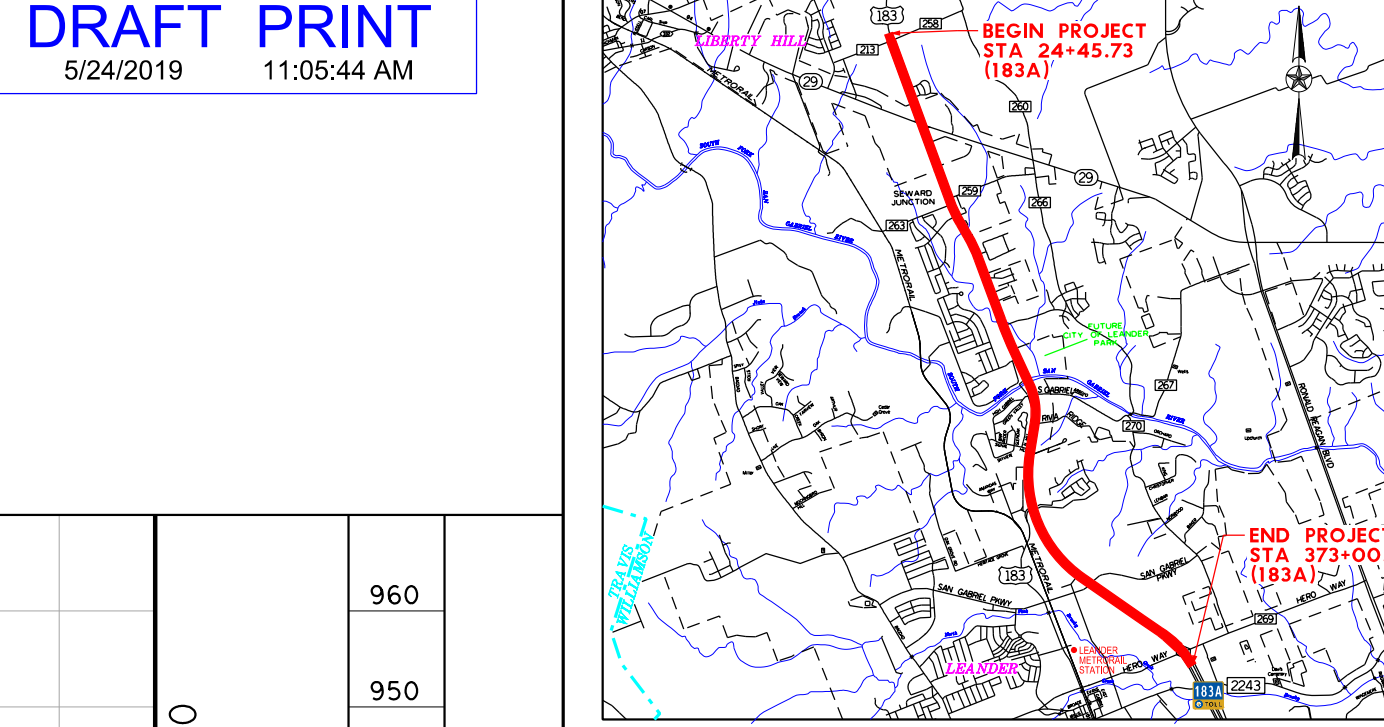
ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLANE	URBAN FREEWAY PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROAD	URBAN ARTERIAL	50 MPH
RAMP	URBAN MINOR ARTERIAL	40 MPH
COUNTY ROAD	COUNTY ROAD	35 MPH

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US 183 to Hero Way 59,400

EQUATIONS: NONE
RAILROADS: NONE
EXCEPTIONS: NONE

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NET LENGTH OF BRIDGE: 0.46 MI
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- LEGEND**
- PROPOSED MAINLANES
 - PROPOSED FRONTAGE ROAD
 - PROPOSED BRIDGES
 - PROPOSED RAMPS
 - PROPOSED CROSS STREETS
 - PROPOSED SHARED USE PATH
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 - EXISTING LANE DIRECTIONAL INDICATOR
 - PROPOSED LANE DIRECTIONAL INDICATOR
 - DELINEATOR

NOT FOR CONSTRUCTION OR PERMIT PURPOSES
PREPARED UNDER THE SUPERVISION OF
RANDY L. EHRESMAN
P.E. SERIAL NO. 115628
5/24/2019



**ROADWAY SCHEMATIC
STA 113+00 TO STA 203+00
ROLL 2 OF 7**

PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
 FROM CR258/213 TO HERO WAY
 WILLIAMSON COUNTY
 FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE ROADS AND RAMPS.

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FUNCTIONAL CLASSIFICATION
 URBAN FREEWAY PRINCIPAL ARTERIAL TO 70 MPH
 URBAN ARTERIAL 50 MPH
 RAMP 50 MPH
 URBAN MINOR ARTERIAL 40 MPH
 COUNTY ROAD 40 MPH
 MAXIMUM SUPERELEVATION RATE (MINOR) = 6.0%

DESIGN SPEED
 70 MPH
 50 MPH
 40 MPH

EQUATIONS: NONE
RAILROADS: NONE
NET LENGTH OF BRIDGE: 0.46 MI
NET LENGTH OF ROADWAY: 5.94 MI
NET LENGTH OF PROJECT: 6.60 MI

EXCEPTIONS: NONE

PROJECT LOCATION MAP
 N.T.S.

LEGEND

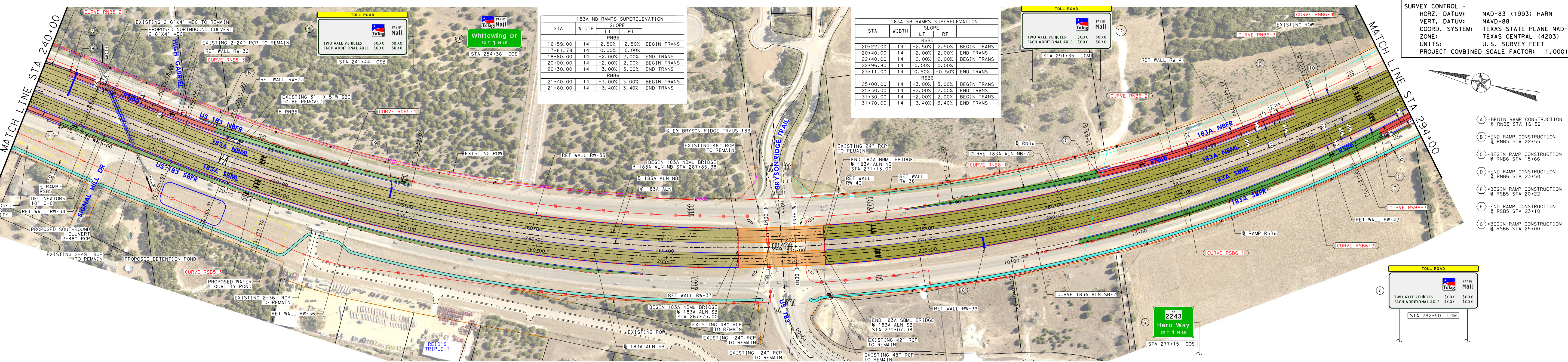
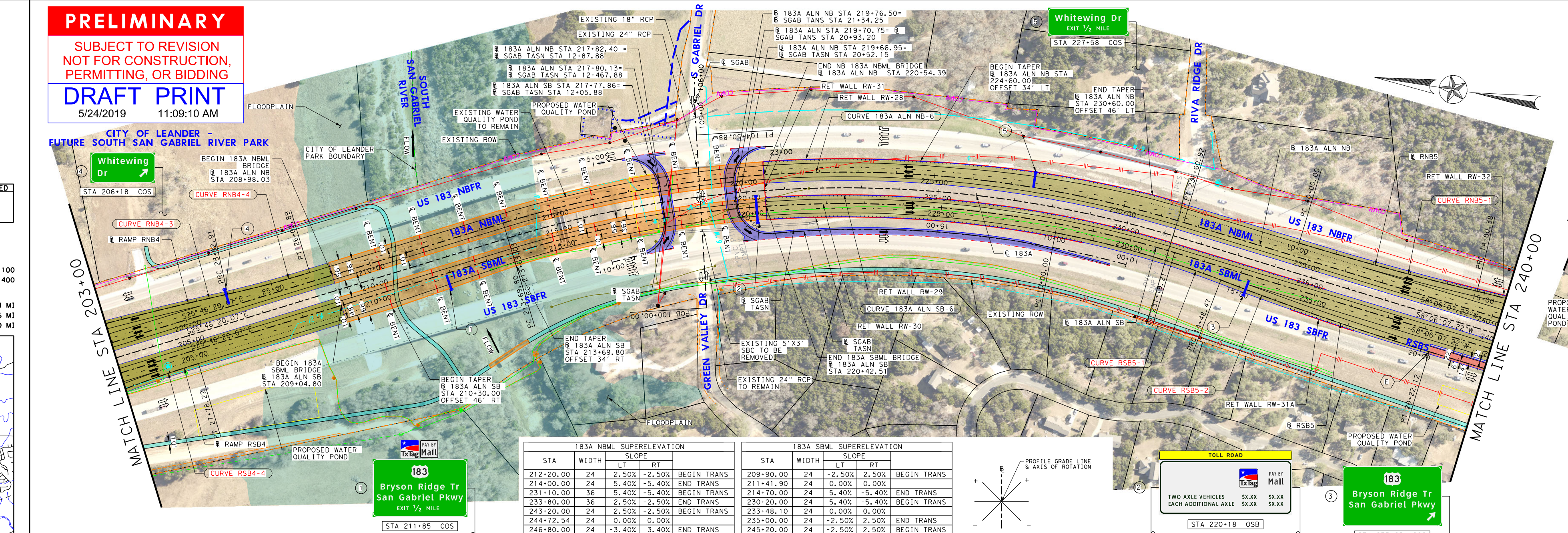
- PROPOSED MAINLANES
- PROPOSED FRONTAGE ROAD
- PROPOSED BRIDGES
- PROPOSED RAMPS
- PROPOSED CROSS STREETS
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 5/24/2019

WSP
 WSP USA, INC.
 1601 SOUTH MADRID AVENUE
 SUITE 325, AUSTIN, TX 78746
 TEL: +1.737.703.3900
 FAX: +1.737.703.3910
 TEXAS REGISTRATION NO. 2263

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

ROADWAY SCHEMATIC
 STA 203+00 TO STA 294+00
 ROLL 3 OF 7



PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
 FROM CR258/213 TO HERO WAY
 WILLIAMSON COUNTY
 FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE ROADS AND RAMPS.

CSJ 0914-05-192
 5/24/2019 11:09:10 AM

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FUNCTIONAL CLASSIFICATION
 URBAN FREEWAY PRINCIPAL ARTERIAL TO 70 MPH
 URBAN ARTERIAL 50 MPH
 RAMP 50 MPH
 URBAN MINOR ARTERIAL 40 MPH
 COUNTY ROAD 40 MPH
 MAXIMUM SUPERELEVATION RATE (MINOR) = 6.0%

DESIGN SPEED
 70 MPH
 50 MPH
 40 MPH

EQUATIONS: NONE
RAILROADS: NONE
NET LENGTH OF BRIDGE: 0.46 MI
NET LENGTH OF ROADWAY: 5.94 MI
NET LENGTH OF PROJECT: 6.60 MI

EXCEPTIONS: NONE

PROJECT LOCATION MAP
 N.T.S.

LEGEND

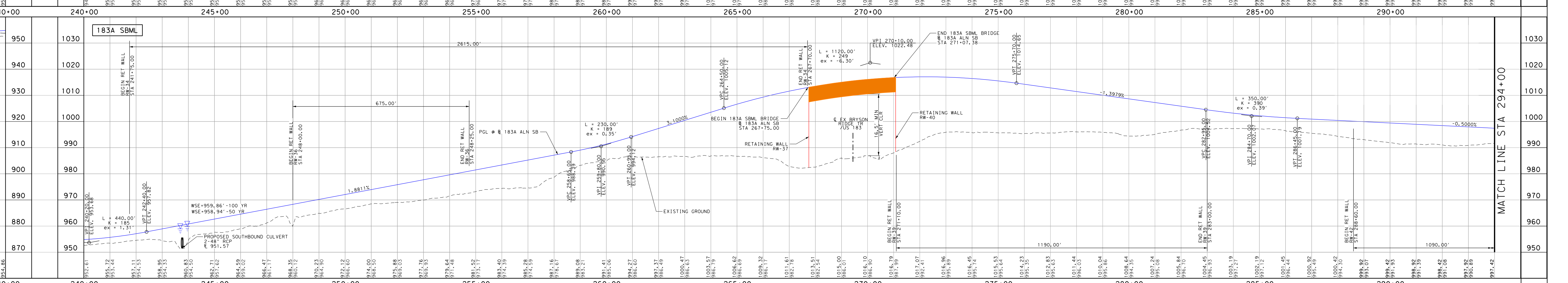
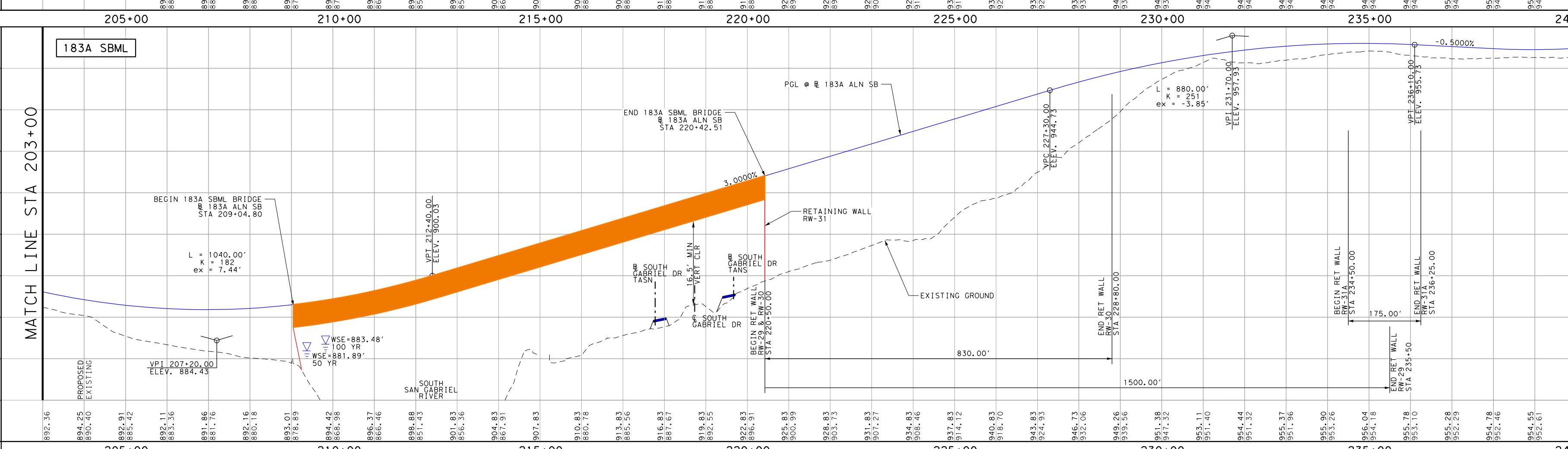
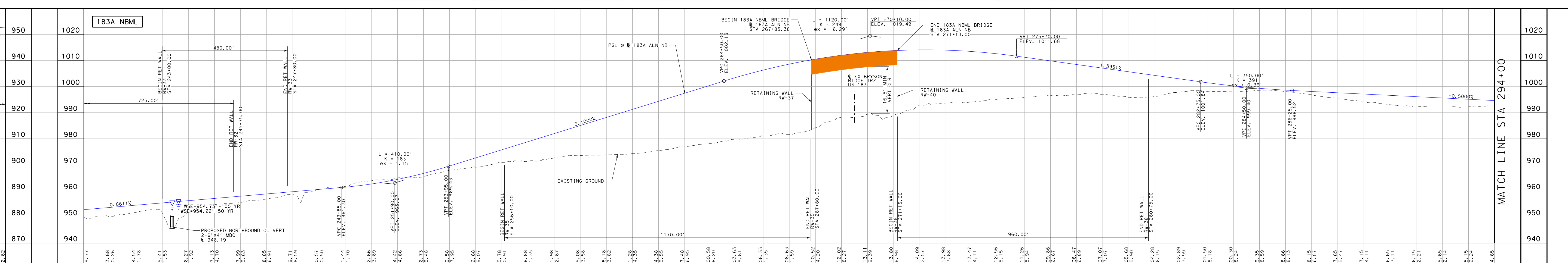
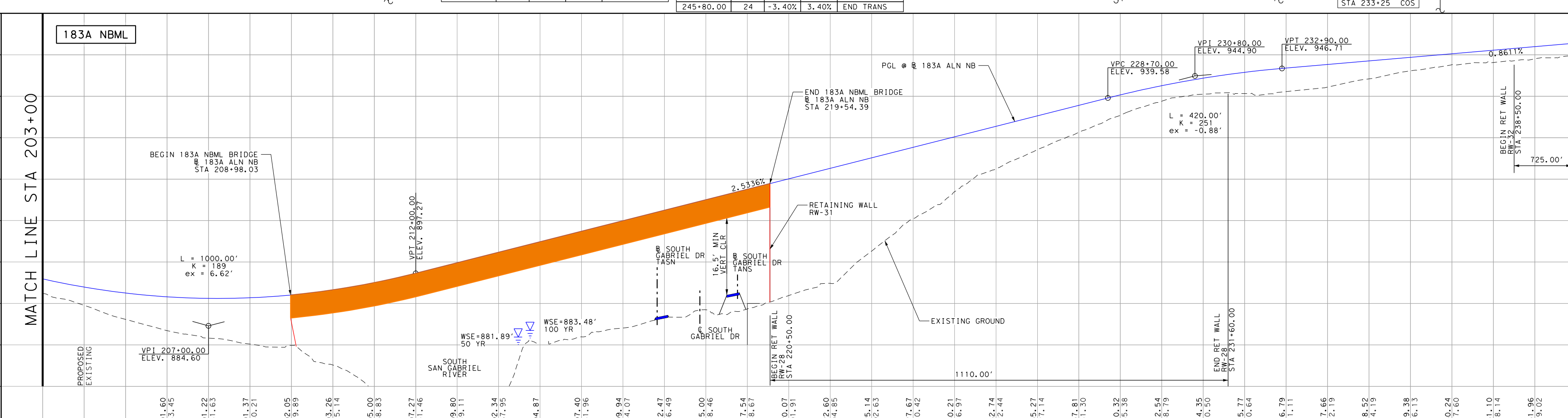
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- PROPOSED FRONTAGE ROAD
- PROPOSED BRIDGES
- PROPOSED RAMPS
- PROPOSED CROSS STREETS
- PROPOSED SHARED USE PATH
- PROPOSED TOLL GANTRY
- RETAINING WALL
- CONTROL OF ACCESS (PROP)
- CONTROL OF ACCESS (EXIST)
- SAWCUT LINE
- PROPOSED ROW
- EXISTING ROW
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING DRAINAGE EASEMENT
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING LANE DIRECTIONAL INDICATOR
- PROPOSED LANE DIRECTIONAL INDICATOR
- DELINEATOR

NOT FOR CONSTRUCTION OR PERMIT PURPOSES
 PREPARED UNDER THE SUPERVISION OF
RANDY L. EHRESMAN
 P.E. SERIAL NO. 115628
 5/24/2019

WSP
 WSP USA, INC.
 1601 SOUTH MADRID AVENUE
 SUITE 325, AUSTIN, TX 78746
 TEL: +1.737.703.3900
 FAX: +1.737.703.3910
 TEXAS REGISTRATION NO. 2263

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

ROADWAY SCHEMATIC
 STA 203+00 TO STA 294+00
 ROLL 3 OF 7



PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
 FROM CR258/213 TO HERO WAY
 WILLIAMSON COUNTY
 FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE ROADS AND RAMPS.

CSJ 0914-05-192
 5/24/2019 11:09:10 AM

DRAFT PRINT

FUNCTIONAL CLASSIFICATION
 URBAN FREEWAY PRINCIPAL ARTERIAL TO 70 MPH
 URBAN ARTERIAL 50 MPH
 RAMP 50 MPH
 URBAN MINOR ARTERIAL 40 MPH
 COUNTY ROAD 40 MPH
 MAXIMUM SUPERELEVATION RATE (MINOR) = 6.0%

DESIGN SPEED
 70 MPH
 50 MPH
 40 MPH

EQUATIONS: NONE
RAILROADS: NONE
NET LENGTH OF BRIDGE: 0.46 MI
NET LENGTH OF ROADWAY: 5.94 MI
NET LENGTH OF PROJECT: 6.60 MI

EXCEPTIONS: NONE

PROJECT LOCATION MAP
 N.T.S.

LEGEND

- PROPOSED MAINLANES
- PROPOSED FRONTAGE ROAD
- PROPOSED BRIDGES
- PROPOSED RAMPS
- PROPOSED CROSS STREETS
- PROPOSED SHARED USE PATH
- PROPOSED TOLL GANTRY
- RETAINING WALL
- CONTROL OF ACCESS (PROP)
- CONTROL OF ACCESS (EXIST)
- SAWCUT LINE
- PROPOSED ROW
- EXISTING ROW
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING DRAINAGE EASEMENT
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING LANE DIRECTIONAL INDICATOR
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ROADWAY SCHEMATIC
 STA 203+00 TO STA 294+00
 ROLL 3 OF 7

PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
FROM CR258/213 TO HERO WAY
WILLIAMSON COUNTY
 FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE ROADS AND RAMPS.

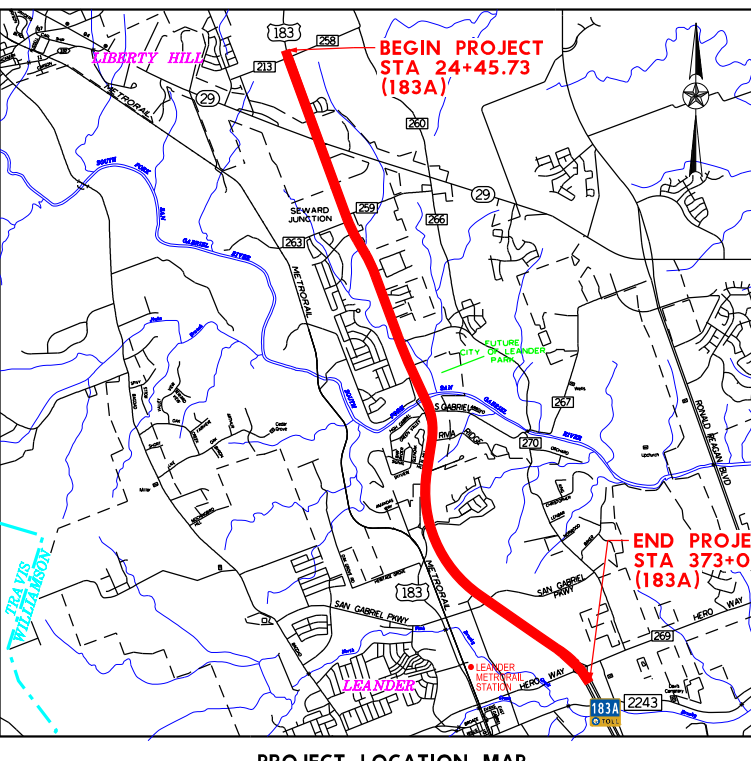
ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLANES	URBAN FREEWAY PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROADS	URBAN ARTERIAL	50 MPH
RAMP	RAMP	50 MPH
COUNTY ROAD	URBAN MINOR ARTERIAL	50 MPH

CURRENT ADT: 120161
 SW 29 to US 183 33,800
 US 183 to Hero Way 22,300

PROJECTED ADT: 120411
 SW 29 to US 183 90,100
 US 183 to Hero Way 59,400

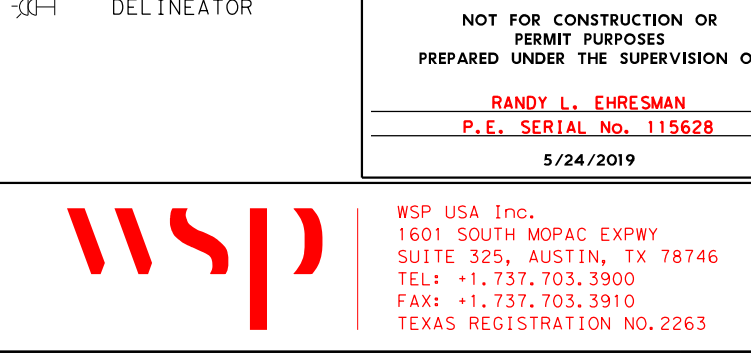
EQUATIONS: NONE
 RAILROADS: NONE
 EXCEPTIONS: NONE

NET LENGTH OF ROADWAY: 5.94 MI
 NET LENGTH OF BRIDGE: 0.46 MI
 TOTAL LENGTH OF PROJECT: 6.60 MI

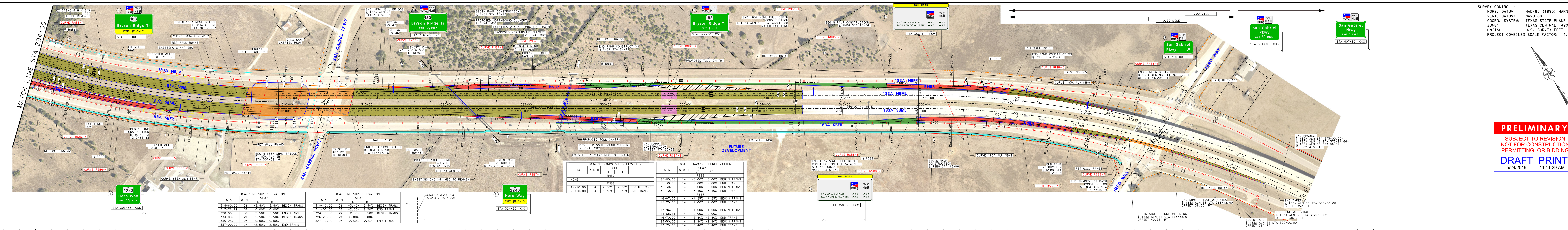


- LEGEND**
- PROPOSED MAINLANES
 - PROPOSED FRONTAGE ROAD
 - PROPOSED BRIDGES
 - PROPOSED RAMPS
 - PROPOSED CROSS STREETS
 - PROPOSED SHARED USE PATH
 - PROPOSED TOLL GANTRY
 - RETAINING WALL
 - CONTROL OF ACCESS (PROP)
 - CONTROL OF ACCESS (EXIST)
 - SAWCUT LINE
 - PROPOSED ROW
 - EXISTING ROW
 - EXISTING STORM SEWER
 - PROPOSED STORM SEWER
 - EXISTING DRAINAGE EASEMENT
 - EXISTING ROADWAY
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING LANE DIRECTIONAL INDICATOR
 - PROPOSED LANE DIRECTIONAL INDICATOR
 - DELINEATOR

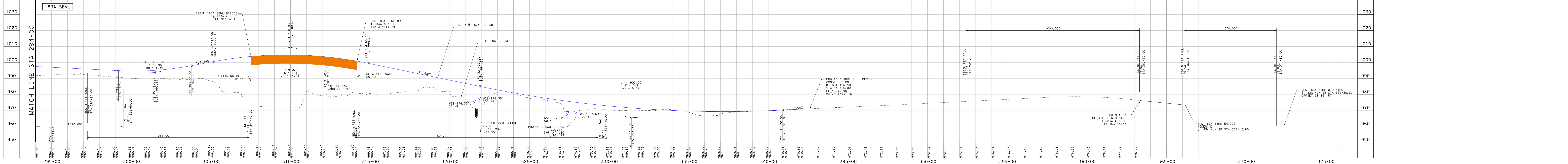
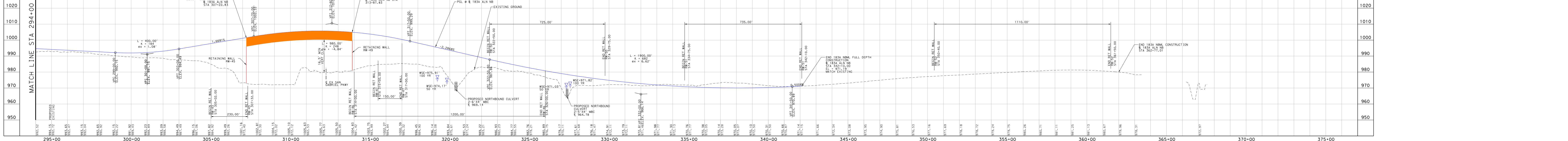
NOT FOR CONSTRUCTION OR PERMIT PURPOSES. PREPARED UNDER THE SUPERVISION OF
RANDY L. EHESMAN
 P.E. SERIAL NO. 115628
 5/24/2019



ROADWAY SCHEMATIC
STA 294+00 TO END
ROLL 4 OF 7



183A NB RAMP SUPERELEVATION				183A SB RAMP SUPERELEVATION				
STA	WIDTH	LT	RT	STA	WIDTH	LT	RT	
25+00.00	14	-3.00%	3.00%	BEGIN TRANS	25+00.00	14	-3.00%	3.00%
25+30.00	14	-2.00%	2.00%	END TRANS	31+50.00	14	-2.00%	2.00%
19+10.00	14	2.00%	2.00%	BEGIN TRANS	31+10.00	14	-3.40%	3.40%
20+10.00	14	3.30%	-3.30%	END TRANS	16+97.00	14	-1.25%	1.25%
					17+20.00	14	-2.00%	2.00%
					13+96.00	14	-1.00%	1.00%
					14+88.11	14	0.00%	0.00%
					16+10.00	14	-2.80%	-2.80%
					23+50.00	14	-2.80%	-2.80%
					23+75.00	14	3.40%	-3.40%



PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
FROM CR258/213 TO HERO WAY
WILLIAMSON COUNTY
 FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE ROADS AND RAMPS.

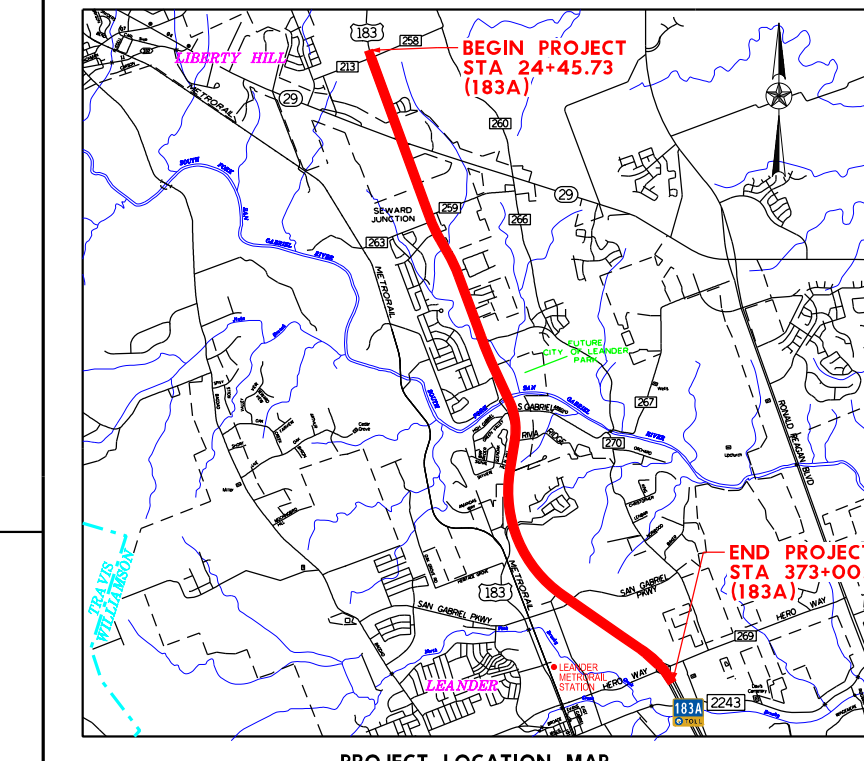
ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLANES	URBAN FREEWAY PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROADS	URBAN ARTERIAL	50 MPH
RAMP	RAMP	50 MPH
COUNTY ROAD	URBAN MINOR ARTERIAL	50 MPH

CURRENT ADT: 120161
 SW 29 to US 183 33,800
 US 183 to Hero Way 22,300

PROJECTED ADT: 120411
 SW 29 to US 183 90,100
 US 183 to Hero Way 59,400

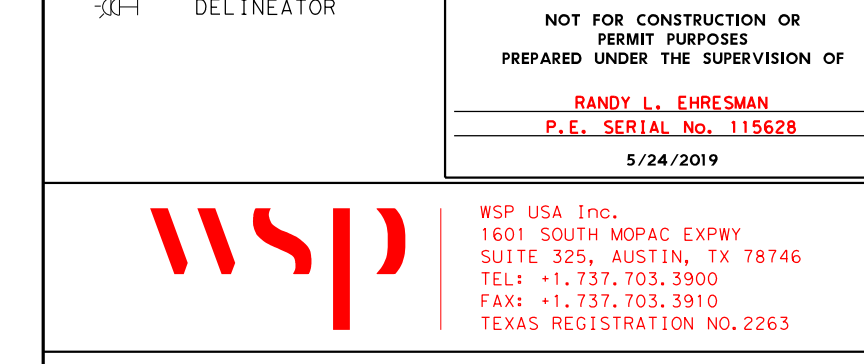
EQUATIONS: NONE
 RAILROADS: NONE
 EXCEPTIONS: NONE

NET LENGTH OF ROADWAY: 5.94 MI
 NET LENGTH OF BRIDGE: 0.46 MI
 TOTAL LENGTH OF PROJECT: 6.60 MI



- LEGEND**
- PROPOSED MAINLANES
 - PROPOSED FRONTAGE ROAD
 - PROPOSED BRIDGES
 - PROPOSED RAMPS
 - PROPOSED CROSS STREETS
 - PROPOSED SHARED USE PATH
 - PROPOSED TOLL GANTRY
 - RETAINING WALL
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 - CONTROL OF ACCESS (EXIST)
 - SAWCUT LINE
 - PROPOSED ROW
 - EXISTING ROW
 - EXISTING STORM SEWER
 - PROPOSED STORM SEWER
 - EXISTING DRAINAGE EASEMENT
 - EXISTING ROADWAY
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING LANE DIRECTIONAL INDICATOR
 - PROPOSED LANE DIRECTIONAL INDICATOR
 - DELINEATOR

NOT FOR CONSTRUCTION OR PERMIT PURPOSES. PREPARED UNDER THE SUPERVISION OF
RANDY L. EHESMAN
 P.E. SERIAL NO. 115628
 5/24/2019



ROADWAY SCHEMATIC
STA 294+00 TO END
ROLL 4 OF 7

PRELIMINARY
 SUBJECT TO REVISION
 NOT FOR CONSTRUCTION
 PERMITTING, OR BIDDING
DRAFT PRINT
 5/24/2019 11:11:29 AM

SURVEY CONTROL
 HORIZ. DATUM: NAD-83 (1993) HARN
 VERT. DATUM: NAVD-88
 COORD. SYSTEM: TEXAS STATE PLANE NAD-83
 ZONE: TEXAS CENTRAL (4203)
 UNITS: U.S. SURVEY FEET
 PROJECT COMBINED SCALE FACTOR: 1.00012

**PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
FROM CR258/213 TO
HERO WAY**
WILLIAMSON COUNTY
FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE
ROADS AND RAMPS.

CSJ 0914-05-192

ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLANES	URBAN FREEWAY PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROADS	URBAN ARTERIAL	50 MPH
RAMP	URBAN MINOR ARTERIAL	50 MPH
COUNTY ROAD	URBAN MINOR ARTERIAL	50 MPH

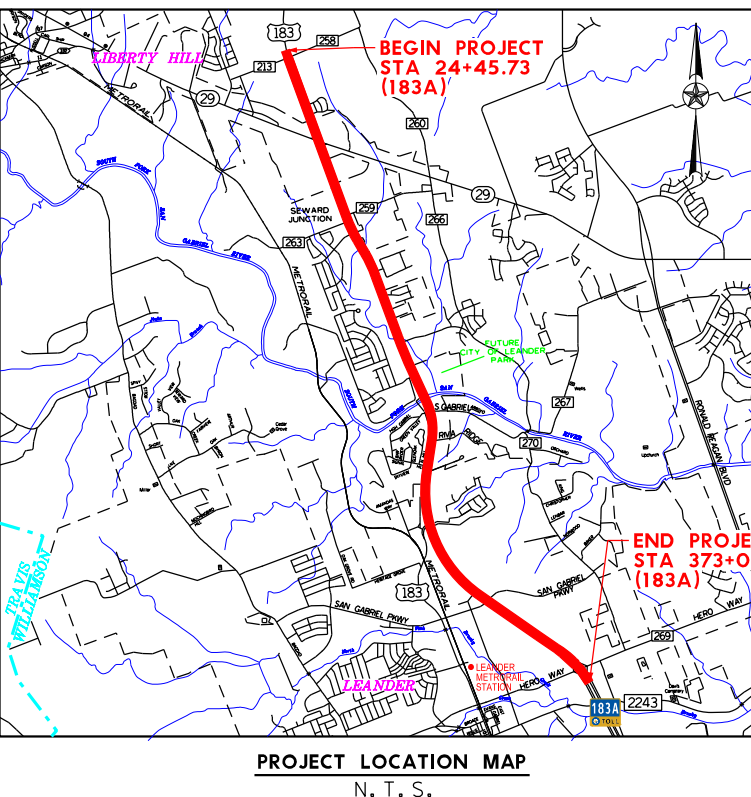
MAXIMUM SUPERELEVATION RATE (MIN/MI) = 6.0%

CURRENT ADT: 120161
SH 29 TO US 183 33,800
US 183 TO HERO WAY 22,300

PROJECTED ADT: 120411
SH 29 TO US 183 33,800
US 183 TO HERO WAY 59,400

EQUATIONS: NONE
RAILROADS: NONE
EXCEPTIONS: NONE

NET LENGTH OF ROADWAY = 5.94 MI
NET LENGTH OF BRIDGE = 0.66 MI
TOTAL LENGTH OF PROJECT = 6.60 MI



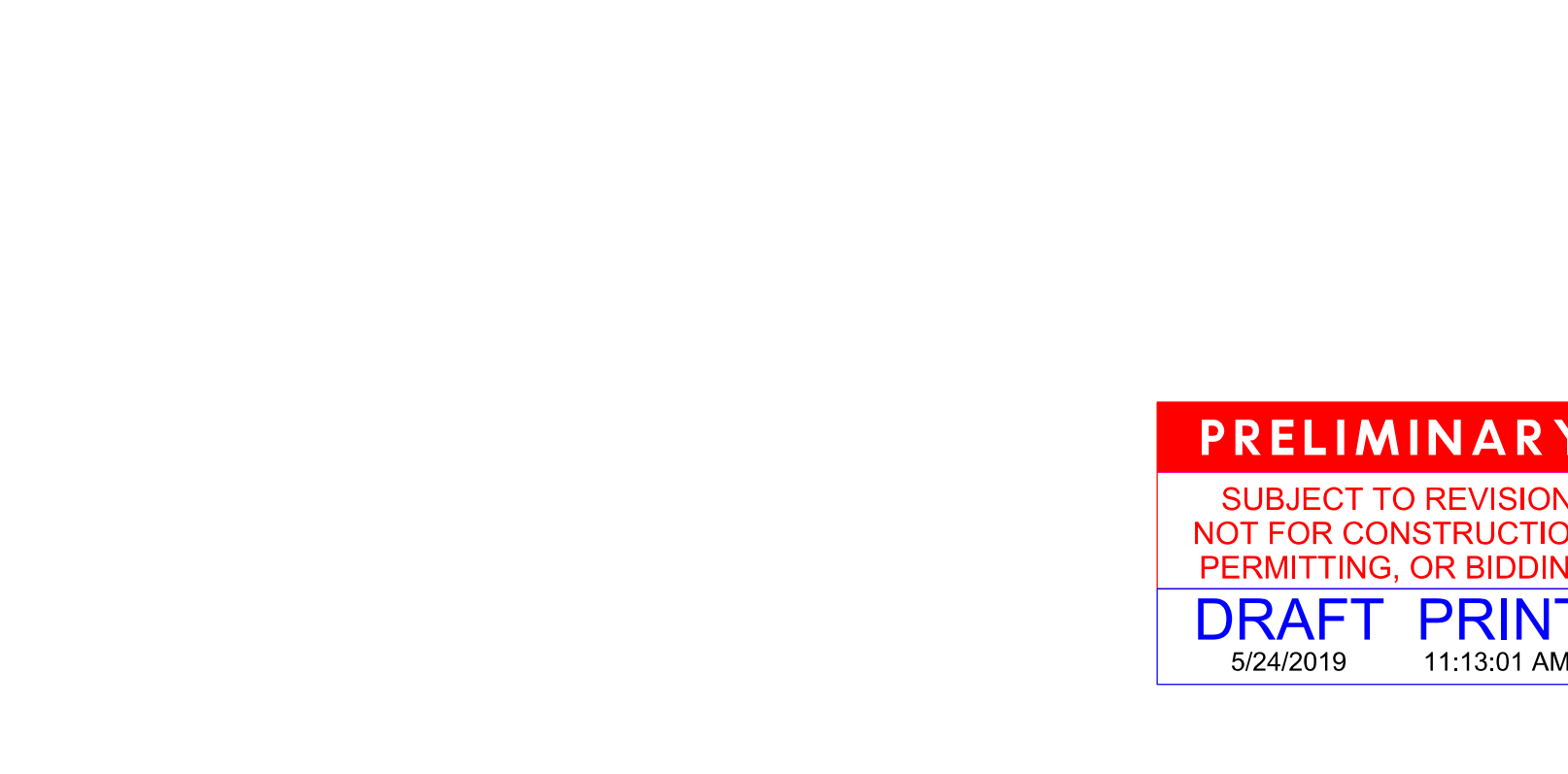
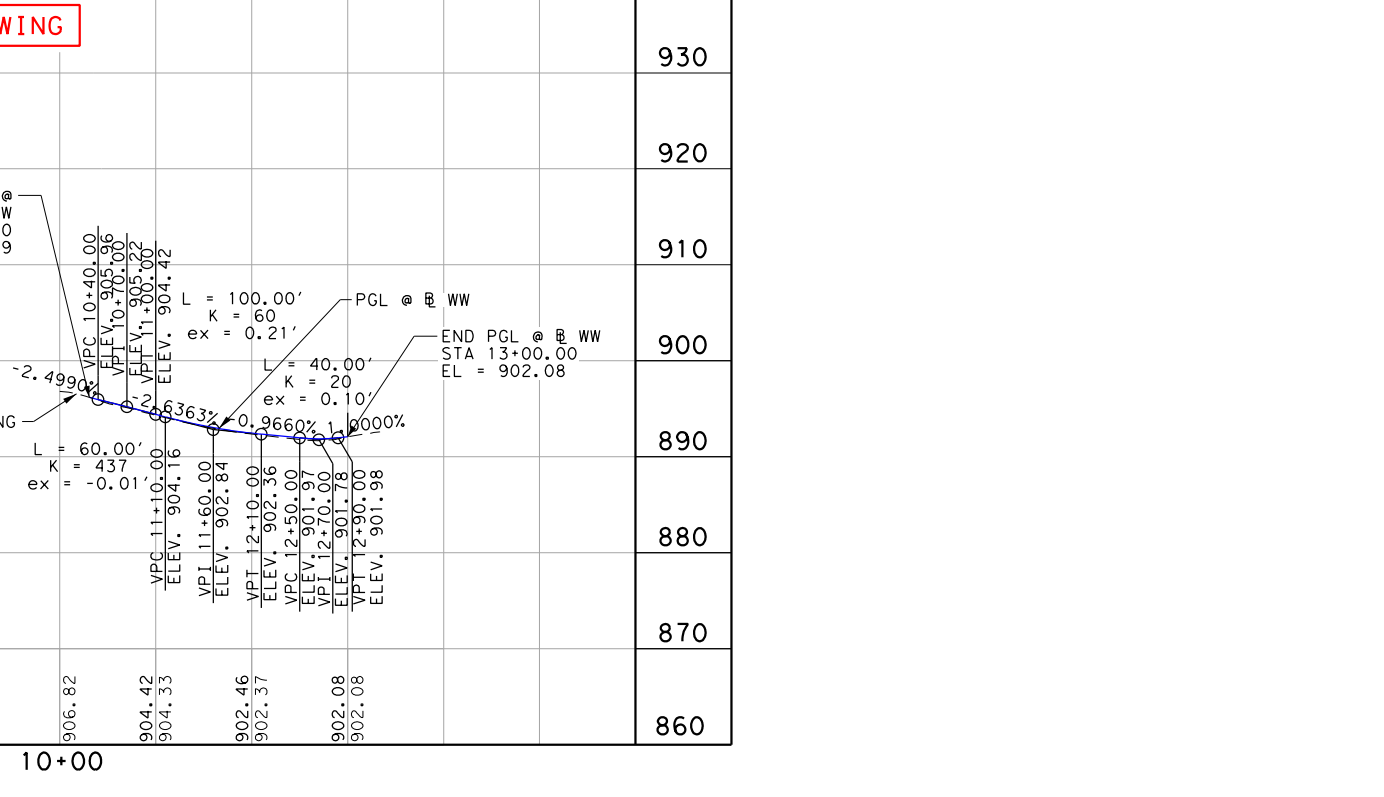
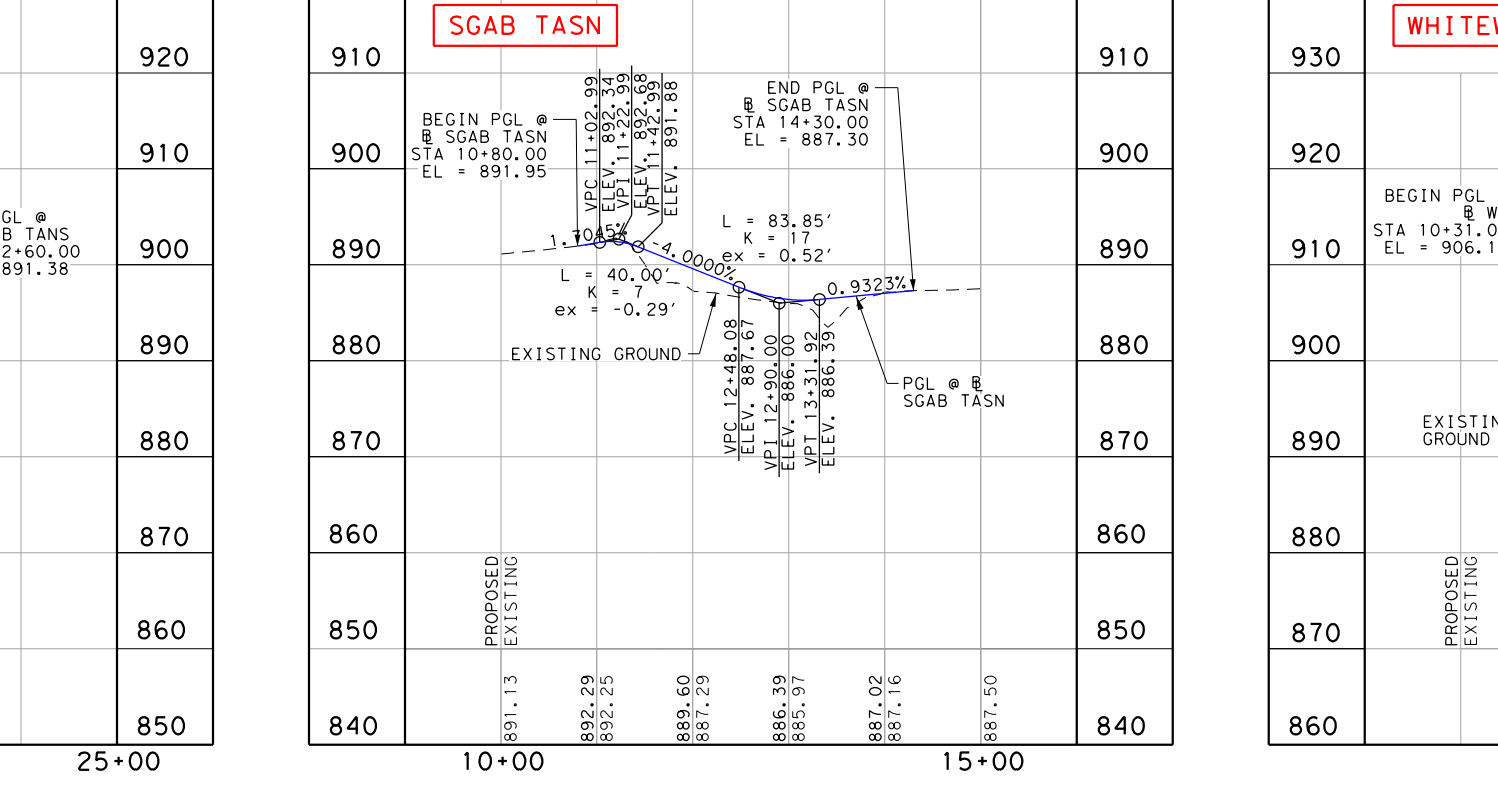
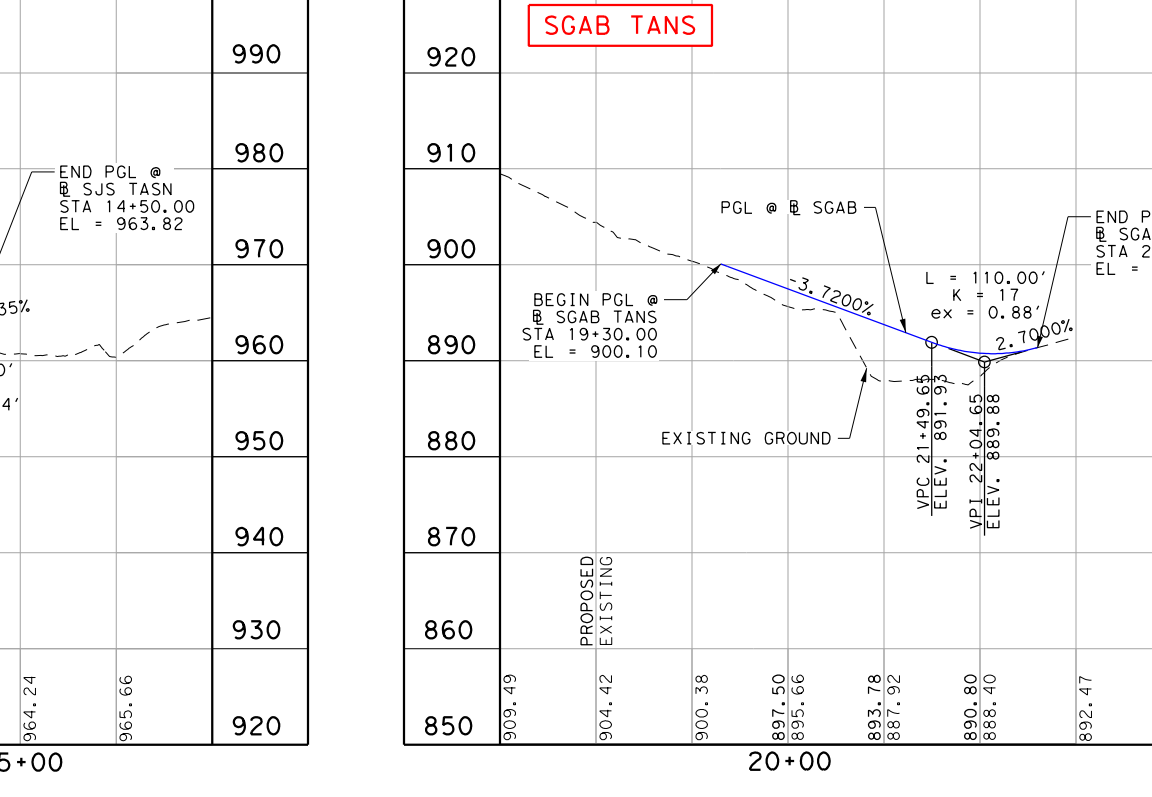
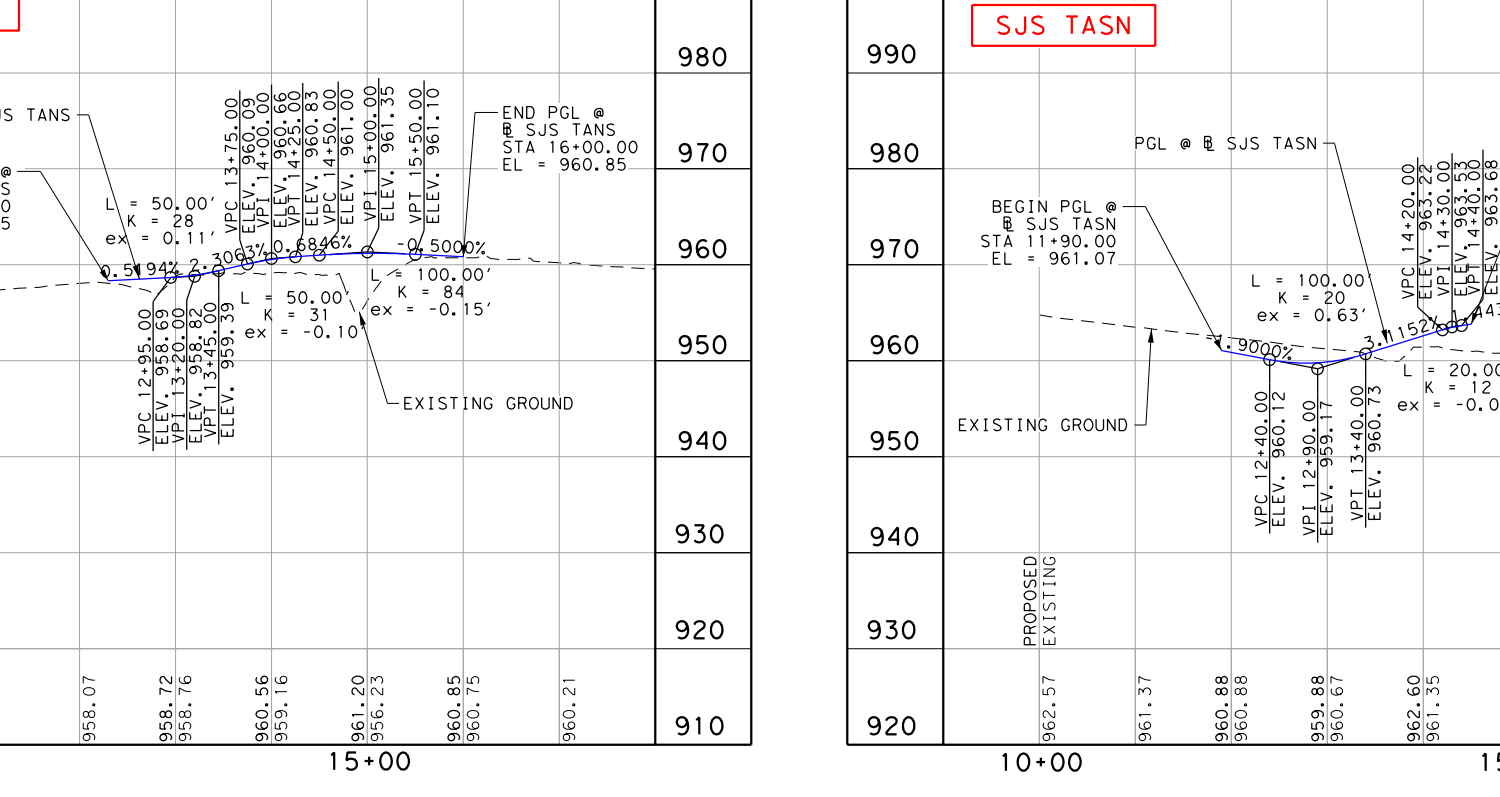
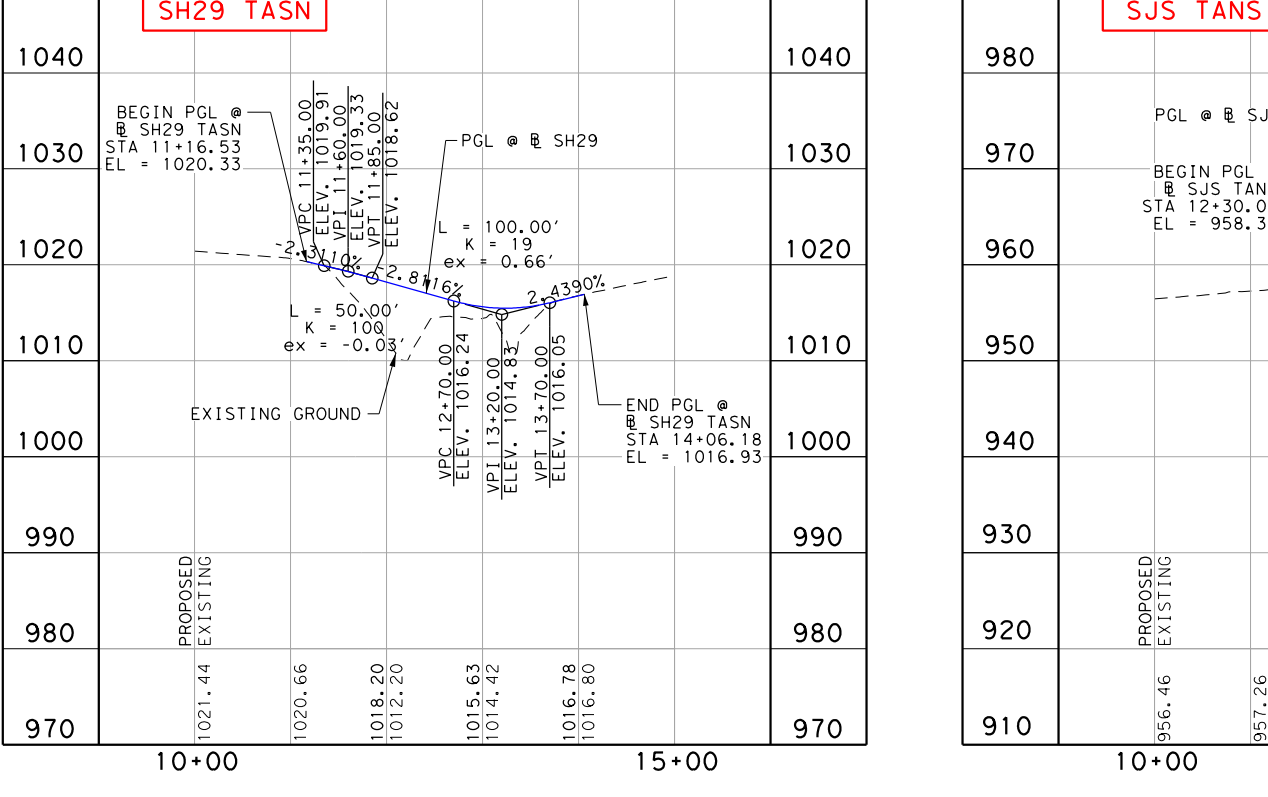
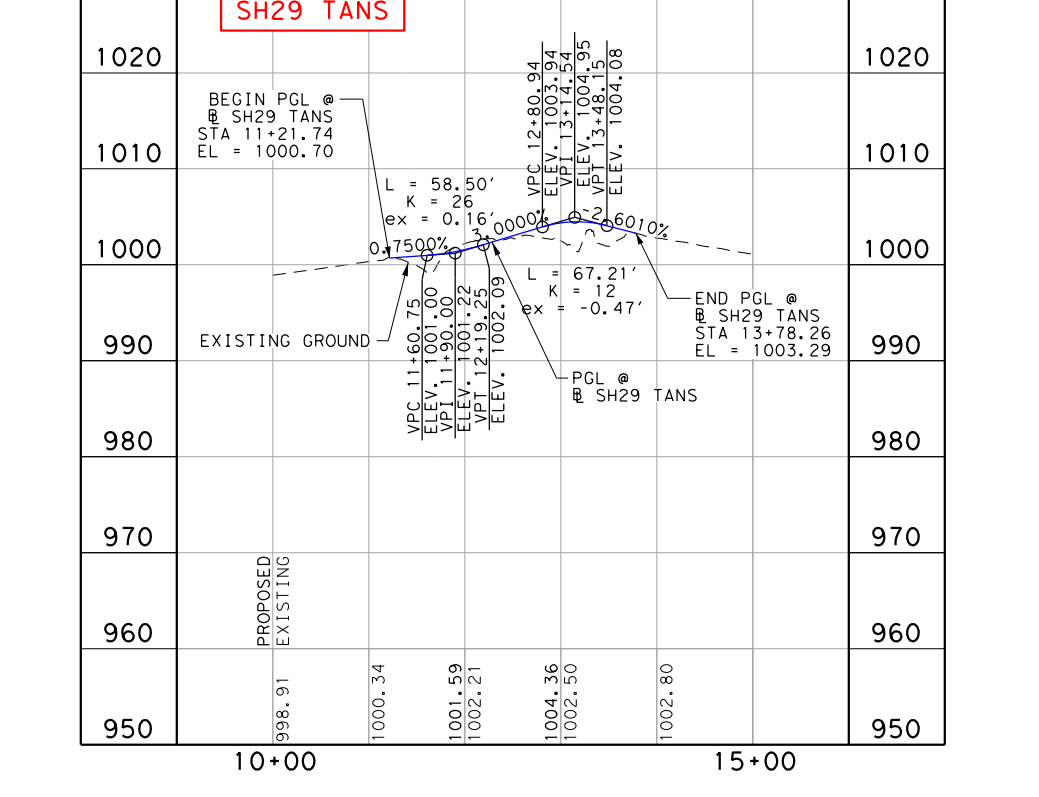
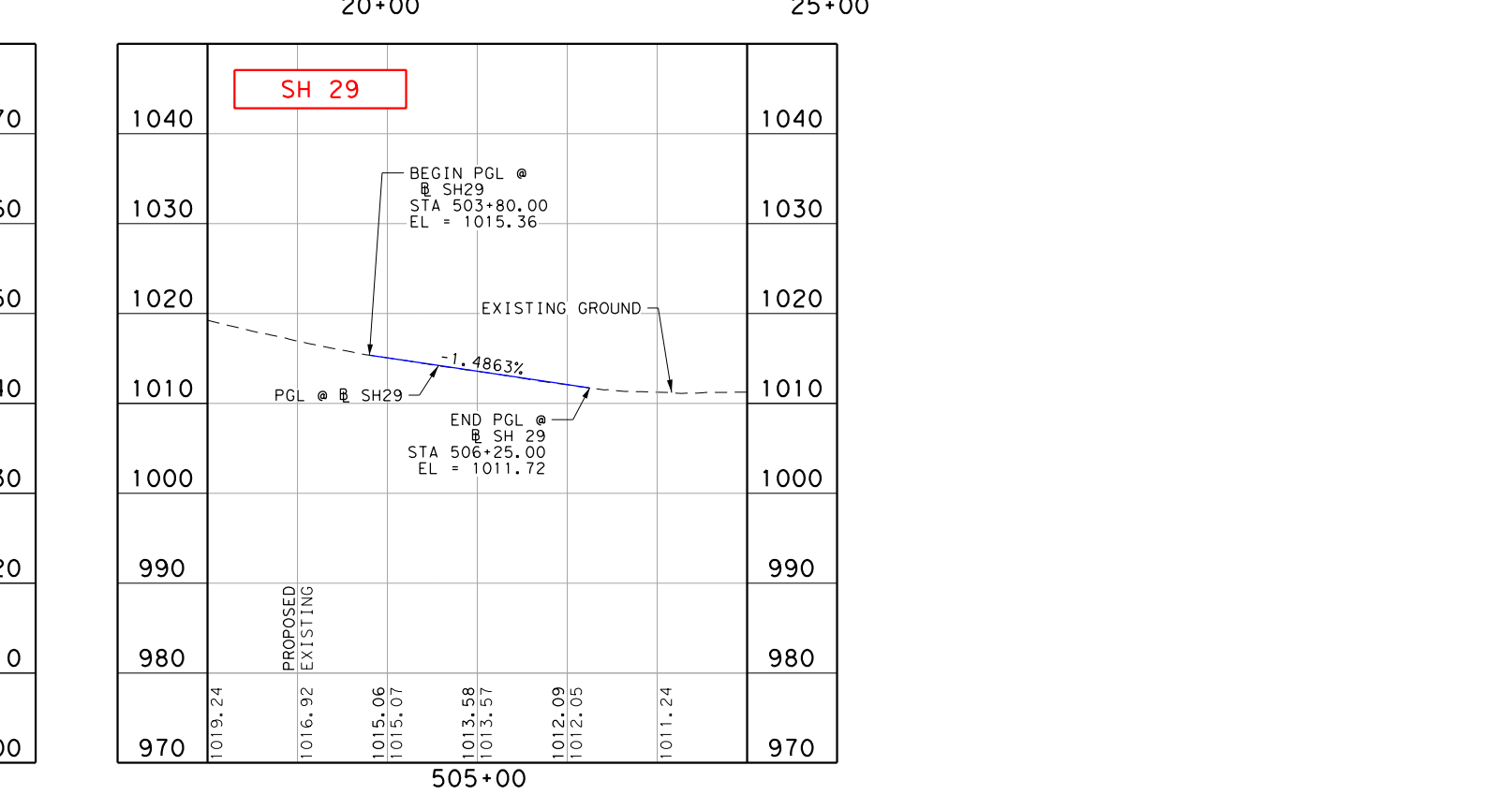
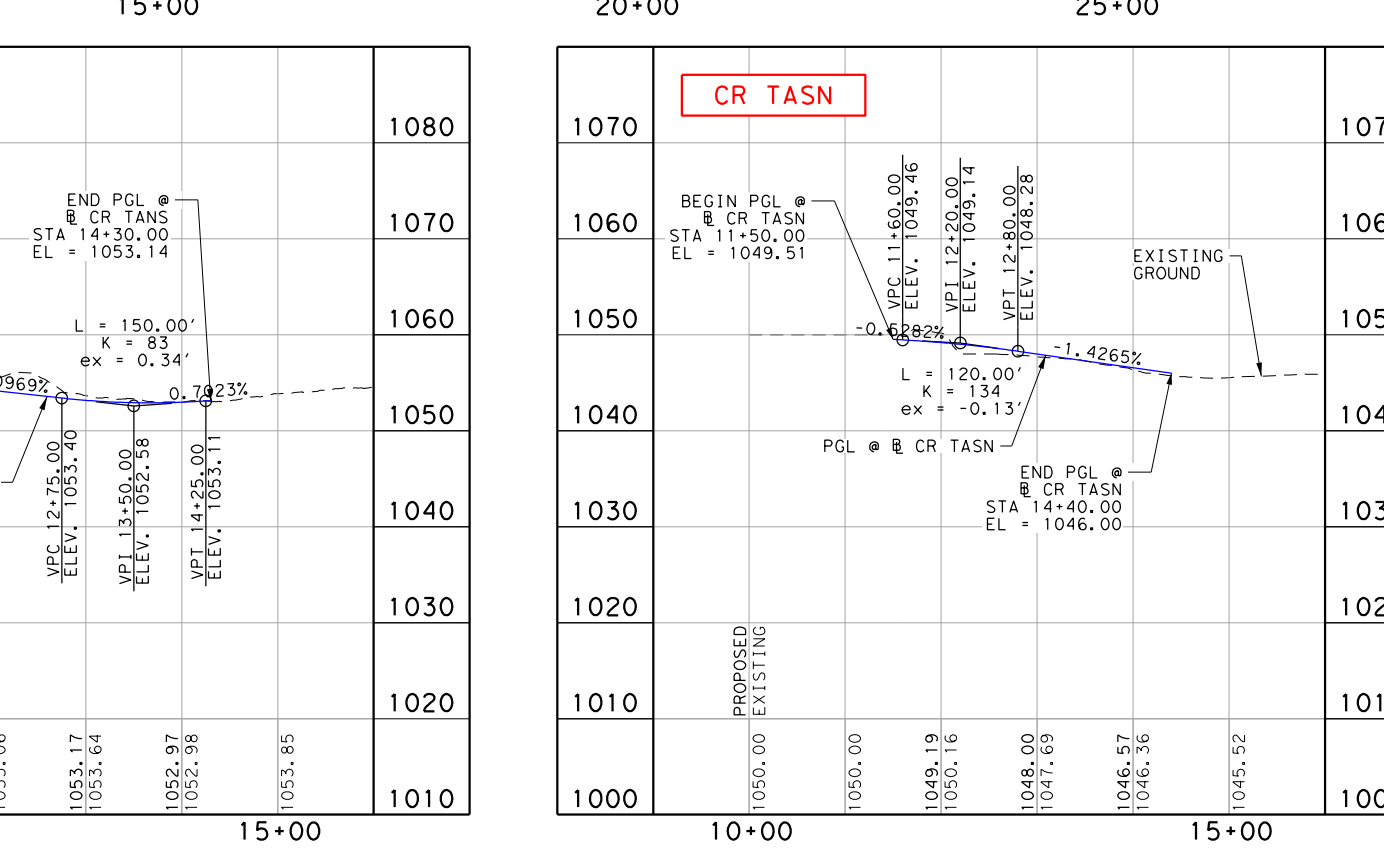
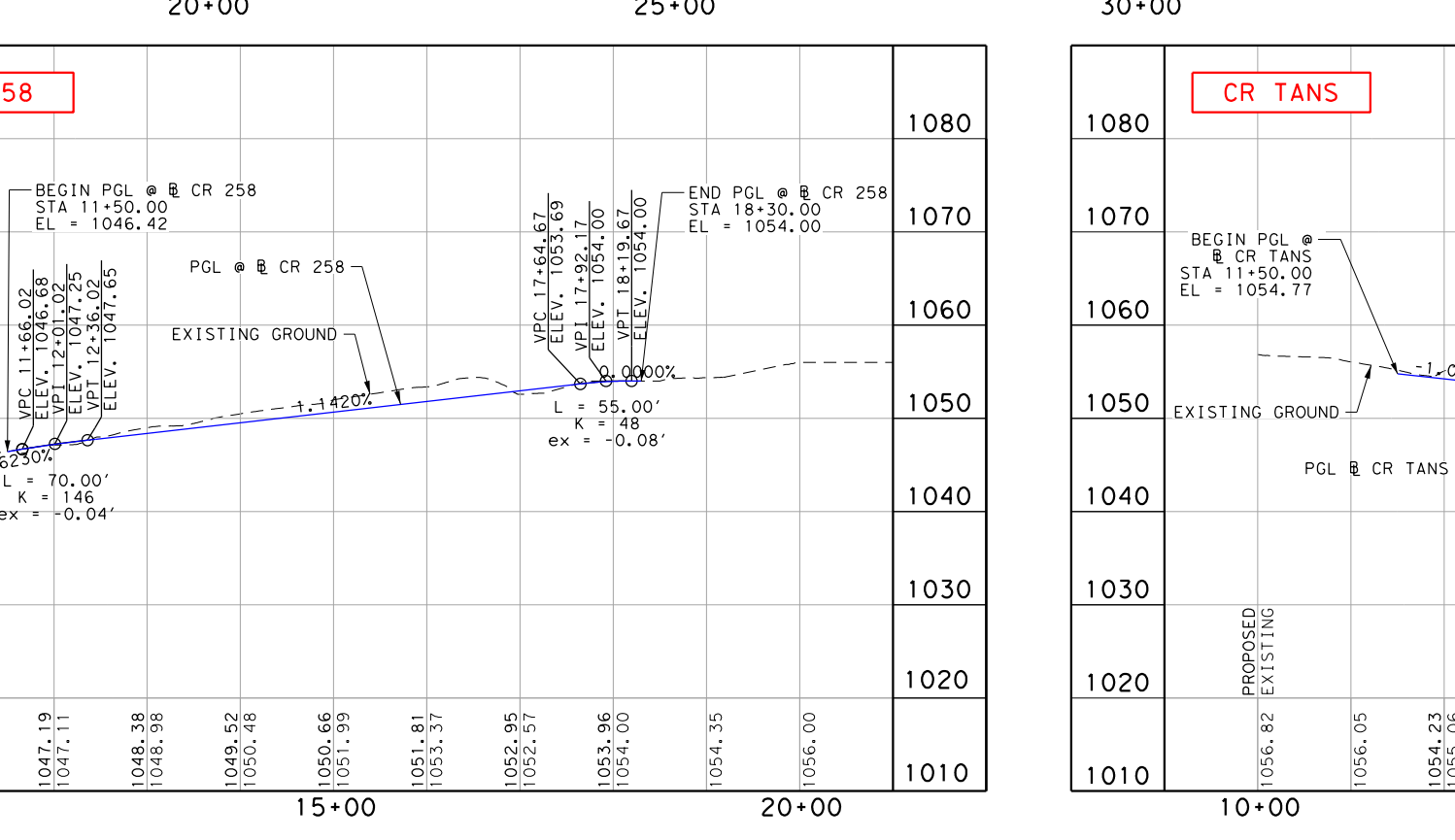
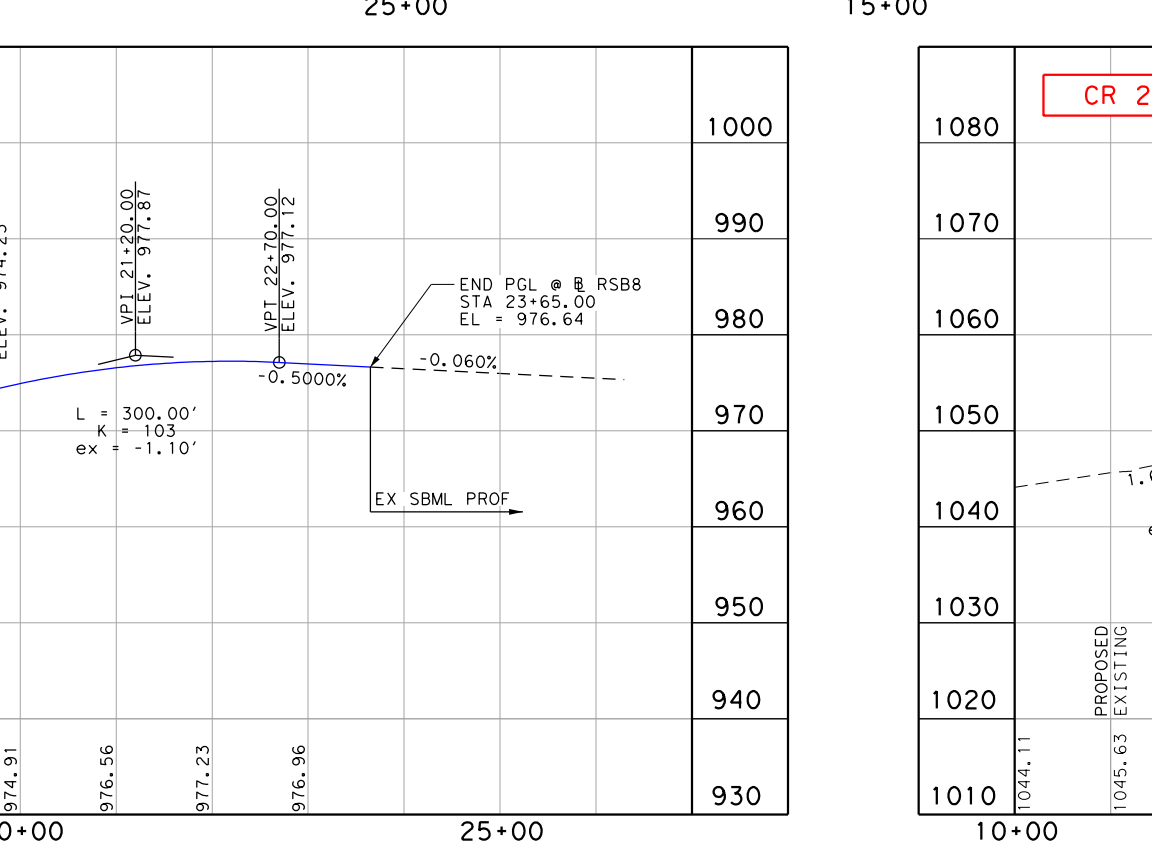
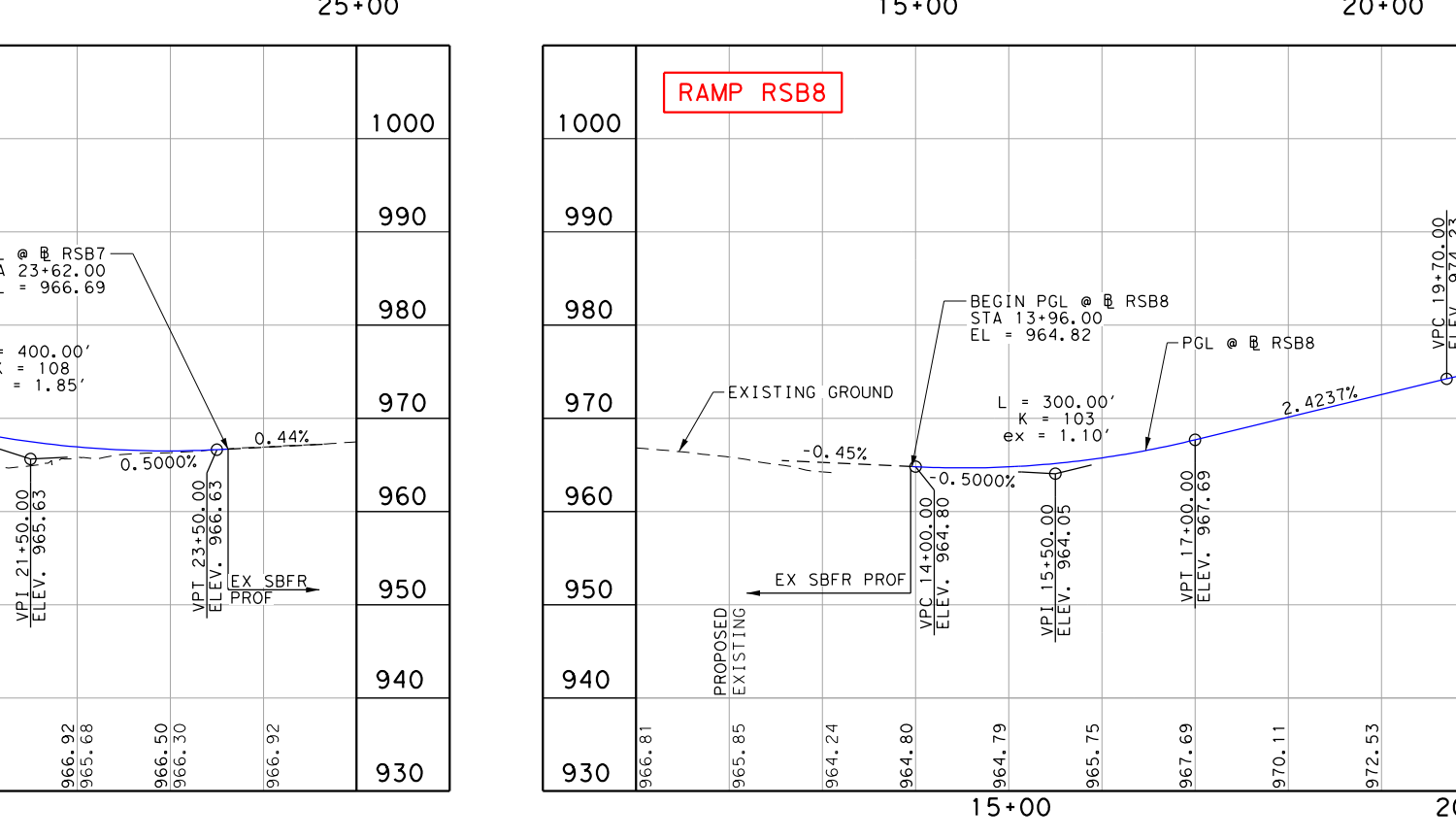
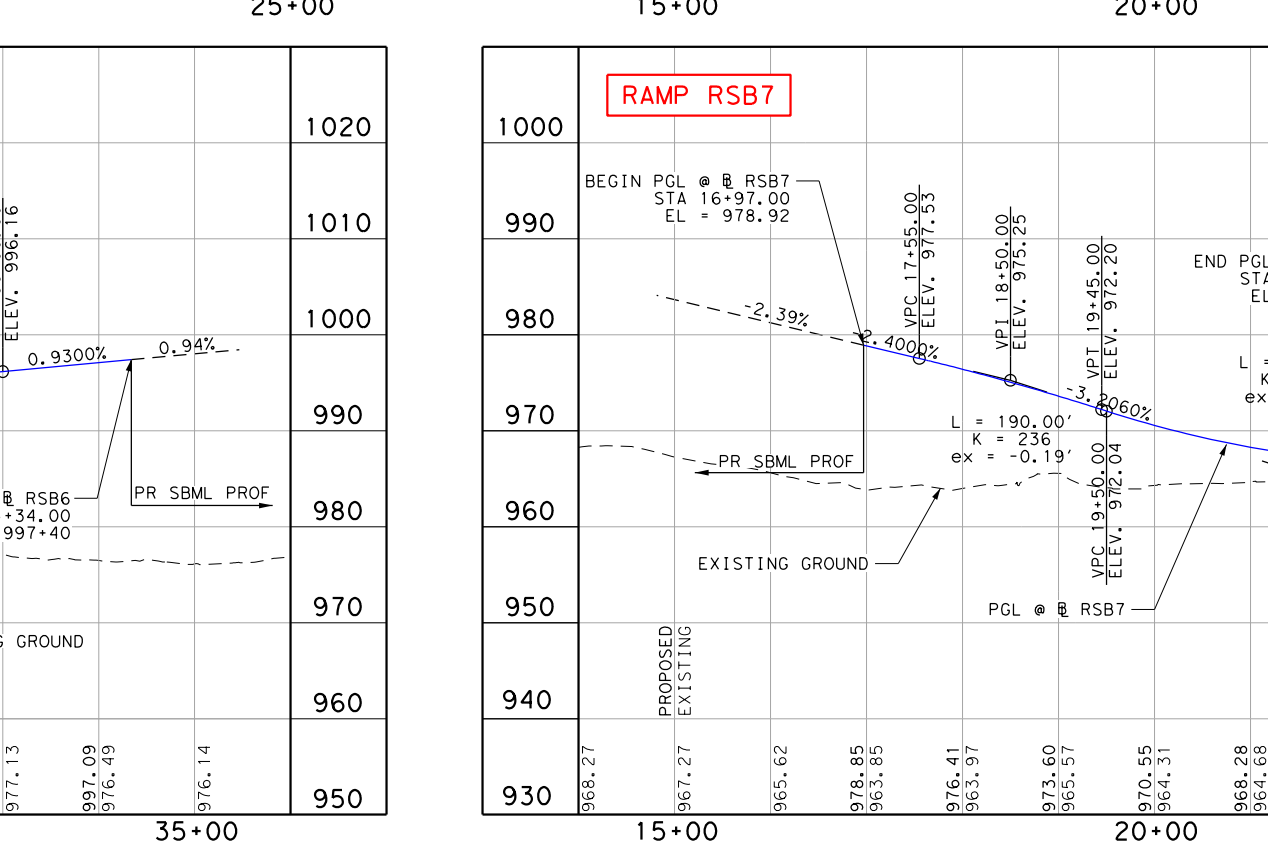
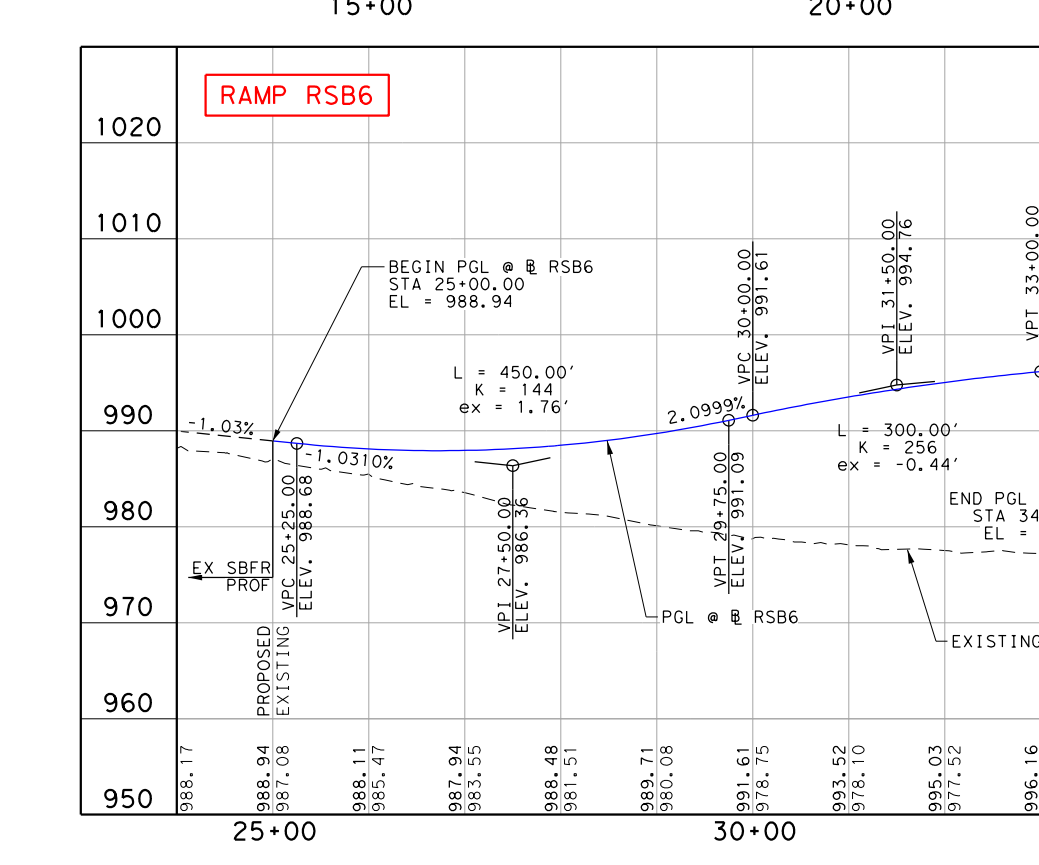
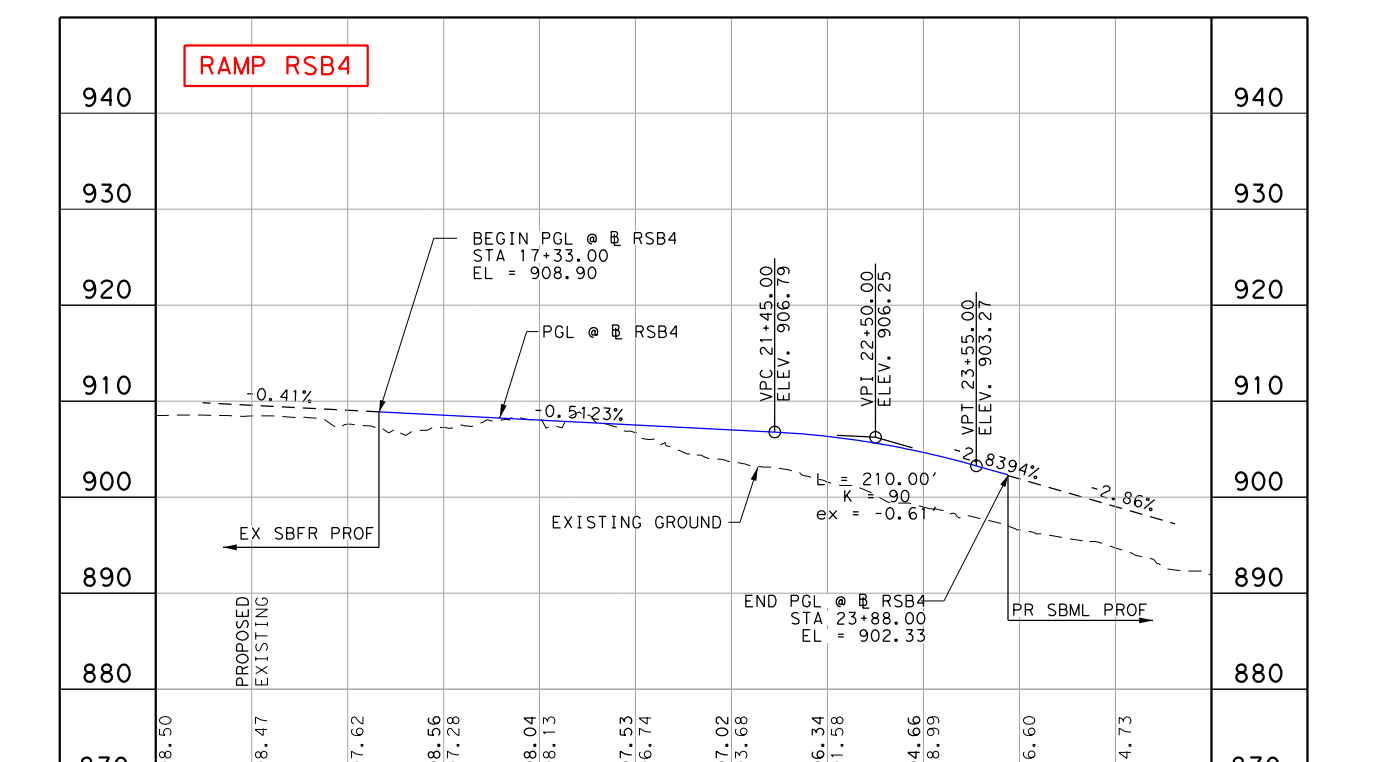
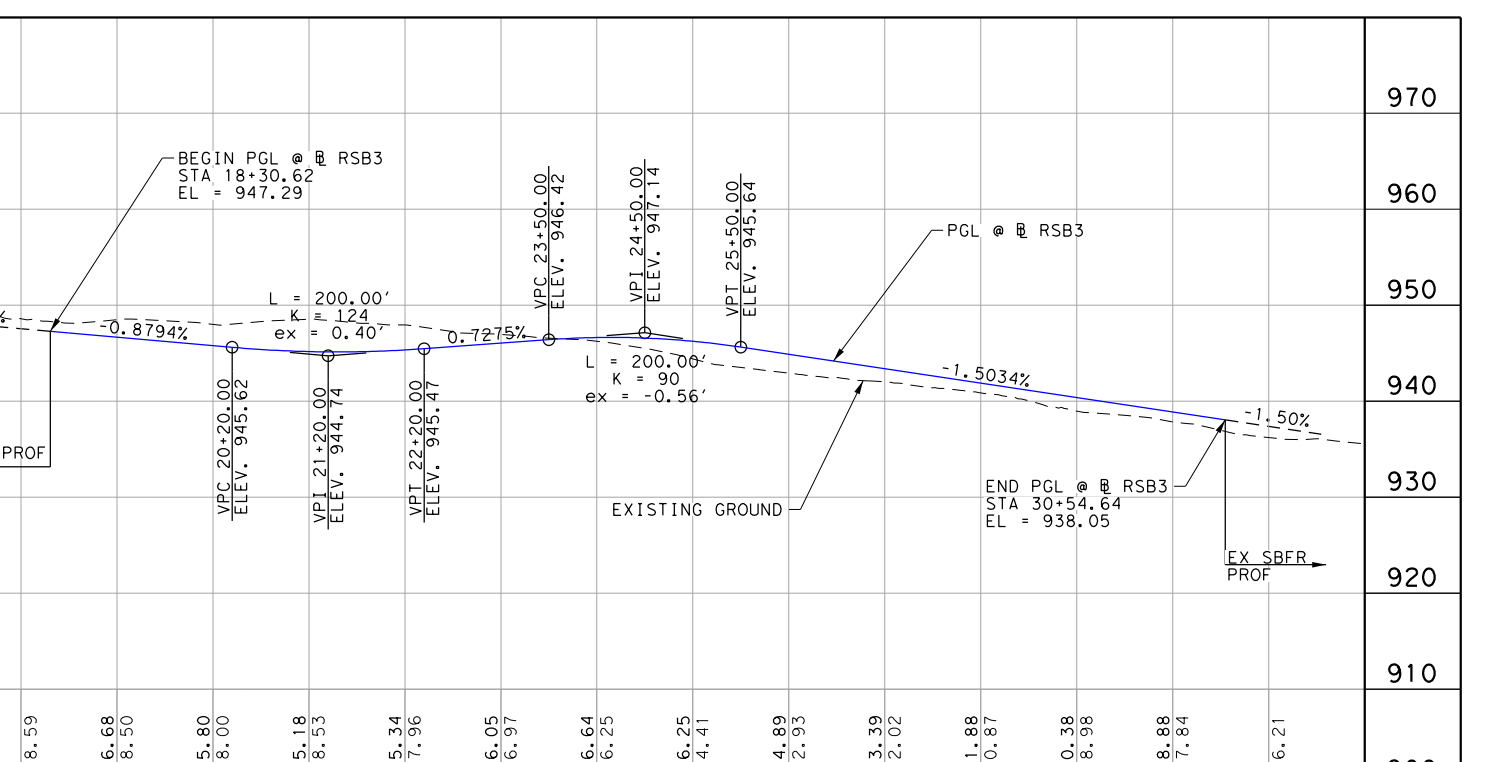
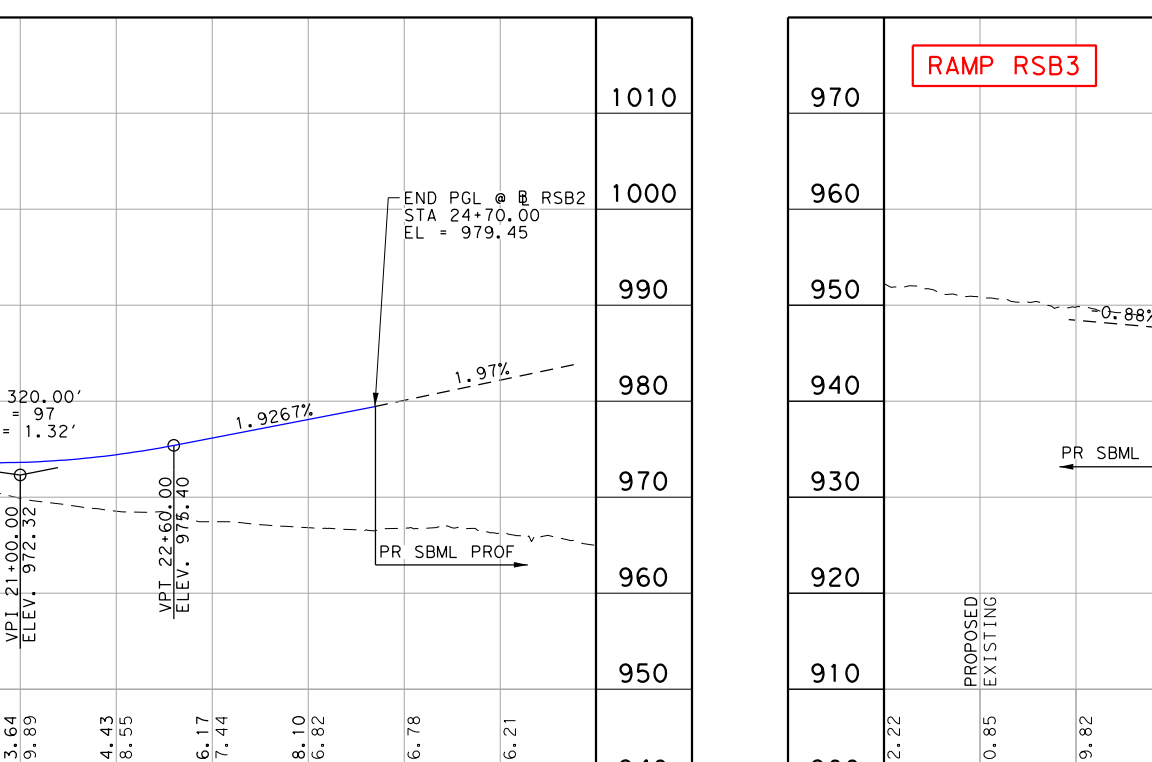
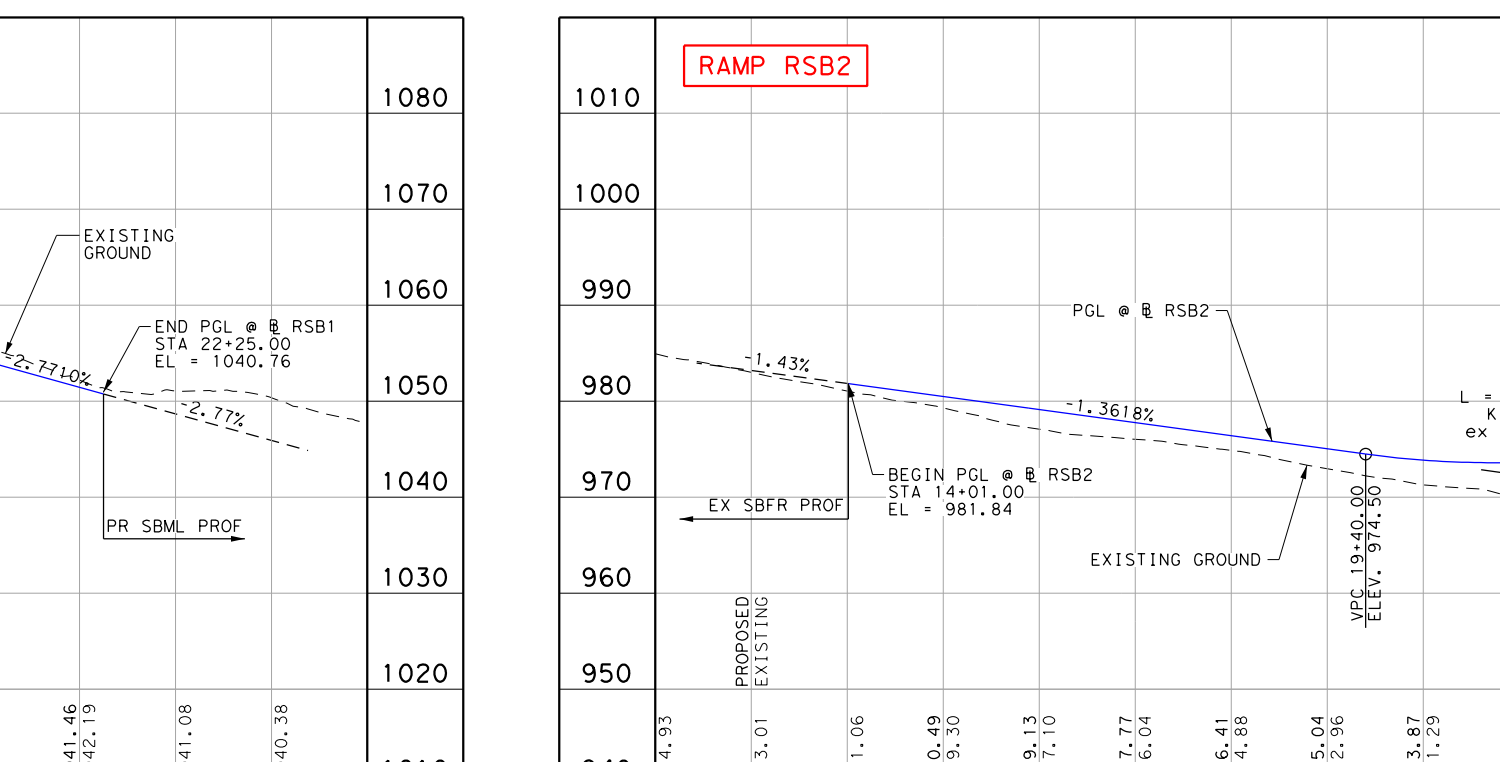
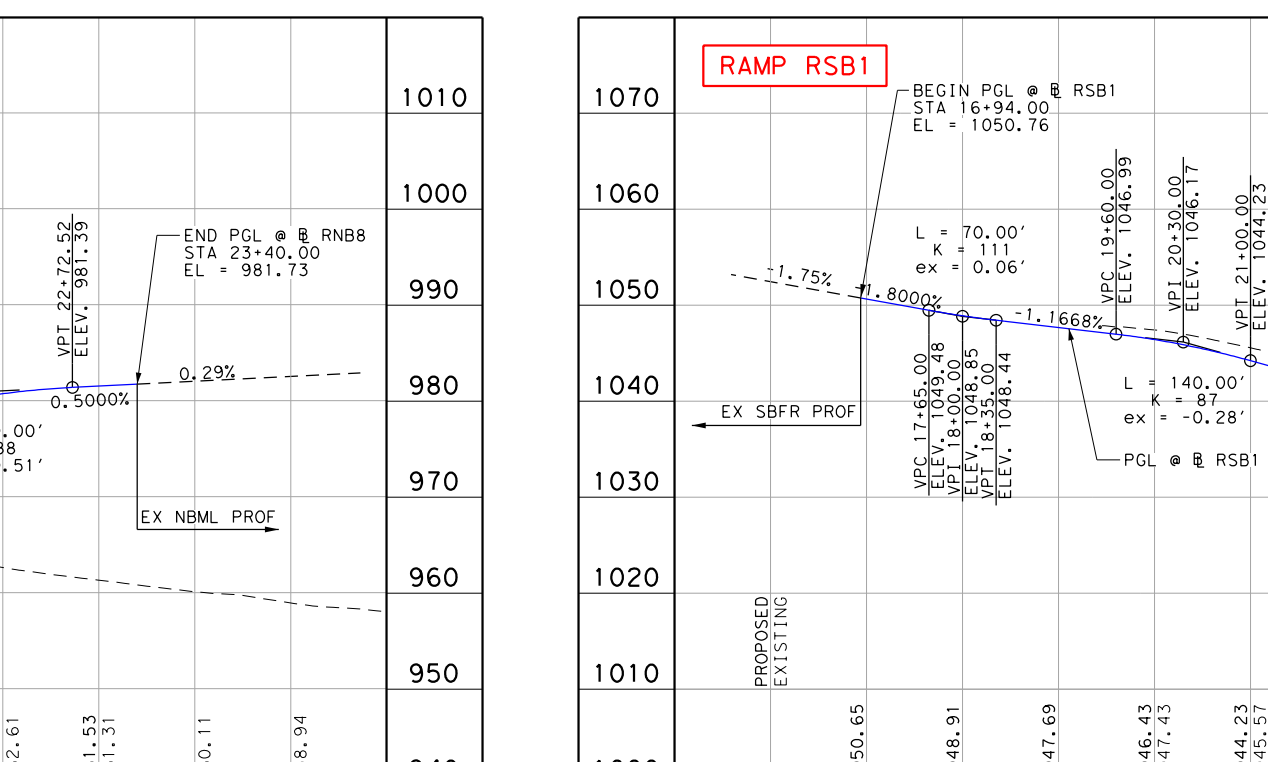
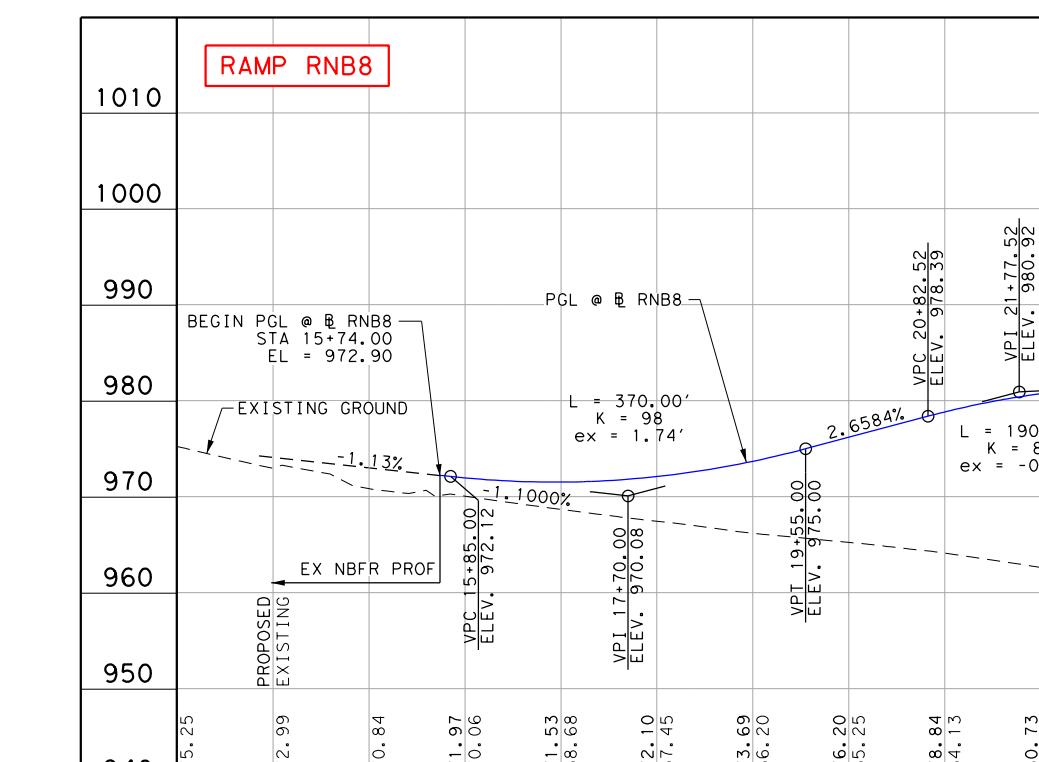
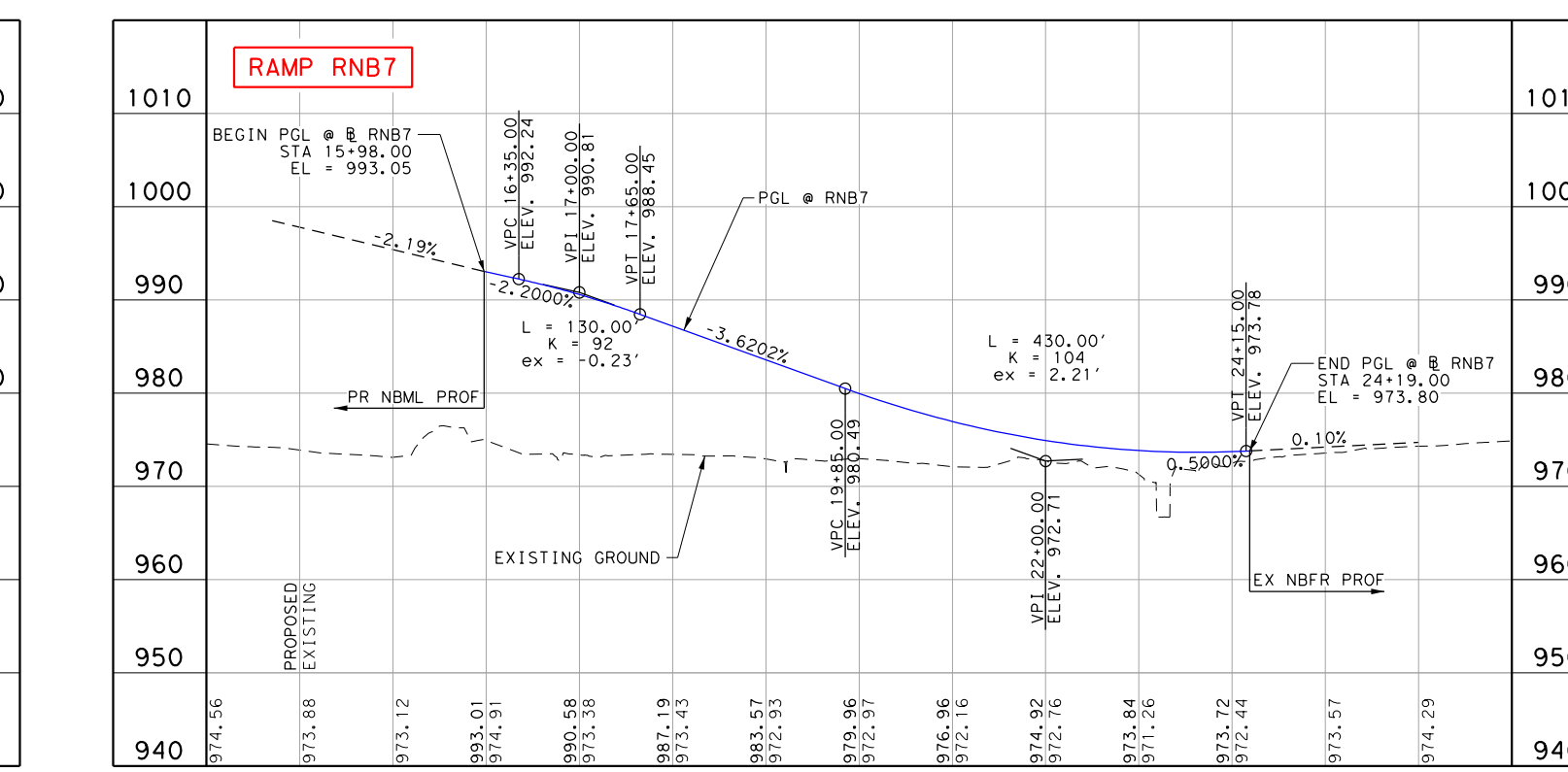
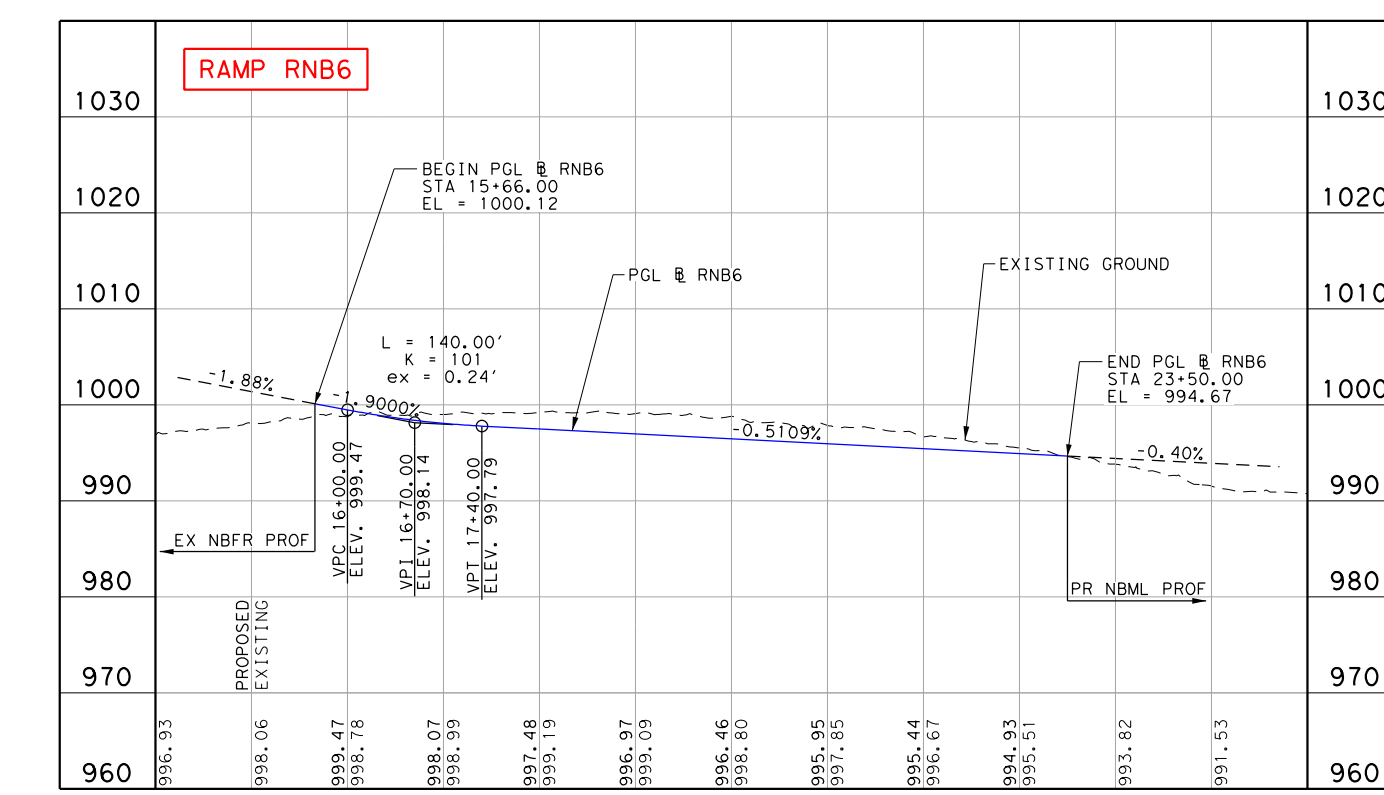
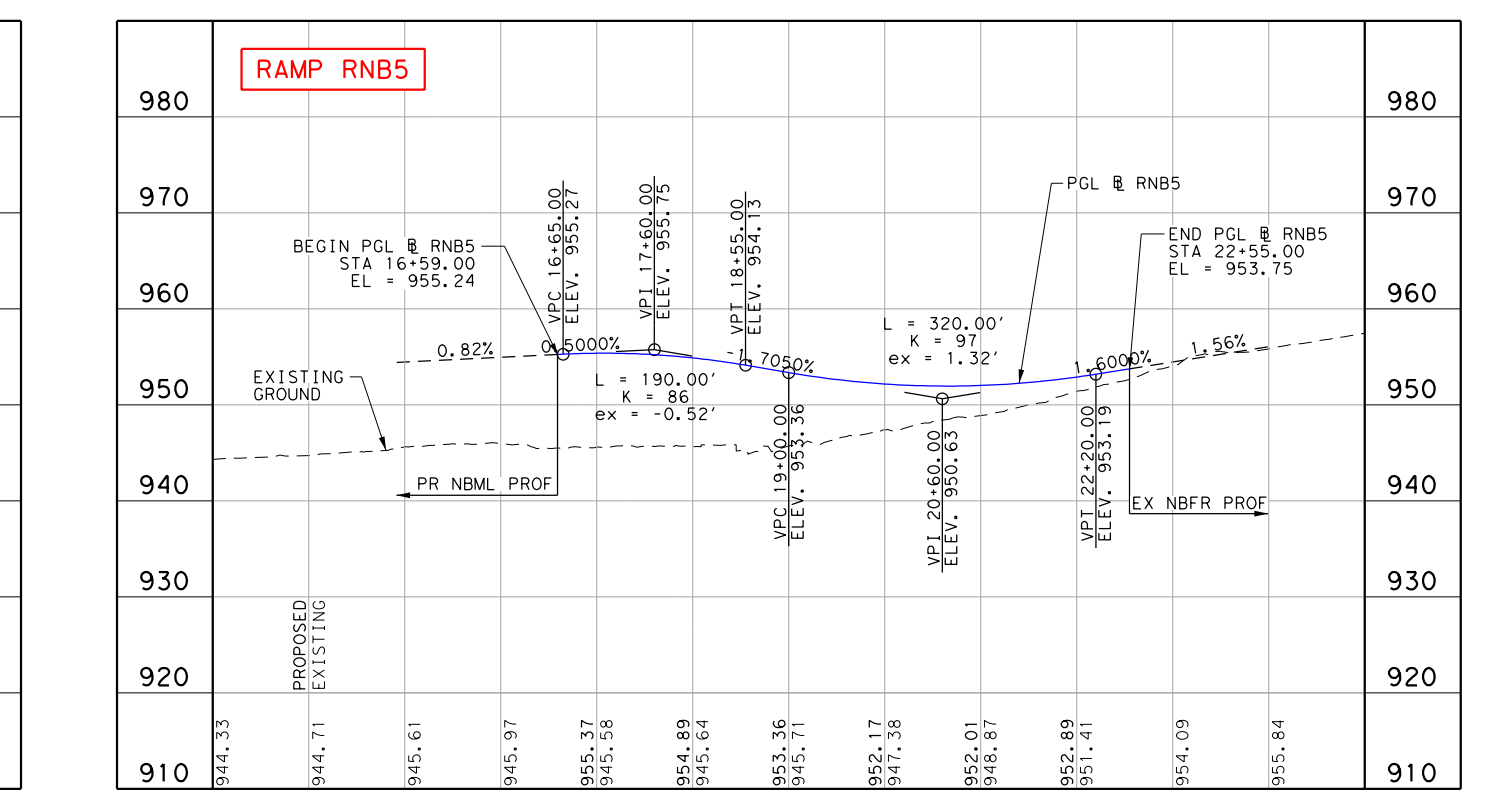
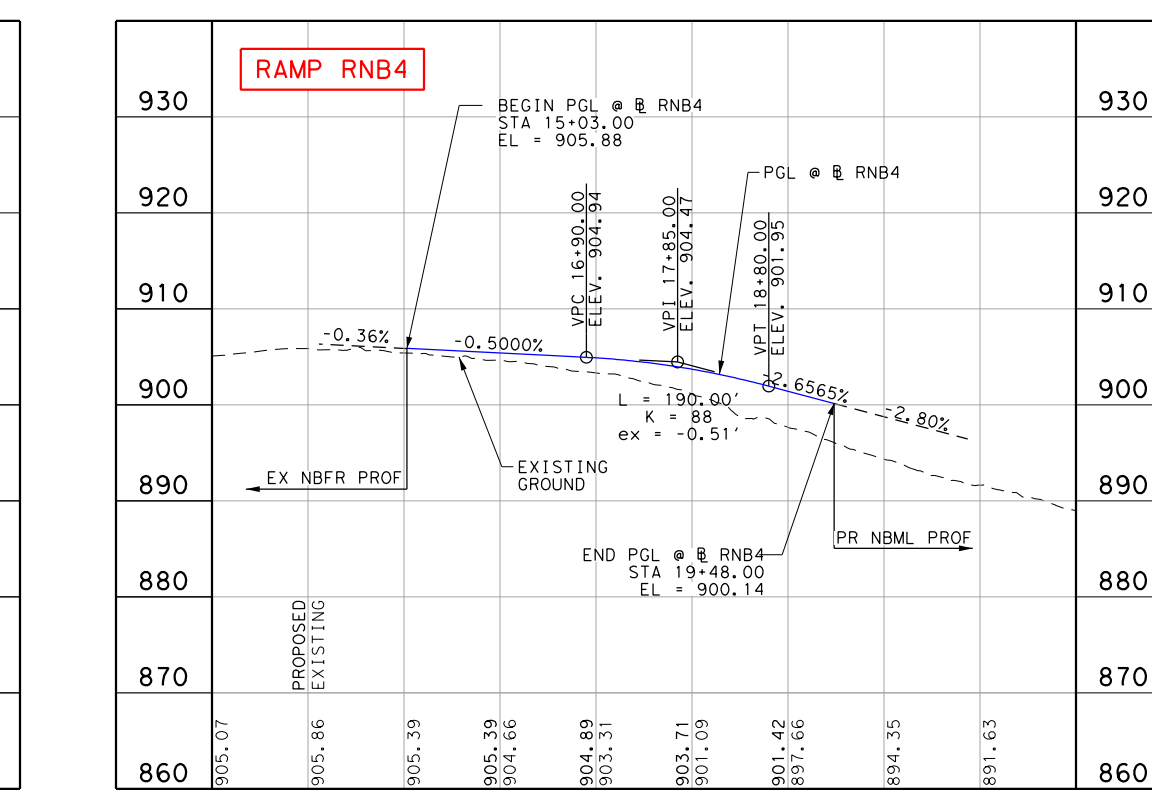
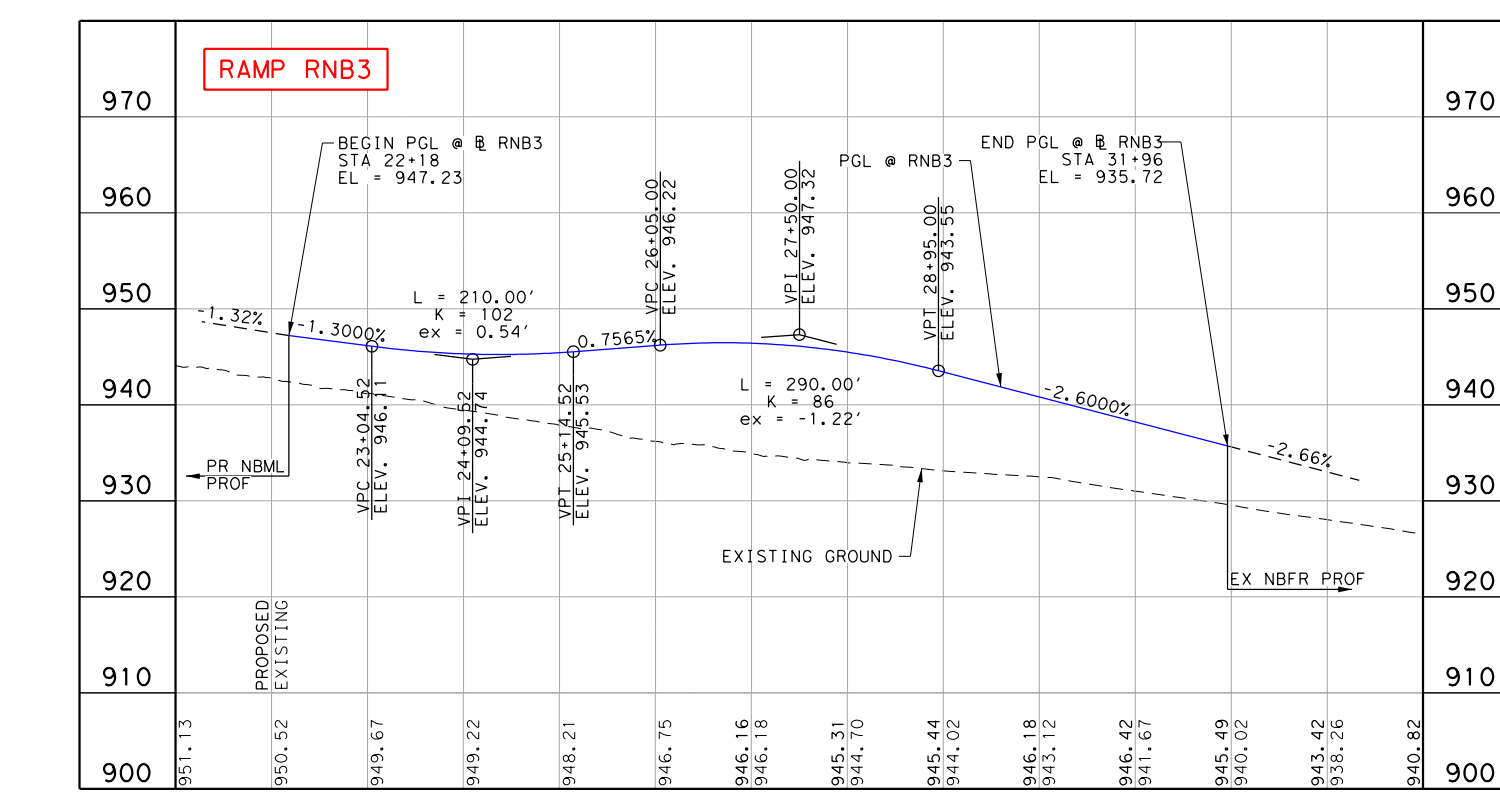
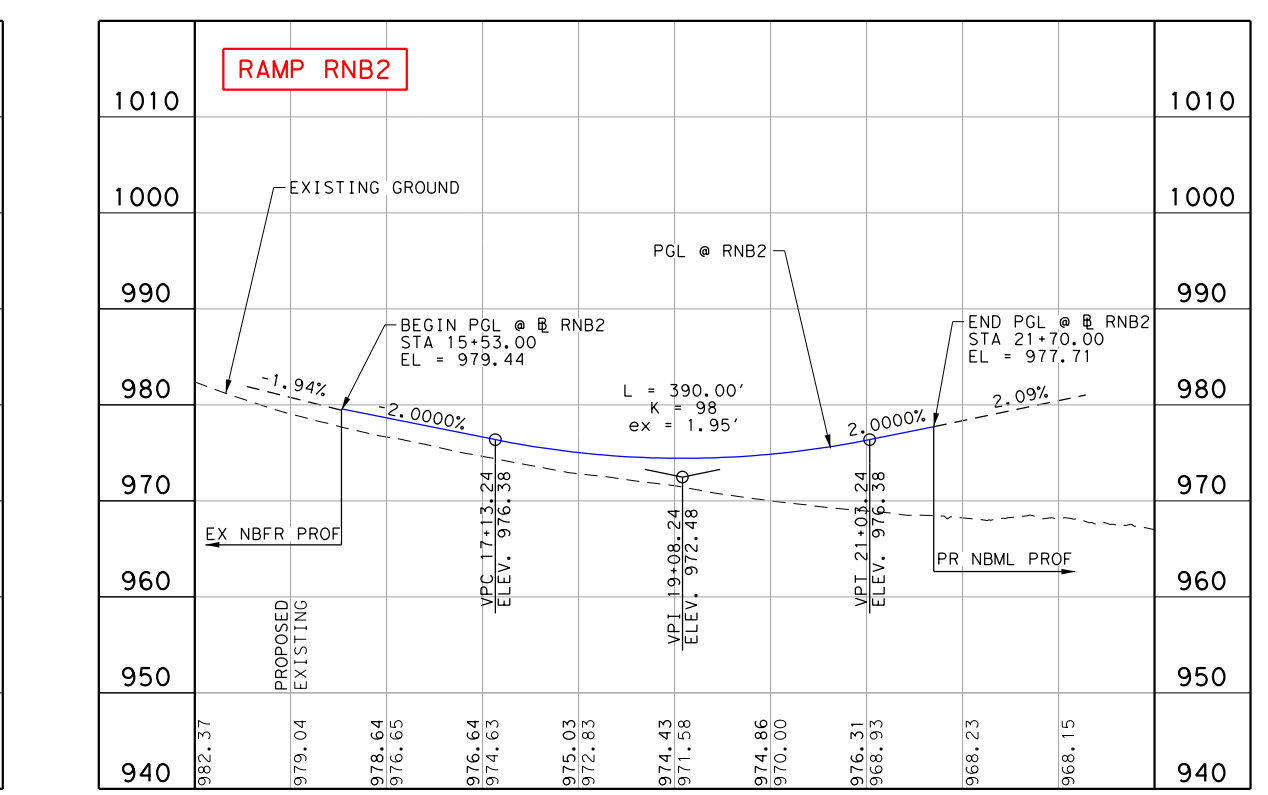
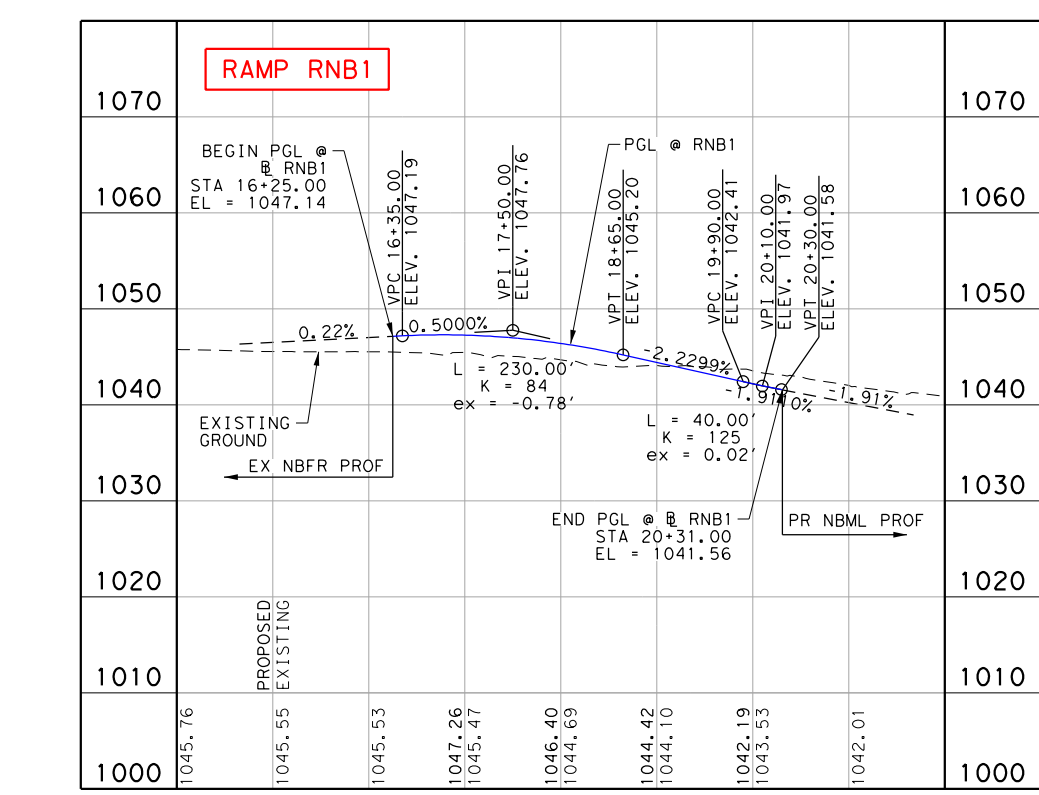
- LEGEND**
- PROPOSED MAINLANES
 - PROPOSED FRONTAGE ROAD
 - PROPOSED BRIDGES
 - PROPOSED RAMPS
 - PROPOSED CROSS STREETS
 - PROPOSED SHARED USE PATH
 - PROPOSED TOLL GANTRY
 - RETAINING WALL
 - CONTROL OF ACCESS (PROP)
 - CONTROL OF ACCESS (EXIST)
 - SAWCUT LINE
 - PROPOSED ROW
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 - EXISTING ROADWAY
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING LANE DIRECTIONAL INDICATOR
 - PROPOSED LANE DIRECTIONAL INDICATOR
 - DELINEATOR
- STM SWR
TEL UG
FIBER OPTIC UG
WATER
OVERHEAD
CABLE UG
TELECOM UG
ELECTRICAL UG
WASTEWATER
UNKNOWN
- NOTE: UTILITY LOCATIONS ARE APPROXIMATE AND BASED ON SUE OF 10'
- 0 50 100 200
HORIZ SCALE 1" = 200'
- 0 5 10 20
VERT SCALE 1" = 20'

ROADWAY SCHEMATIC
PROFILES
ROLL 5 OF 7

NOT FOR CONSTRUCTION OR PERMIT PURPOSES PREPARED UNDER THE SUPERVISION OF
RANDY L. EHREMAN
P.E. SERIAL NO. 115628
5/24/2019

WSP USA, INC.
1800 SOUTH MADRID AVENUE
SUITE 325, AUSTIN, TX 78746
TEL: +1.737.703.9900
FAX: +1.737.703.9910
TEXAS REGISTRATION NO. 2263

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY



**PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
FROM CR258/213 TO
HERO WAY**
WILLIAMSON COUNTY
FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE
ROADS AND RAMPS.

CSJ 0914-05-192

ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLANES	URBAN FREEWAY PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROADS	URBAN ARTERIAL	50 MPH
RAMP	URBAN MINOR ARTERIAL	50 MPH
COUNTY ROAD	URBAN MINOR ARTERIAL	50 MPH

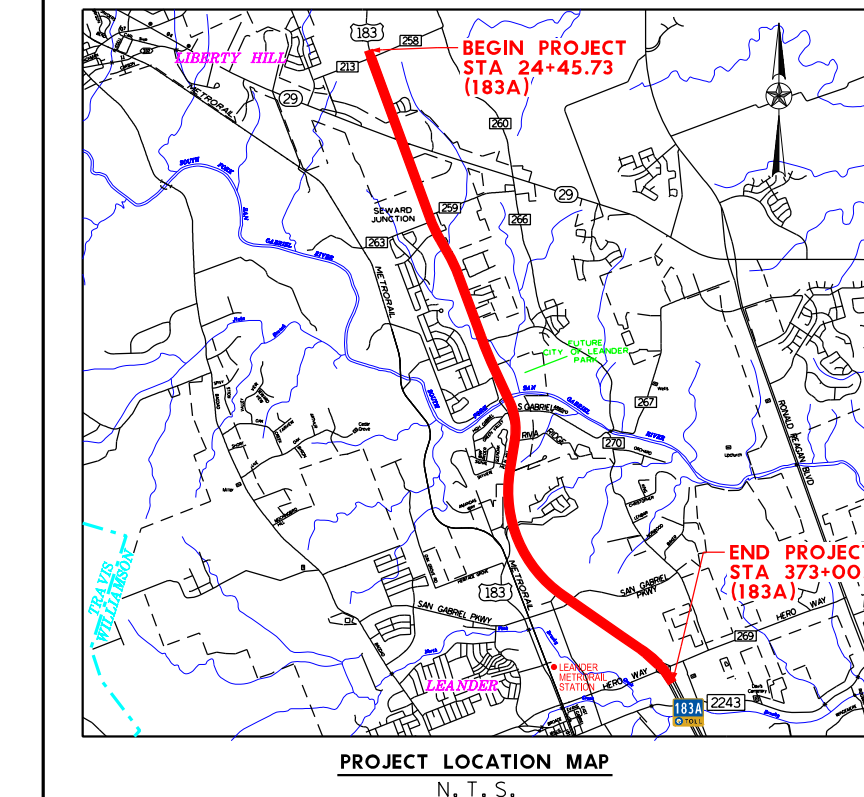
MAXIMUM SUPERELEVATION RATE (MIN/MI) = 6.0%

CURRENT ADT: 120161
SH 29 TO US 183 33,800
US 183 TO HERO WAY 22,300

PROJECTED ADT: 120411
SH 29 TO US 183 33,800
US 183 TO HERO WAY 59,400

EQUATIONS: NONE
RAILROADS: NONE
EXCEPTIONS: NONE

NET LENGTH OF ROADWAY = 5.94 MI
NET LENGTH OF BRIDGE = 0.66 MI
TOTAL LENGTH OF PROJECT = 6.60 MI



- LEGEND**
- PROPOSED MAINLANES
 - PROPOSED FRONTAGE ROAD
 - PROPOSED BRIDGES
 - PROPOSED RAMPS
 - PROPOSED CROSS STREETS
 - PROPOSED SHARED USE PATH
 - PROPOSED TOLL GANTRY
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 - EXISTING DRAINAGE EASEMENT
 - EXISTING ROADWAY
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING LANE DIRECTIONAL INDICATOR
 - PROPOSED LANE DIRECTIONAL INDICATOR
 - DELINEATOR
- STM SWR
TEL UG
FIBER OPTIC UG
WATER
OVERHEAD
CABLE UG
TELECOM UG
ELECTRICAL UG
WASTEWATER
UNKNOWN
- NOTE: UTILITY LOCATIONS ARE APPROXIMATE AND BASED ON SUE OF 10'
- 0 50 100 200
HORIZ SCALE 1" = 200'
- 0 5 10 20
VERT SCALE 1" = 20'

ROADWAY SCHEMATIC
PROFILES
ROLL 5 OF 7

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DRAFT PRINT
5/24/2019 11:13:01 AM

ROADWAY SCHEMATIC
PROFILES
ROLL 5 OF 7

**PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
FROM CR258/213 TO
HERO WAY**
WILLIAMSON COUNTY
FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE
ROADS AND RAMP.

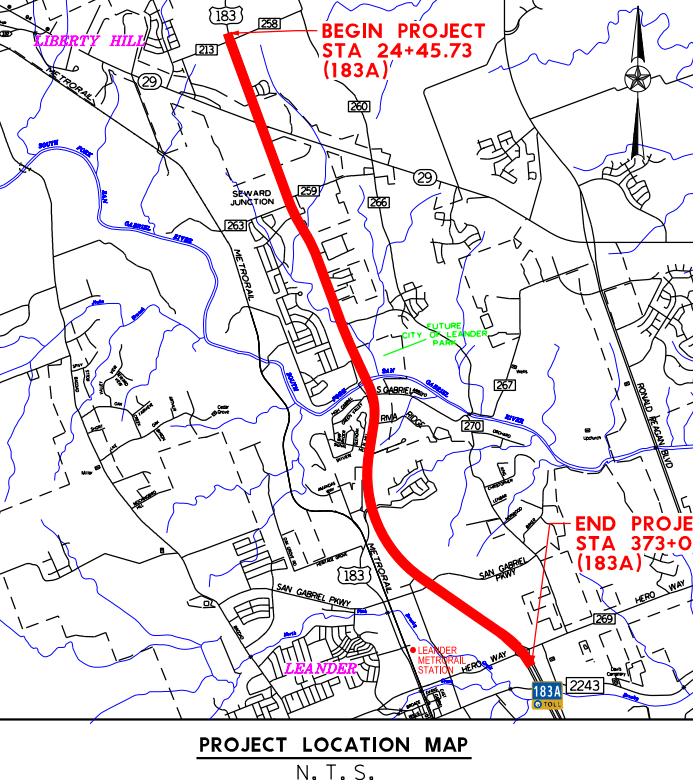
ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLANES	URBAN FREEWAY/PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROADS	URBAN ARTERIAL	50 MPH
RAMP	RAMP	50 MPH
COUNTY ROAD	URBAN MINOR ARTERIAL	40 MPH

CURRENT ADT: (2016) -
SR 29 to US 183 33,800
US 183 to Hero Way 22,300

PROJECTED ADT: (2041) -
SR 29 to US 183 33,800
US 183 to Hero Way 59,400

EQUATIONS: NONE
RAILROADS: NONE
EXCEPTIONS: NONE

NET LENGTH OF ROADWAY: 5.94 MI
NET LENGTH OF BRIDGE: 0.66 MI
TOTAL LENGTH OF PROJECT: 6.60 MI

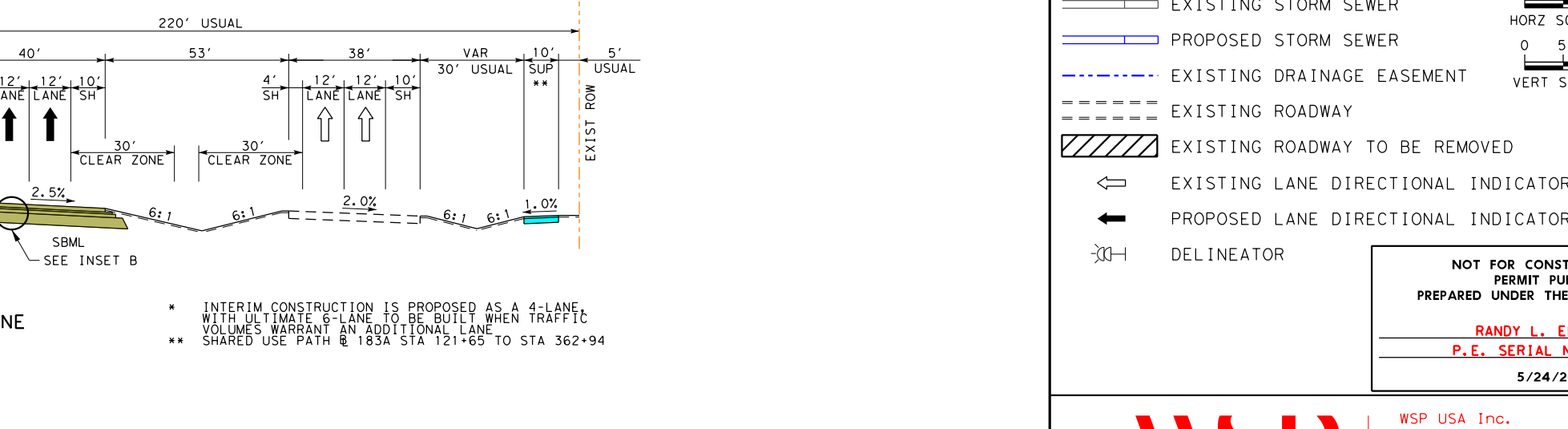
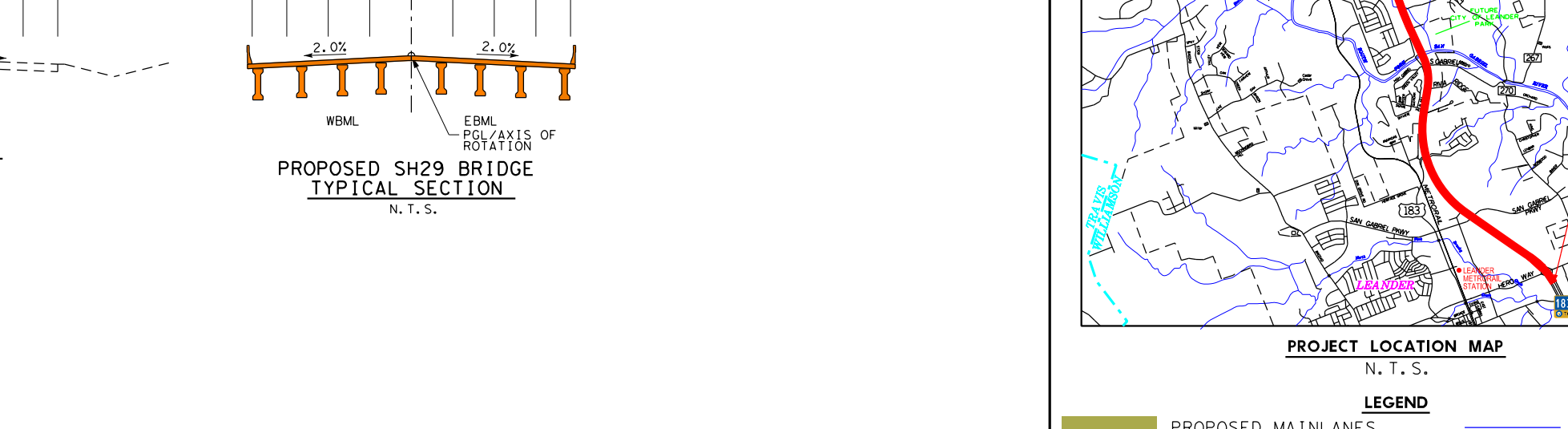
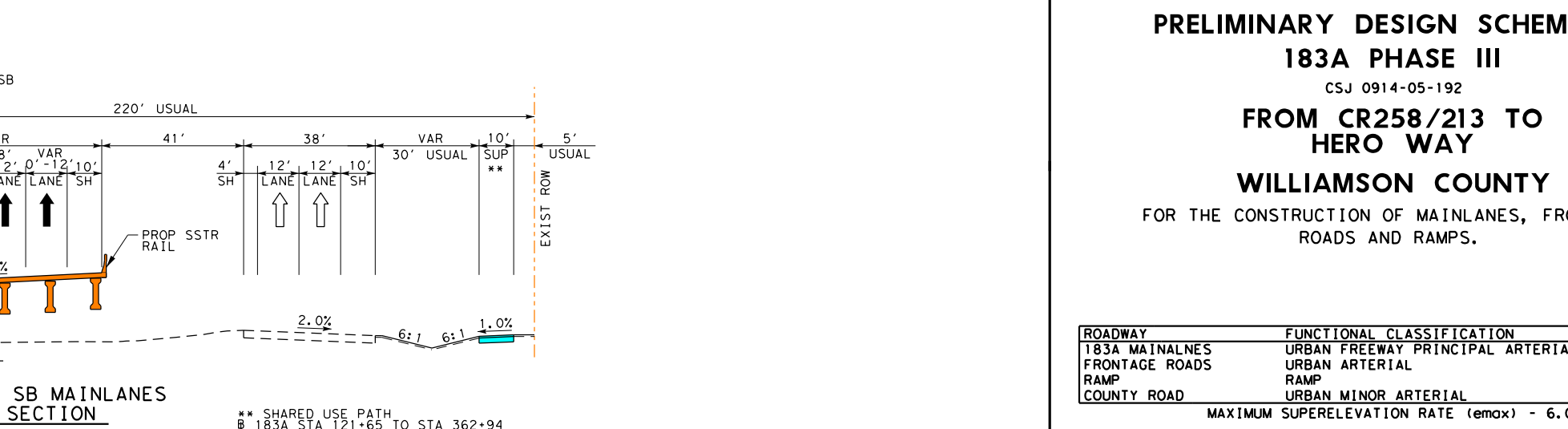
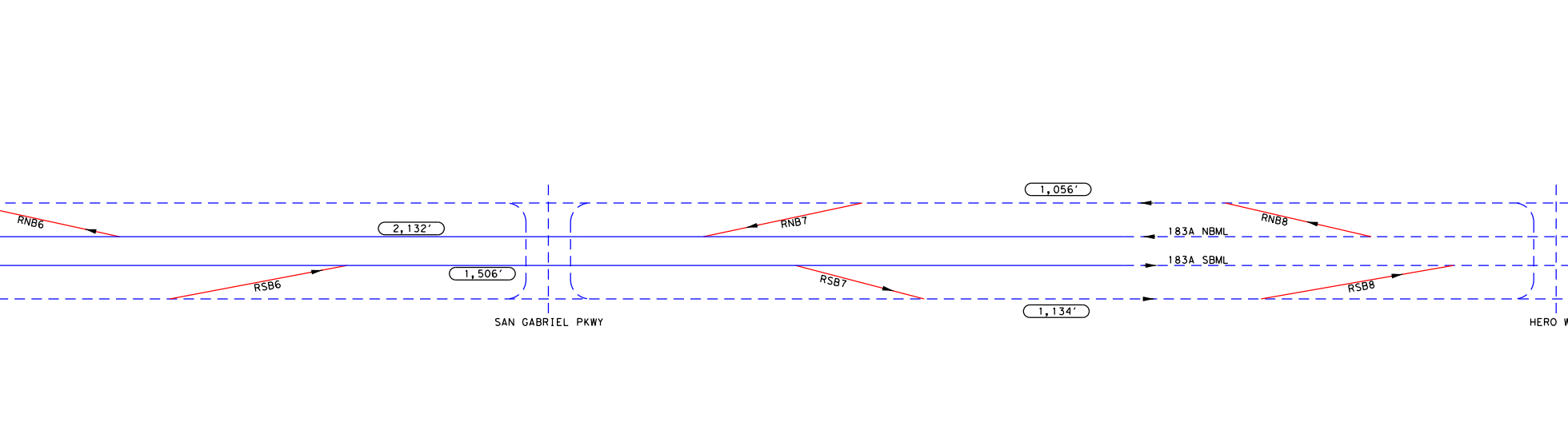
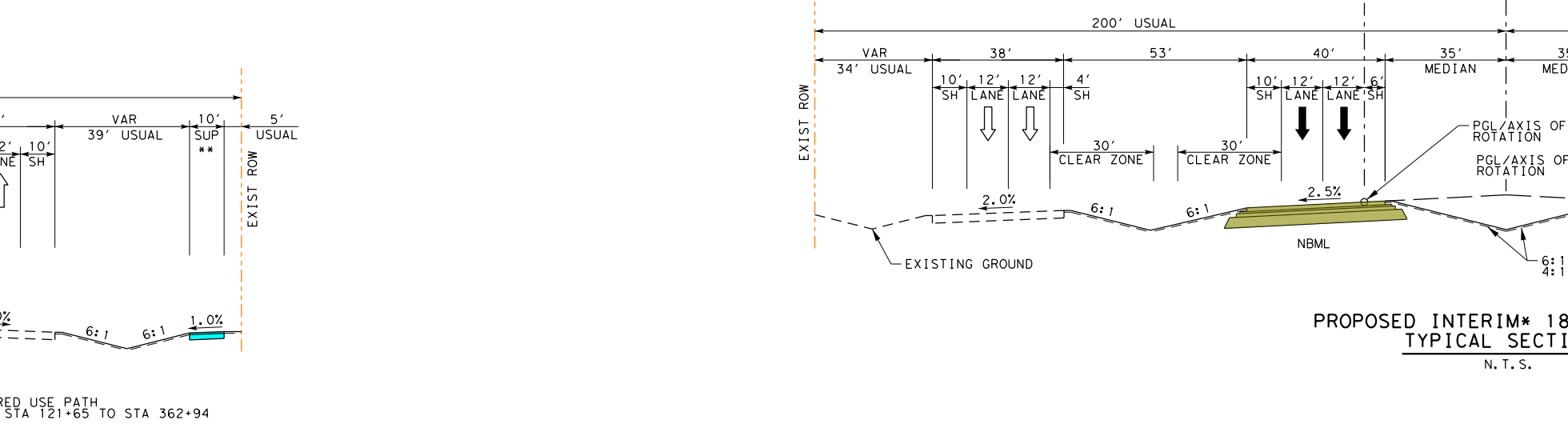
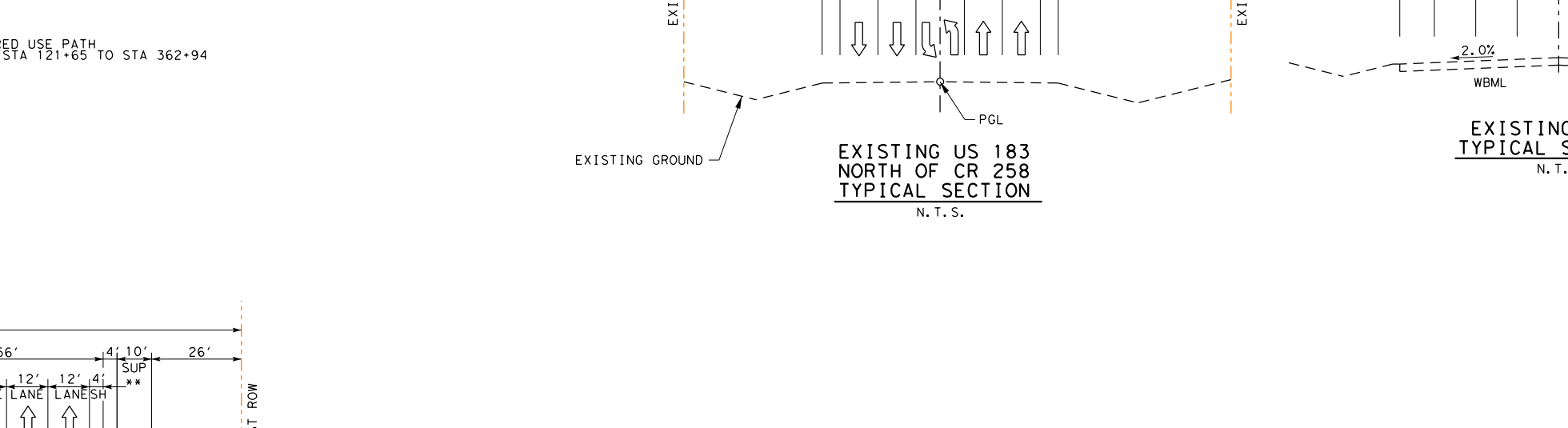
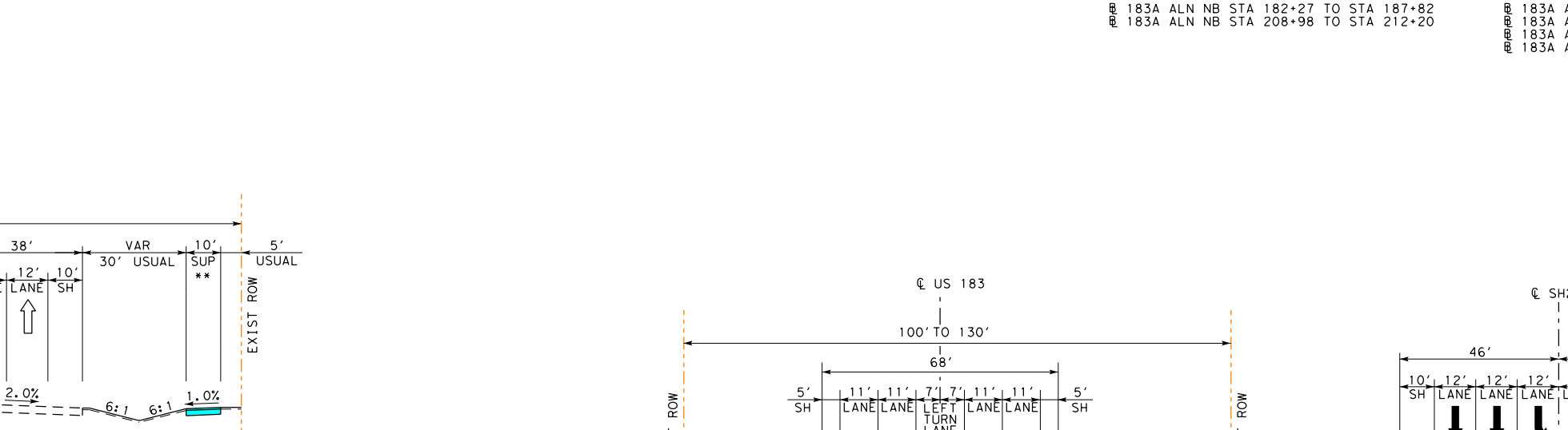
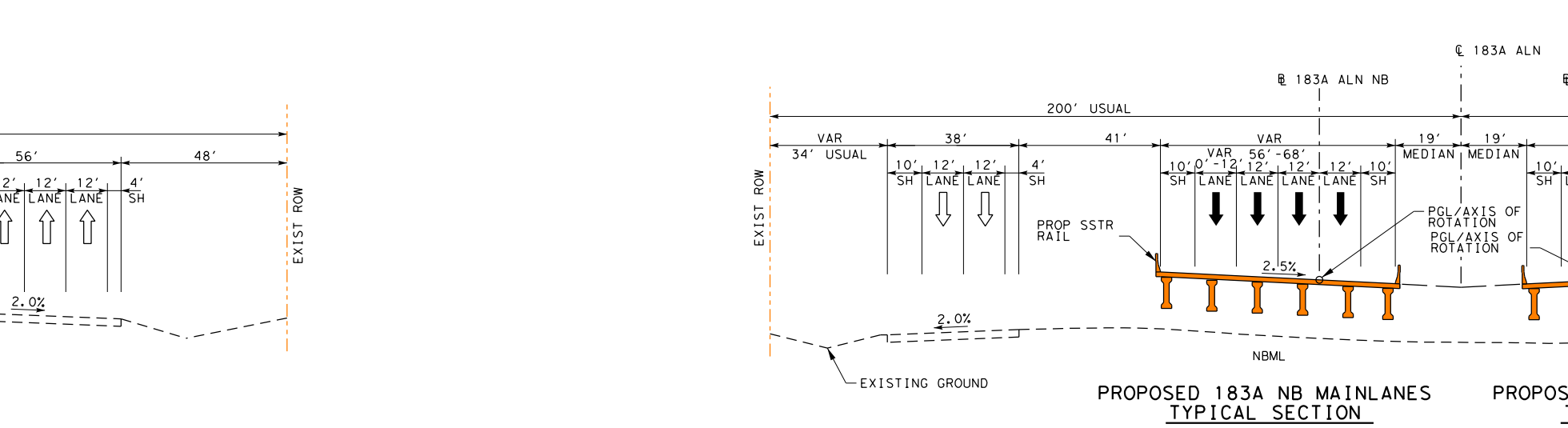
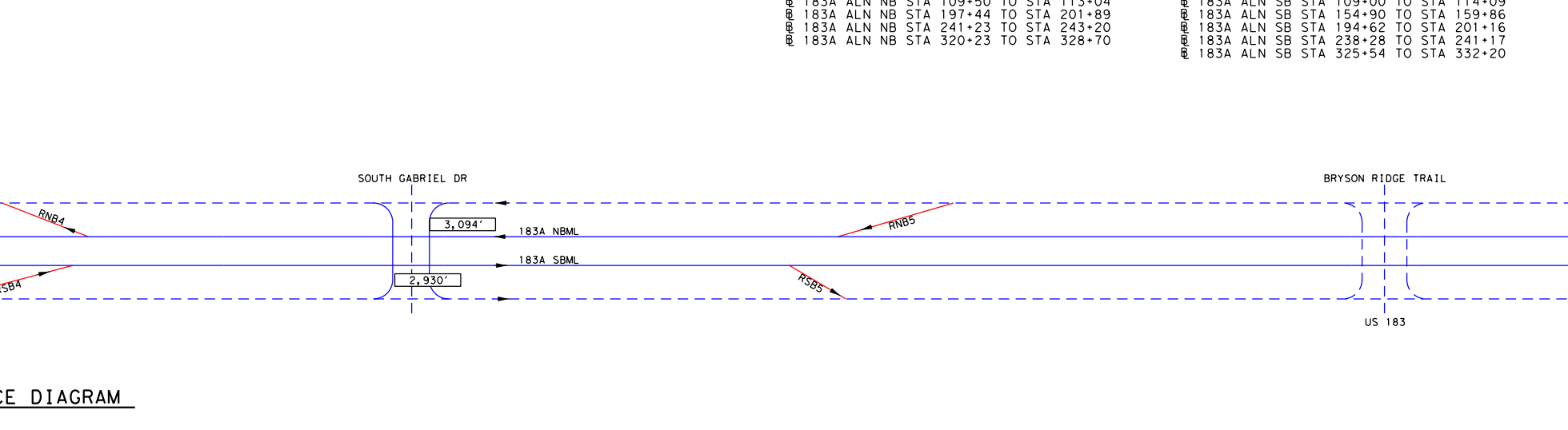
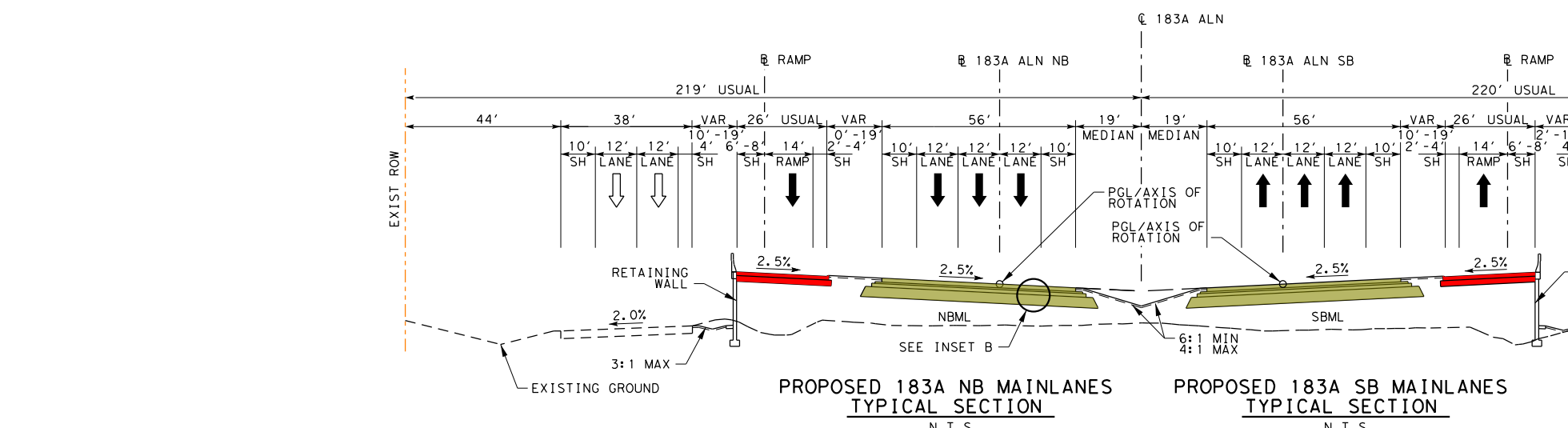
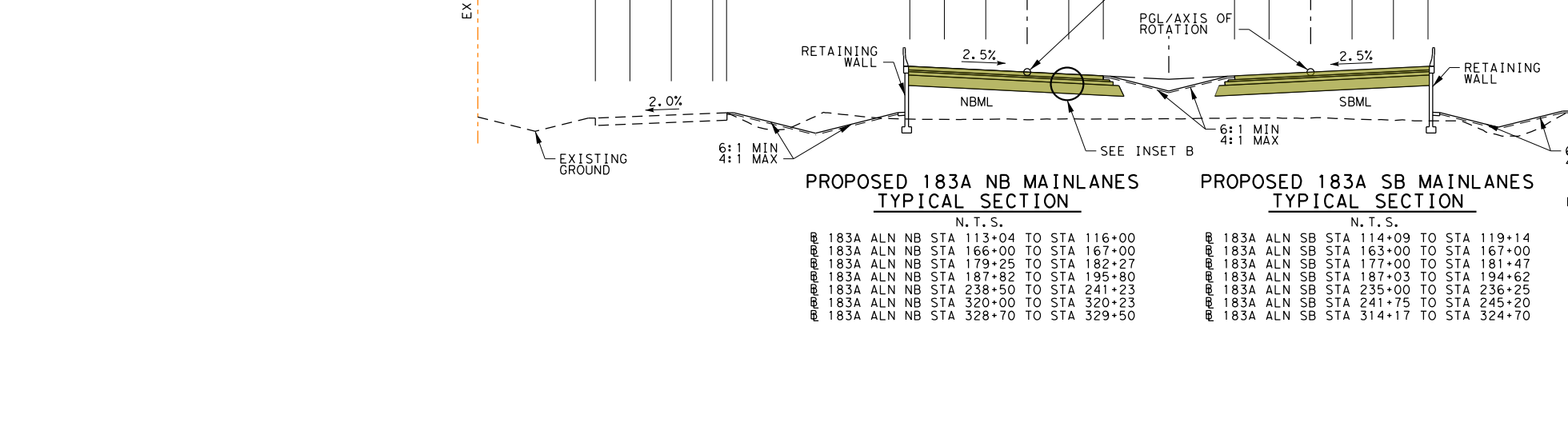
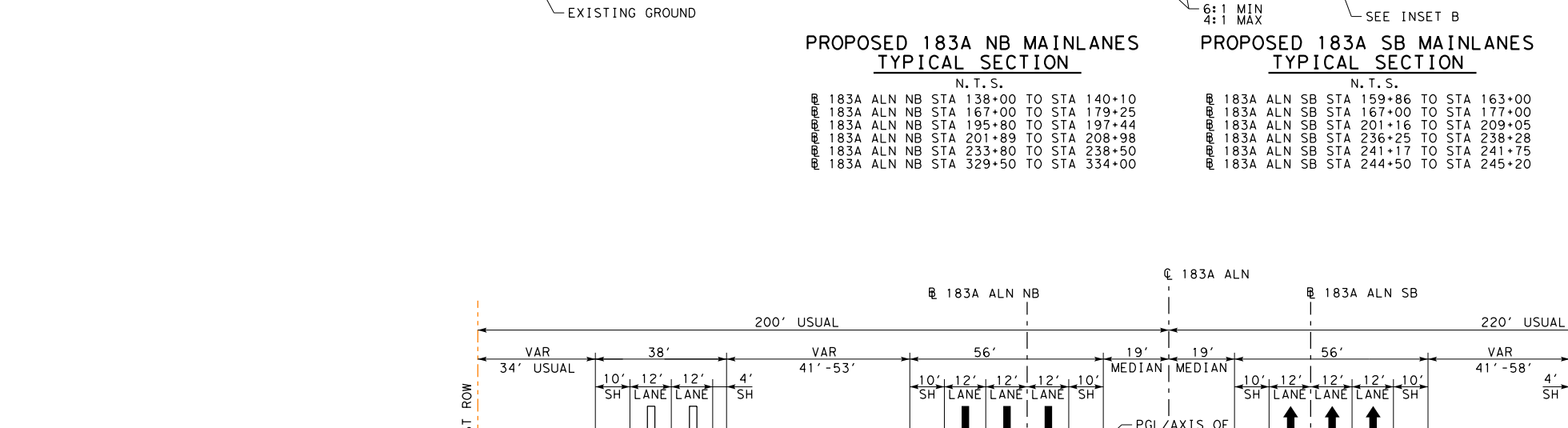
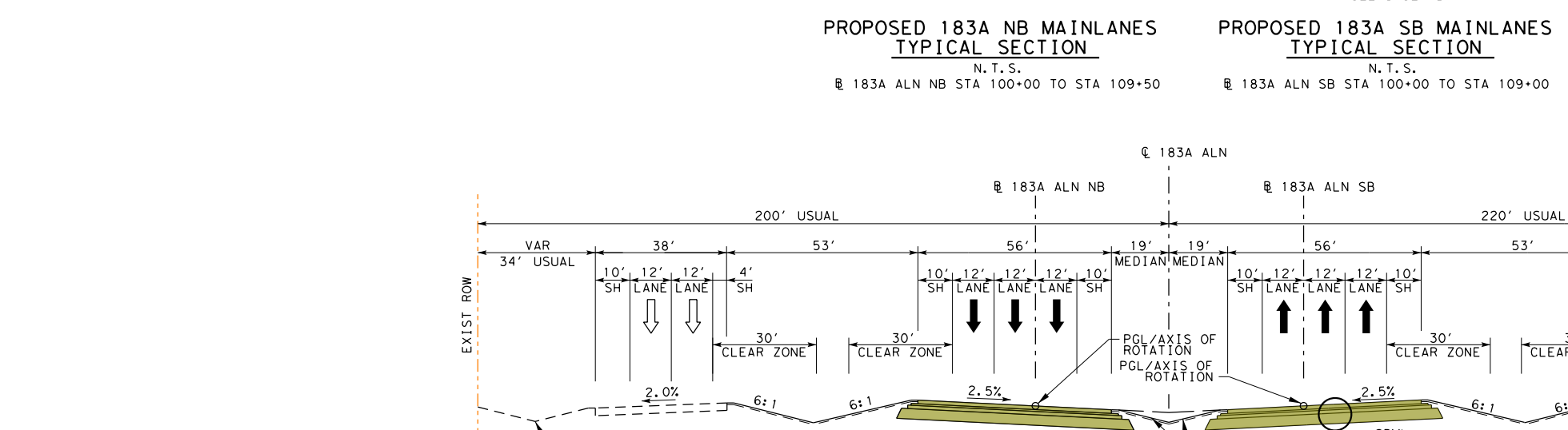
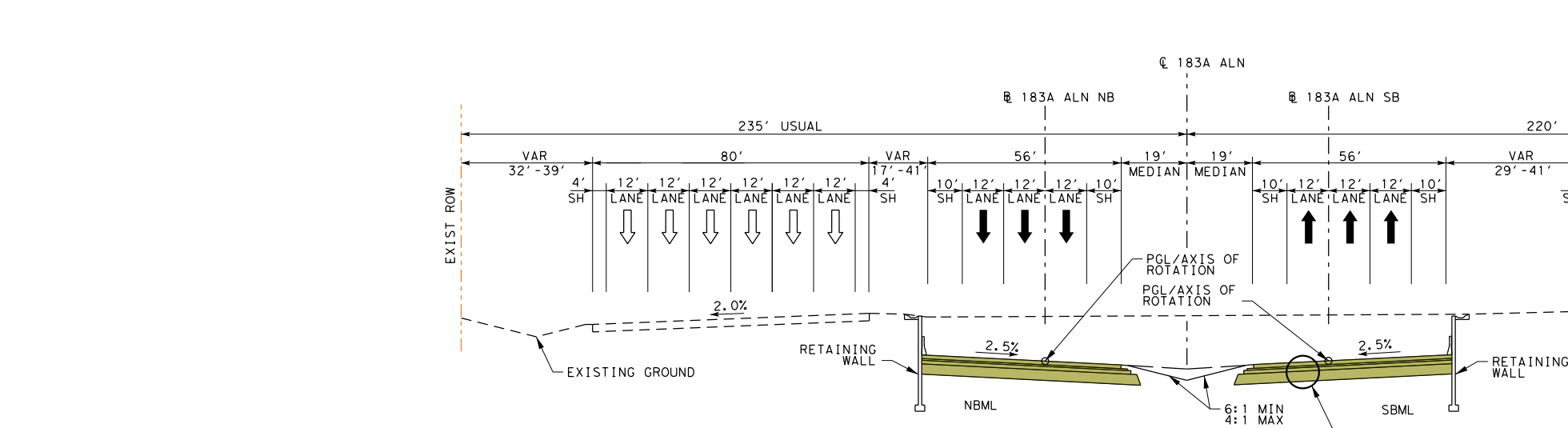
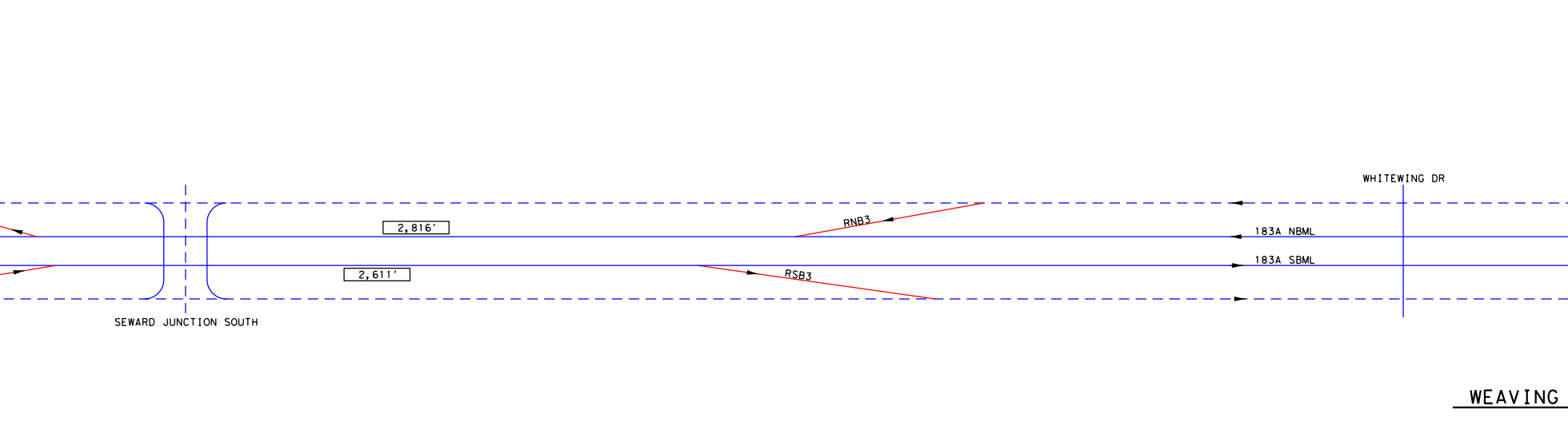
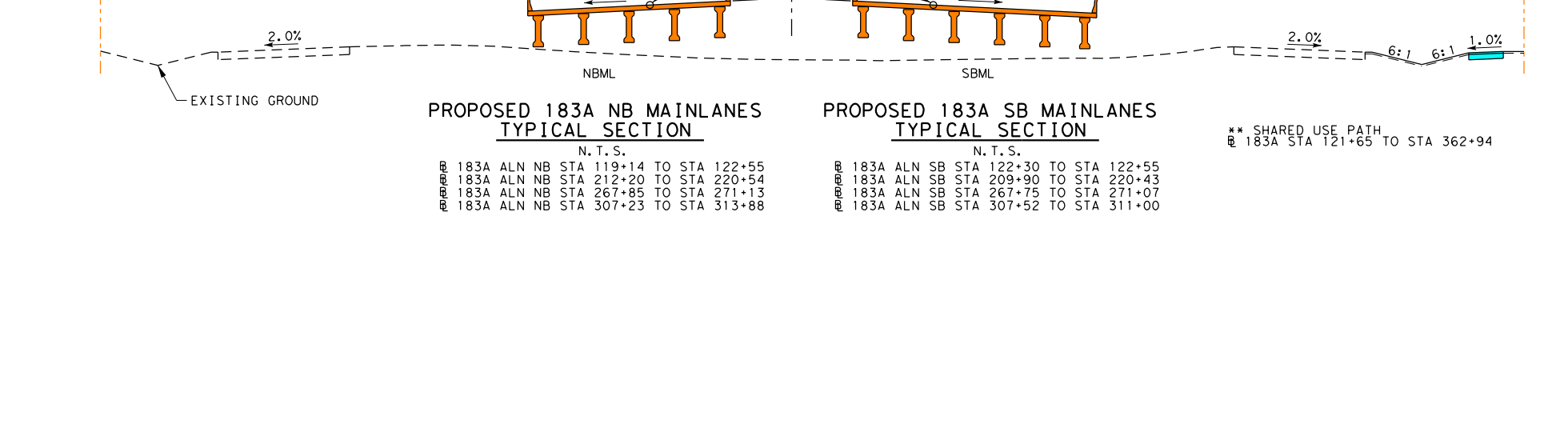
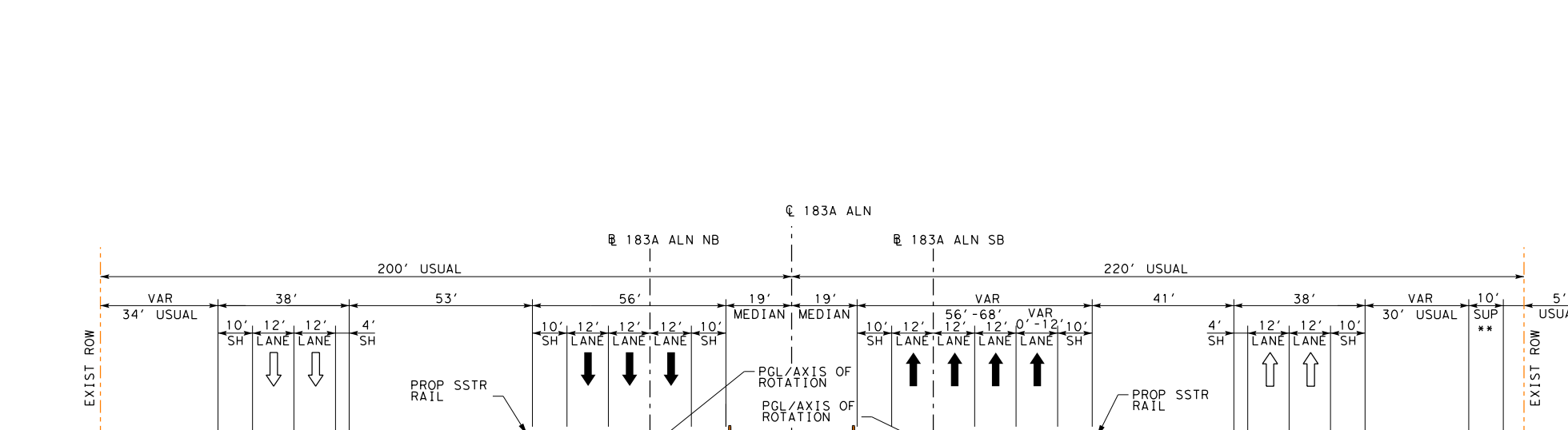
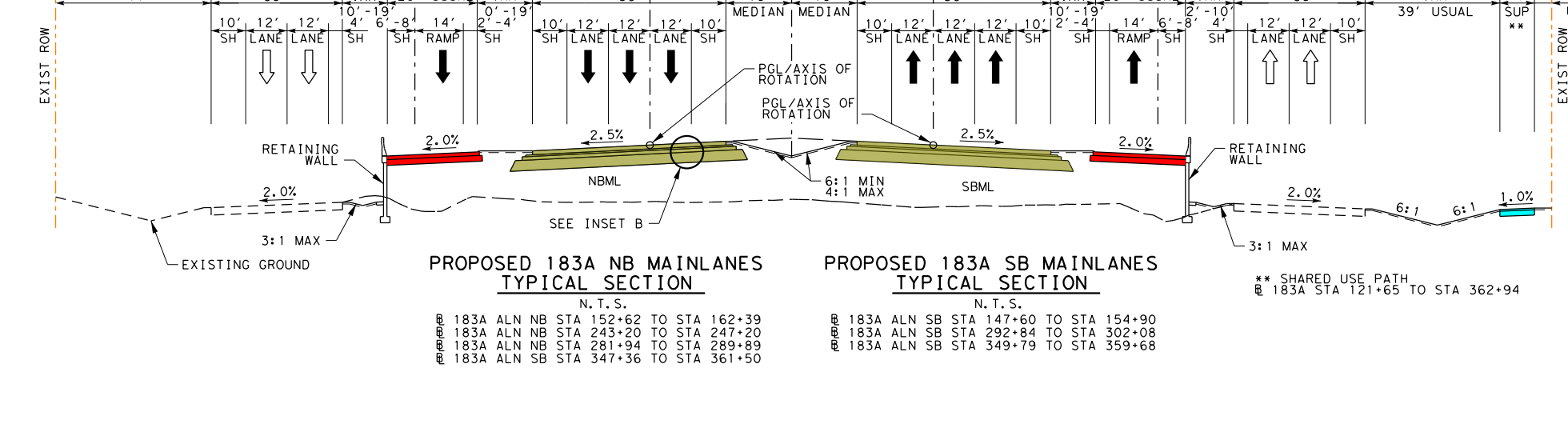
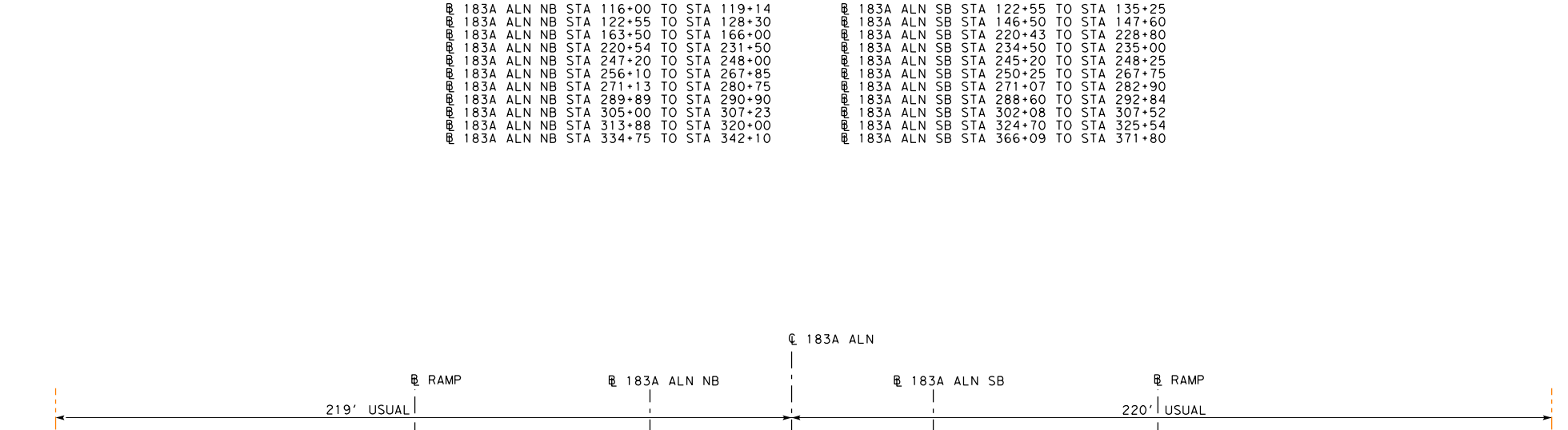
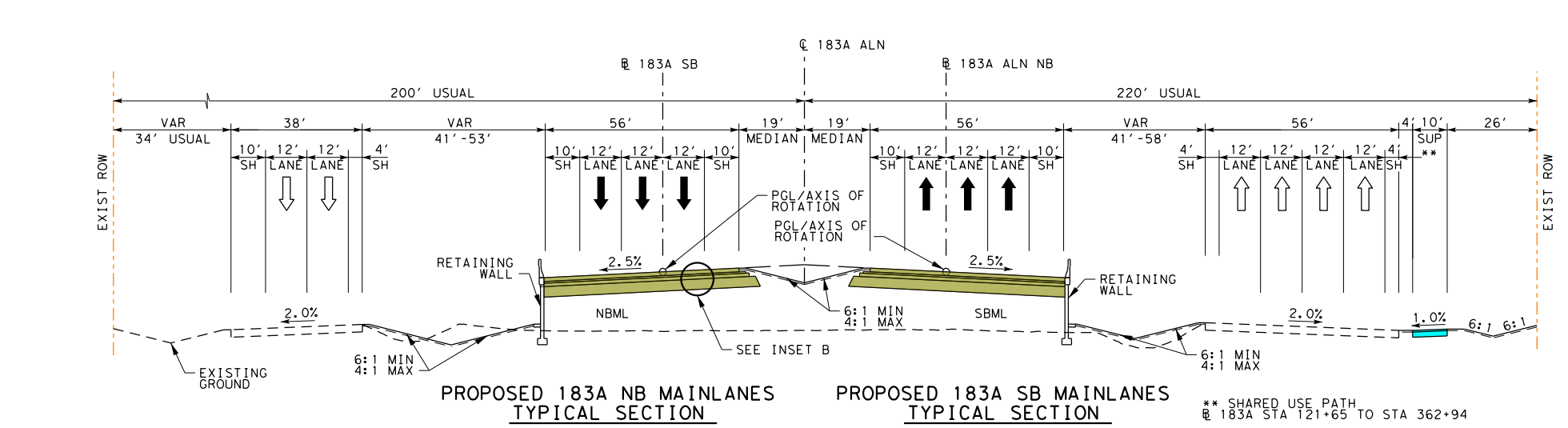
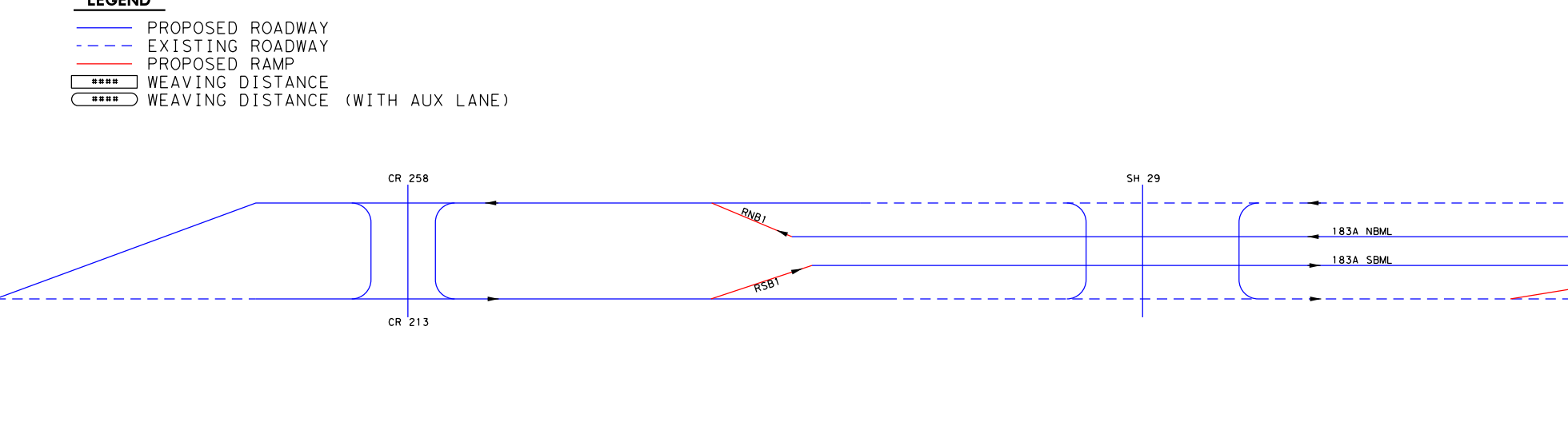
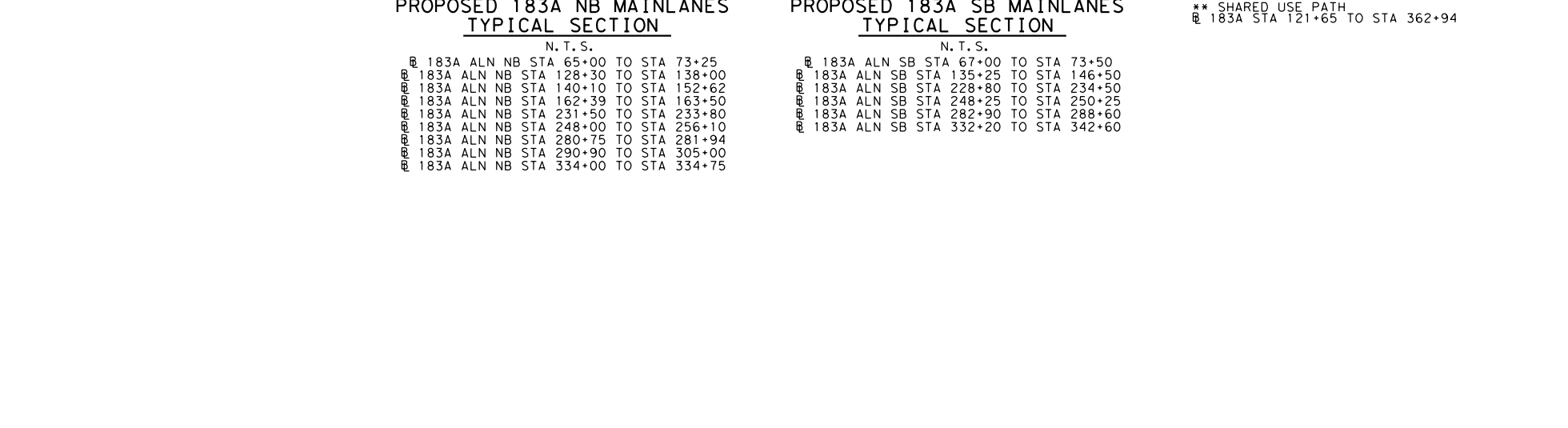
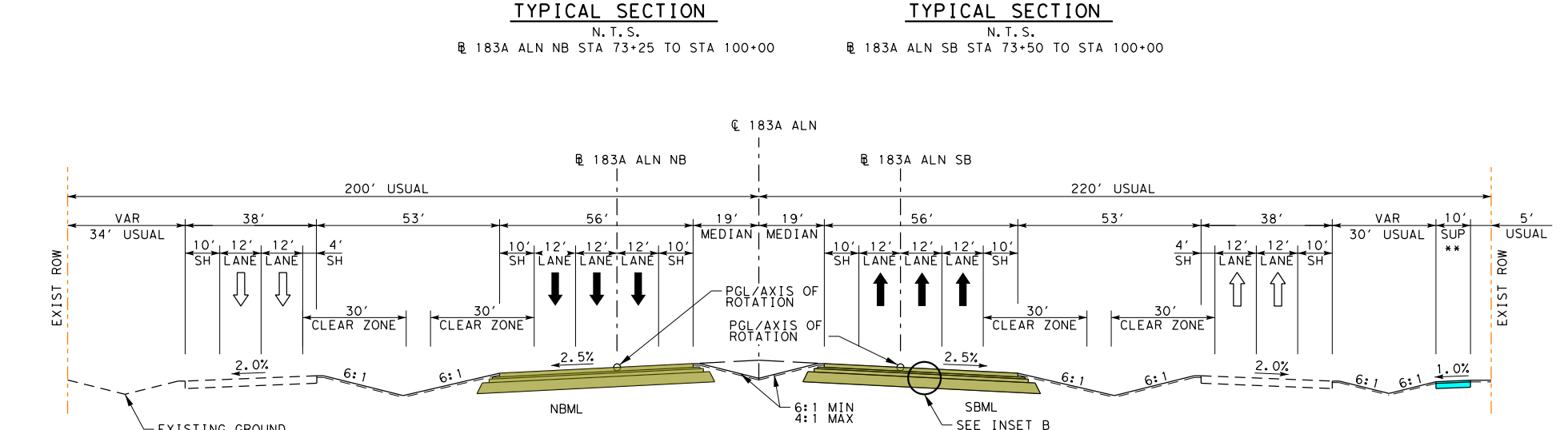
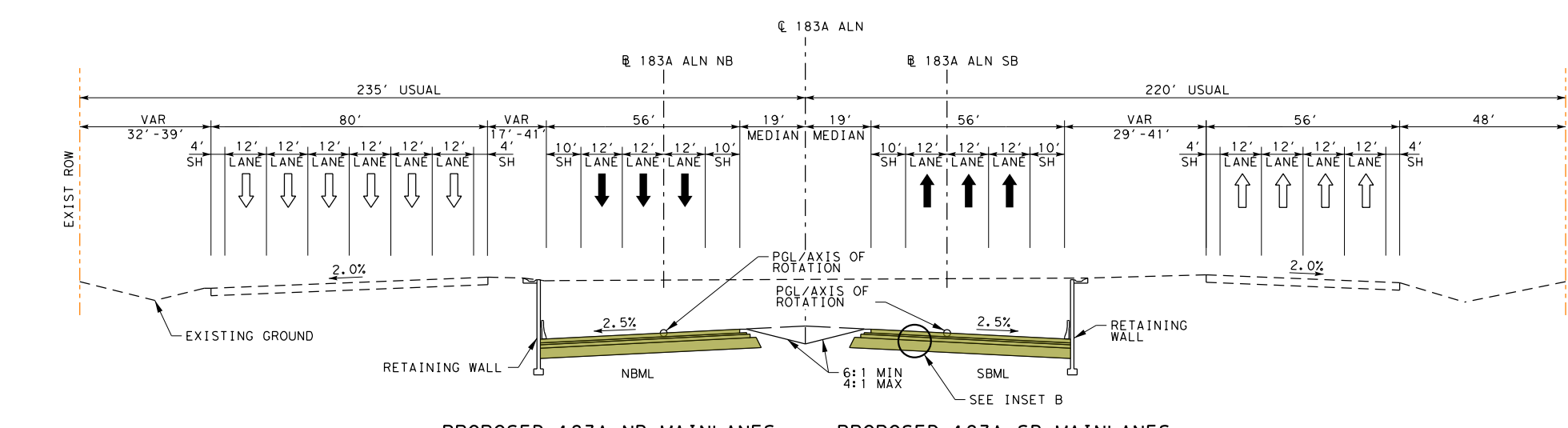
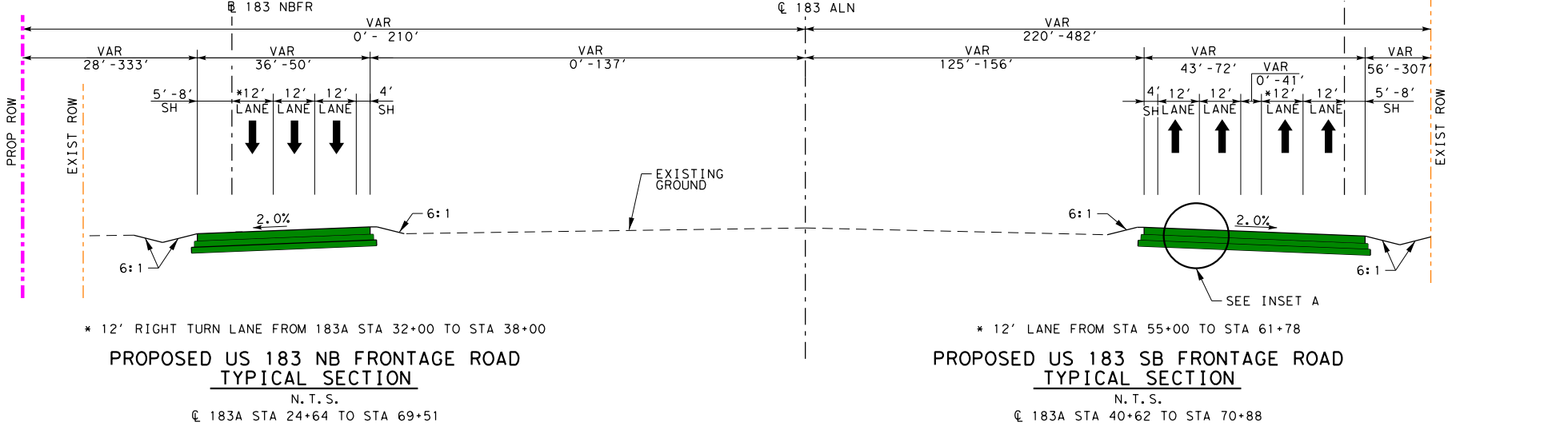
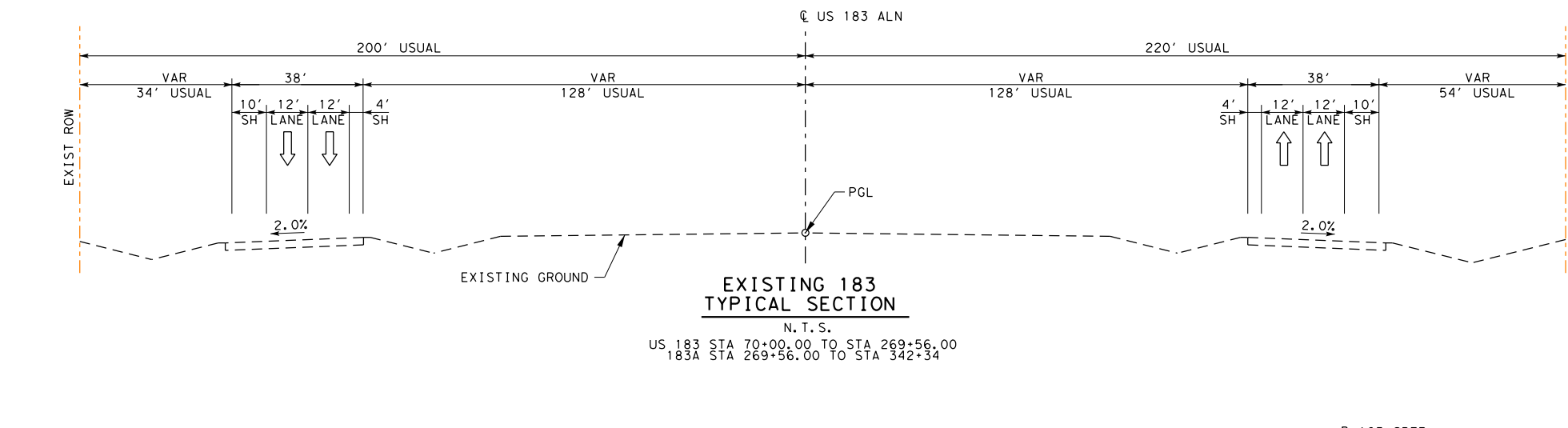


- LEGEND**
- PROPOSED MAINLANES
 - PROPOSED FRONTAGE ROAD
 - PROPOSED BRIDGES
 - PROPOSED RAMP
 - PROPOSED CROSS STREETS
 - PROPOSED SHARED USE PATH
 - PROPOSED TOLL GANTRY
 - RETAINING WALL
 - CONTROL OF ACCESS (PROP)
 - CONTROL OF ACCESS (EXIST)
 - SAWCUT LINE
 - PROPOSED ROW
 - EXISTING ROW
 - EXISTING STORM SEWER
 - PROPOSED STORM SEWER
 - EXISTING DRAINAGE EASEMENT
 - EXISTING ROADWAY
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING LANE DIRECTIONAL INDICATOR
 - PROPOSED LANE DIRECTIONAL INDICATOR
 - DELINEATOR

NOT FOR CONSTRUCTION OR
PREPARED UNDER THE SUPERVISION OF
RANDY L. EHRESMAN
P.E. SERIAL NO. 115628
5/24/2019



ROADWAY SCHEMATIC
TYPICAL SECTIONS & WEAVING DISTANCE
ROLL 6 OF 7



PRELIMINARY
SUBJECT TO REVISION
NOT FOR CONSTRUCTION,
PERMITTING, OR BIDDING
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5/24/2019 11:13:14 AM

**PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
FROM CR258/213 TO
HERO WAY**
WILLIAMSON COUNTY
FOR THE CONSTRUCTION OF MAINLANES, FRONTAGE
ROADS AND RAMP.

ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLANES	URBAN FREEWAY/PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROADS	URBAN ARTERIAL	50 MPH
RAMP	RAMP	50 MPH
COUNTY ROAD	URBAN MINOR ARTERIAL	40 MPH

CURRENT ADT: (2016) -
SR 29 to US 183 33,800
US 183 to Hero Way 22,300

PROJECTED ADT: (2041) -
SR 29 to US 183 33,800
US 183 to Hero Way 59,400

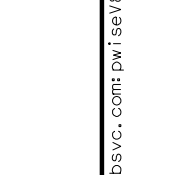
EQUATIONS: NONE
RAILROADS: NONE
EXCEPTIONS: NONE

NET LENGTH OF ROADWAY: 5.94 MI
NET LENGTH OF BRIDGE: 0.66 MI
TOTAL LENGTH OF PROJECT: 6.60 MI

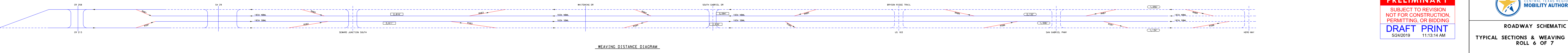


- LEGEND**
- PROPOSED MAINLANES
 - PROPOSED FRONTAGE ROAD
 - PROPOSED BRIDGES
 - PROPOSED RAMP
 - PROPOSED CROSS STREETS
 - PROPOSED SHARED USE PATH
 - PROPOSED TOLL GANTRY
 - RETAINING WALL
 - CONTROL OF ACCESS (PROP)
 - CONTROL OF ACCESS (EXIST)
 - SAWCUT LINE
 - PROPOSED ROW
 - EXISTING ROW
 - EXISTING STORM SEWER
 - PROPOSED STORM SEWER
 - EXISTING DRAINAGE EASEMENT
 - EXISTING ROADWAY
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING LANE DIRECTIONAL INDICATOR
 - PROPOSED LANE DIRECTIONAL INDICATOR
 - DELINEATOR

NOT FOR CONSTRUCTION OR
PREPARED UNDER THE SUPERVISION OF
RANDY L. EHRESMAN
P.E. SERIAL NO. 115628
5/24/2019



ROADWAY SCHEMATIC
TYPICAL SECTIONS & WEAVING DISTANCE
ROLL 6 OF 7



PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
 FROM CR258/213 TO HERO WAY
WILLIAMSON COUNTY
 FOR THE CONSTRUCTION OF MAINLINES, FRONTAGE ROADS AND RAMPS.

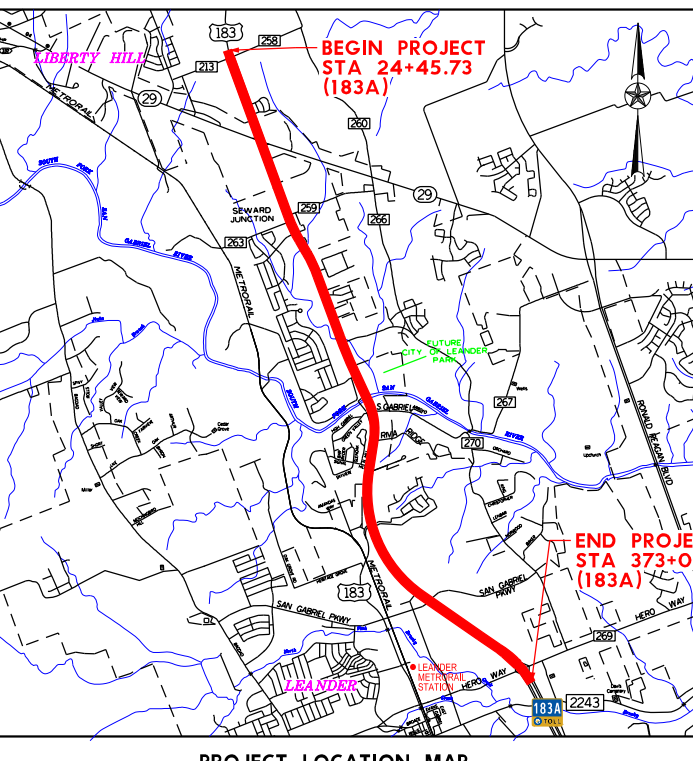
ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLINES	URBAN FREEWAY/PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROADS	URBAN ARTERIAL	40 MPH
RAMP	RAMP	50 MPH
COUNTY ROAD	URBAN MINOR ARTERIAL	40 MPH
	MAXIMUM SUPERELEVATION RATE (mm/m) = 6.0%	

CURRENT ADT: (2016) 33,300
 US 29 to US 183 33,300
 US 183 to Hero Way 22,300

PROJECTED ADT: (2041) 90,100
 US 29 to US 183 90,100
 US 183 to Hero Way 59,400

EQUATIONS: NONE
 RAILROADS: NONE
 EXCEPTIONS: NONE

NET LENGTH OF ROADWAY: 5.94 MI
 NET LENGTH OF BRIDGE: 0.46 MI
 TOTAL LENGTH OF PROJECT: 6.60 MI



LEGEND

PROPOSED MAINLINES	STM SWR
PROPOSED FRONTAGE ROAD	TEL LG
PROPOSED BRIDGES	FIBER OPTIC LG
PROPOSED RAMPS	WATER
PROPOSED CROSS STREETS	OVERHEAD
PROPOSED SHARED USE PATH	CABLE LG
PROPOSED TOLL GANTRY	TELECOM LG
RETAINING WALL	ELECTRICAL LG
CONTROL OF ACCESS (PROP)	WASTEWATER
CONTROL OF ACCESS (EXIST)	UNKNOWN
SAWCUT LINE	NOTE: UTILITY LOCATIONS BASED ON SUE UL 10'
PROPOSED ROW	PROPOSED ROW
EXISTING ROW	EXISTING ROW
EXISTING STORM SEWER	EXISTING STORM SEWER
PROPOSED STORM SEWER	PROPOSED STORM SEWER
EXISTING DRAINAGE EASEMENT	EXISTING DRAINAGE EASEMENT
EXISTING ROADWAY	EXISTING ROADWAY
EXISTING ROADWAY TO BE REMOVED	EXISTING ROADWAY TO BE REMOVED
EXISTING LANE DIRECTIONAL INDICATOR	EXISTING LANE DIRECTIONAL INDICATOR
PROPOSED LANE DIRECTIONAL INDICATOR	PROPOSED LANE DIRECTIONAL INDICATOR
DELINEATOR	DELINEATOR

US 183 FRONTAGE ROADS

US 183 NB FRONTAGE ROAD - @ 183 NBF
 US 183 SB FRONTAGE ROAD - @ 183 SBF

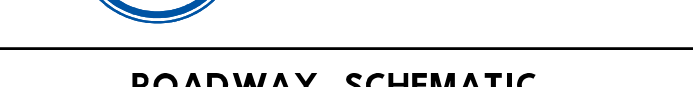
INTERSECTIONS

CR 258 ROAD - @ 258
 SAN GABRIEL DR - @ SG
 SH 29 ROAD - @ SH29
 SH 29 TA - @ SH29 TASN
 SEWARD JUNCTION SOUTH TA - @ SJS TANS

TURNAROUNDS

CR 258 TA - @ CR TANS
 CR 258 TA - @ CR TASN
 SAN GABRIEL TA - @ SGAB TANS
 SEWARD JUNCTION SOUTH TA - @ SJS TASN

NOT FOR CONSTRUCTION OR PREPARED UNDER THE SUPERVISION OF RANDY L. EHEMAN P.E. SERIAL NO. 115628 5/24/2019



WSP USA, Inc.
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 TEXAS REGISTRATION NO. 2263

ROADWAY SCHEMATIC
 HORIZONTAL ALIGNMENT DATA
 ROLL 7 OF 7

183A MAINLINES - 183A_ALN

CURVE 183A_ALN-1	CURVE 183A_ALN-2	CURVE 183A_ALN-3	CURVE 183A_ALN-4	CURVE 183A_ALN-5	CURVE 183A_ALN-6	CURVE 183A_ALN-7	CURVE 183A_ALN-8
PI STATION = 34+41.10 PC STATION = 34+41.10 DELTA (ON 42°25'08.45" (LT)) TANGENT = 708.39 LENGTH = 1,400.29 RADIUS = 5,600.00	PI STATION = 59+84.32 PC STATION = 59+84.32 DELTA = 11°17'41.14" (LT) TANGENT = 632.98 LENGTH = 1,261.82 RADIUS = 6,400.00	PI STATION = 128+31.83 PC STATION = 128+31.83 DELTA = 10°52'53.30" (LT) TANGENT = 575.90 LENGTH = 1,152.77 RADIUS = 6,500.00	PI STATION = 146+35.48 PC STATION = 146+35.48 DELTA = 10°26'32.44" (RT) TANGENT = 574.75 LENGTH = 1,146.72 RADIUS = 6,500.00	PI STATION = 189+76.56 PC STATION = 189+76.56 DELTA = 10°11'51.32" (LT) TANGENT = 816.15 LENGTH = 1,631.49 RADIUS = 20,000.00	PI STATION = 222+80.01 PC STATION = 222+80.01 DELTA = 40°24'25.93" (RT) TANGENT = 1,107.49 LENGTH = 2,214.98 RADIUS = 3,000.00	PI STATION = 281+79.81 PC STATION = 281+79.81 DELTA = 64°09'47.47" (LT) TANGENT = 1,591.86 LENGTH = 3,184.74 RADIUS = 5,730.00	PI STATION = 363+84.47 PC STATION = 363+84.47 DELTA = 27°50'43.64" (RT) TANGENT = 1,420.34 LENGTH = 2,844.24 RADIUS = 5,729.58

183A NORTHBOUND MAINLINES - @ 183A_ALN NB

CURVE 183A_ALN NB-1	CURVE 183A_ALN NB-2	CURVE 183A_ALN NB-3	CURVE 183A_ALN NB-4	CURVE 183A_ALN NB-5	CURVE 183A_ALN NB-6	CURVE 183A_ALN NB-7	CURVE 183A_ALN NB-8
PI STATION = 34+54.40 PC STATION = 34+54.40 DELTA = 14°25'08.45" (LT) TANGENT = 708.39 LENGTH = 1,400.29 RADIUS = 5,599.00	PI STATION = 59+98.35 PC STATION = 59+98.35 DELTA = 11°17'41.14" (LT) TANGENT = 632.98 LENGTH = 1,261.82 RADIUS = 6,459.00	PI STATION = 128+28.19 PC STATION = 128+28.19 DELTA = 10°52'53.30" (LT) TANGENT = 574.75 LENGTH = 1,152.77 RADIUS = 6,559.00	PI STATION = 146+33.83 PC STATION = 146+33.83 DELTA = 10°26'32.44" (RT) TANGENT = 574.75 LENGTH = 1,146.72 RADIUS = 6,559.00	PI STATION = 189+74.85 PC STATION = 189+74.85 DELTA = 10°11'51.32" (LT) TANGENT = 816.15 LENGTH = 1,631.49 RADIUS = 19,999.00	PI STATION = 222+80.11 PC STATION = 222+80.11 DELTA = 40°24'25.93" (RT) TANGENT = 1,107.49 LENGTH = 2,214.98 RADIUS = 3,041.00	PI STATION = 281+74.97 PC STATION = 281+74.97 DELTA = 64°09'47.47" (LT) TANGENT = 1,591.86 LENGTH = 3,184.74 RADIUS = 5,689.00	PI STATION = 363+89.57 PC STATION = 363+89.57 DELTA = 27°50'43.64" (RT) TANGENT = 1,420.34 LENGTH = 2,844.24 RADIUS = 5,770.58

183A SOUTHBOUND MAINLINES - @ 183A_ALN SB

CURVE 183A_ALN SB-1	CURVE 183A_ALN SB-2	CURVE 183A_ALN SB-3	CURVE 183A_ALN SB-4	CURVE 183A_ALN SB-5	CURVE 183A_ALN SB-6	CURVE 183A_ALN SB-7	CURVE 183A_ALN SB-8
PI STATION = 34+27.97 PC STATION = 34+27.97 DELTA = 14°25'08.45" (LT) TANGENT = 708.39 LENGTH = 1,400.29 RADIUS = 5,641.00	PI STATION = 59+80.29 PC STATION = 59+80.29 DELTA = 11°17'41.14" (LT) TANGENT = 632.98 LENGTH = 1,261.82 RADIUS = 6,441.00	PI STATION = 128+39.48 PC STATION = 128+39.48 DELTA = 10°52'53.30" (LT) TANGENT = 575.90 LENGTH = 1,152.77 RADIUS = 6,541.00	PI STATION = 146+39.13 PC STATION = 146+39.13 DELTA = 10°26'32.44" (RT) TANGENT = 574.75 LENGTH = 1,146.72 RADIUS = 6,541.00	PI STATION = 189+78.27 PC STATION = 189+78.27 DELTA = 10°11'51.32" (LT) TANGENT = 816.15 LENGTH = 1,631.49 RADIUS = 20,041.00	PI STATION = 222+70.91 PC STATION = 222+70.91 DELTA = 40°24'25.93" (RT) TANGENT = 1,107.49 LENGTH = 2,214.98 RADIUS = 3,041.00	PI STATION = 281+84.65 PC STATION = 281+84.65 DELTA = 64°09'47.47" (LT) TANGENT = 1,591.86 LENGTH = 3,184.74 RADIUS = 5,741.00	PI STATION = 363+99.36 PC STATION = 363+99.36 DELTA = 27°50'43.64" (RT) TANGENT = 1,420.34 LENGTH = 2,844.24 RADIUS = 5,688.58

183A NORTHBOUND RAMPS

183A NB EXIT RAMP - @ RNB1
 183A NB EXIT RAMP - @ RNB2
 183A NB ENTRANCE RAMP - @ RNB3
 183A NB EXIT RAMP - @ RNB4
 183A NB ENTRANCE RAMP - @ RNB5

183A SOUTHBOUND RAMPS

183A SB ENTRANCE RAMP - @ RSB1
 183A SB ENTRANCE RAMP - @ RSB2
 183A SB EXIT RAMP - @ RSB3
 183A SB ENTRANCE RAMP - @ RSB4
 183A SB EXIT RAMP - @ RSB5

US 183 FRONTAGE ROADS

US 183 NB FRONTAGE ROAD - @ 183 NBF
 US 183 SB FRONTAGE ROAD - @ 183 SBF

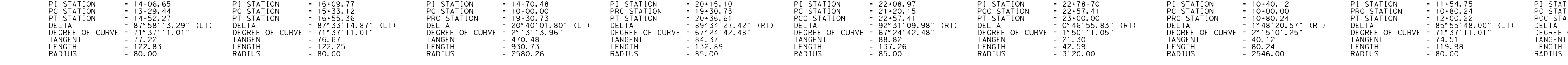
INTERSECTIONS

CR 258 ROAD - @ 258
 SAN GABRIEL DR - @ SG
 SH 29 ROAD - @ SH29
 SH 29 TA - @ SH29 TASN
 SEWARD JUNCTION SOUTH TA - @ SJS TANS

TURNAROUNDS

CR 258 TA - @ CR TANS
 CR 258 TA - @ CR TASN
 SAN GABRIEL TA - @ SGAB TANS
 SEWARD JUNCTION SOUTH TA - @ SJS TASN

NOT FOR CONSTRUCTION OR PREPARED UNDER THE SUPERVISION OF RANDY L. EHEMAN P.E. SERIAL NO. 115628 5/24/2019



WSP USA, Inc.
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 FAX: +1.737.703.3910
 TEXAS REGISTRATION NO. 2263

ROADWAY SCHEMATIC
 HORIZONTAL ALIGNMENT DATA
 ROLL 7 OF 7

183A MAINLINES - 183A_ALN

CURVE 183A_ALN-9	CURVE 183A_ALN-10	CURVE 183A_ALN-11	CURVE 183A_ALN-12	CURVE 183A_ALN-13	CURVE 183A_ALN-14	CURVE 183A_ALN-15	CURVE 183A_ALN-16
PI STATION = 446+35.48 PC STATION = 446+35.48 DELTA = 10°26'32.44" (RT) TANGENT = 574.75 LENGTH = 1,146.72 RADIUS = 6,500.00	PI STATION = 489+76.56 PC STATION = 489+76.56 DELTA = 10°11'51.32" (LT) TANGENT = 816.15 LENGTH = 1,631.49 RADIUS = 20,000.00	PI STATION = 522+80.01 PC STATION = 522+80.01 DELTA = 40°24'25.93" (RT) TANGENT = 1,107.49 LENGTH = 2,214.98 RADIUS = 3,000.00	PI STATION = 581+79.81 PC STATION = 581+79.81 DELTA = 64°09'47.47" (LT) TANGENT = 1,591.86 LENGTH = 3,184.74 RADIUS = 5,730.00	PI STATION = 663+84.47 PC STATION = 663+84.47 DELTA = 27°50'43.64" (RT) TANGENT = 1,420.34 LENGTH = 2,844.24 RADIUS = 5,729.58	PI STATION = 746+89.57 PC STATION = 746+89.57 DELTA = 27°50'43.64" (RT) TANGENT = 1,420.34 LENGTH = 2,844.24 RADIUS = 5,729.58	PI STATION = 829+94.07 PC STATION = 829+94.07 DELTA = 27°50'43.64" (RT) TANGENT = 1,420.34 LENGTH = 2,844.24 RADIUS = 5,729.58	PI STATION = 912+98.57 PC STATION = 912+98.57 DELTA = 27°50'43.64" (RT) TANGENT = 1,420.34 LENGTH = 2,844.24 RADIUS = 5,729.58

183A NORTHBOUND MAINLINES - @ 183A_ALN NB

CURVE 183A_ALN NB-9	CURVE 183A_ALN NB-10	CURVE 183A_ALN NB-11	CURVE 183A_ALN NB-12	CURVE 183A_ALN NB-13	CURVE 183A_ALN NB-14	CURVE 183A_ALN NB-15	CURVE 183A_ALN NB-16
PI STATION = 447+54.40 PC STATION = 447+54.40 DELTA = 14°25'08.45" (LT) TANGENT = 708.39 LENGTH = 1,400.29 RADIUS = 5,599.00	PI STATION = 490+98.35 PC STATION = 490+98.35 DELTA = 11°17'41.14" (LT) TANGENT = 632.98 LENGTH = 1,261.82 RADIUS = 6,459.00	PI STATION = 129+28.19 PC STATION = 129+28.19 DELTA = 10°52'53.30" (LT) TANGENT = 574.75 LENGTH = 1,152.77 RADIUS = 6,559.00	PI STATION = 147+33.83 PC STATION = 147+33.83 DELTA = 10°26'32.44" (RT) TANGENT = 574.75 LENGTH = 1,146.72 RADIUS = 6,559.00	PI STATION = 190+74.85 PC STATION = 190+74.85 DELTA = 10°11'51.32" (LT) TANGENT = 816.15 LENGTH = 1,631.49 RADIUS = 19,999.00	PI STATION = 223+80.11 PC STATION = 223+80.11 DELTA = 40°24'25.93" (RT) TANGENT = 1,107.49 LENGTH = 2,214.98 RADIUS = 3,041.00	PI STATION = 282+74.97 PC STATION = 282+74.97 DELTA = 64°09'47.47" (LT) TANGENT = 1,591.86 LENGTH = 3,184.74 RADIUS = 5,689.00	PI STATION = 364+89.57 PC STATION = 364+89.57 DELTA = 27°50'43.64" (RT) TANGENT = 1,420.34 LENGTH = 2,844.24 RADIUS = 5,770.58

183A SOUTHBOUND MAINLINES - @ 183A_ALN SB

CURVE 183A_ALN SB-9	CURVE 183A_ALN SB-10	CURVE 183A_ALN SB-11	CURVE 183A_ALN SB-12	CURVE 183A_ALN SB-13	CURVE 183A_ALN SB-14	CURVE 183A_ALN SB-15	CURVE 183A_ALN SB-16
PI STATION = 34+27.97 PC STATION = 34+27.97 DELTA = 14°25'08.45" (LT) TANGENT = 708.39 LENGTH = 1,400.29 RADIUS = 5,641.00	PI STATION = 59+80.29 PC STATION = 59+80.29 DELTA = 11°17'41.14" (LT) TANGENT = 632.98 LENGTH = 1,261.82 RADIUS = 6,441.00	PI STATION = 128+39.48 PC STATION = 128+39.48 DELTA = 10°52'53.30" (LT) TANGENT = 575.90 LENGTH = 1,152.77 RADIUS = 6,541.00	PI STATION = 146+39.13 PC STATION = 146+39.13 DELTA = 10°26'32.44" (RT) TANGENT = 574.75 LENGTH = 1,146.72 RADIUS = 6,541.00	PI STATION = 189+78.27 PC STATION = 189+78.27 DELTA = 10°11'51.32" (LT) TANGENT = 816.15 LENGTH = 1,631.49 RADIUS = 20,041.00	PI STATION = 222+70.91 PC STATION = 222+70.91 DELTA = 40°24'25.93" (RT) TANGENT = 1,107.49 LENGTH = 2,214.98 RADIUS = 3,041.00	PI STATION = 281+84.65 PC STATION = 281+84.65 DELTA = 64°09'47.47" (LT) TANGENT = 1,591.86 LENGTH = 3,184.74 RADIUS = 5,741.00	PI STATION = 363+99.36 PC STATION = 363+99.36 DELTA = 27°50'43.64" (RT) TANGENT = 1,420.34 LENGTH = 2,844.24 RADIUS = 5,688.58

183A NORTHBOUND RAMPS

183A NB EXIT RAMP - @ RNB1
 183A NB EXIT RAMP - @ RNB2
 183A NB ENTRANCE RAMP - @ RNB3
 183A NB EXIT RAMP - @ RNB4
 183A NB ENTRANCE RAMP - @ RNB5

183A SOUTHBOUND RAMPS

183A SB ENTRANCE RAMP - @ RSB1
 183A SB ENTRANCE RAMP - @ RSB2
 183A SB EXIT RAMP - @ RSB3
 183A SB ENTRANCE RAMP - @ RSB4
 183A SB EXIT RAMP - @ RSB5

US 183 FRONTAGE ROADS

US 183 NB FRONTAGE ROAD - @ 183 NBF
 US 183 SB FRONTAGE ROAD - @ 183 SBF

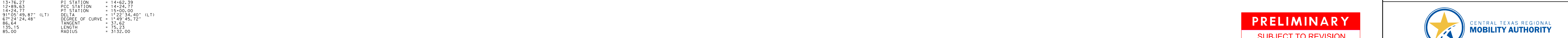
INTERSECTIONS

CR 258 ROAD - @ 258
 SAN GABRIEL DR - @ SG
 SH 29 ROAD - @ SH29
 SH 29 TA - @ SH29 TASN
 SEWARD JUNCTION SOUTH TA - @ SJS TANS

TURNAROUNDS

CR 258 TA - @ CR TANS
 CR 258 TA - @ CR TASN
 SAN GABRIEL TA - @ SGAB TANS
 SEWARD JUNCTION SOUTH TA - @ SJS TASN

NOT FOR CONSTRUCTION OR PREPARED UNDER THE SUPERVISION OF RANDY L. EHEMAN P.E. SERIAL NO. 115628 5/24/2019



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ROADWAY SCHEMATIC
 HORIZONTAL ALIGNMENT DATA
 ROLL 7 OF 7

PRELIMINARY DESIGN SCHEMATIC
183A PHASE III
 FROM CR258/213 TO HERO WAY
WILLIAMSON COUNTY
 FOR THE CONSTRUCTION OF MAINLINES, FRONTAGE ROADS AND RAMPS.

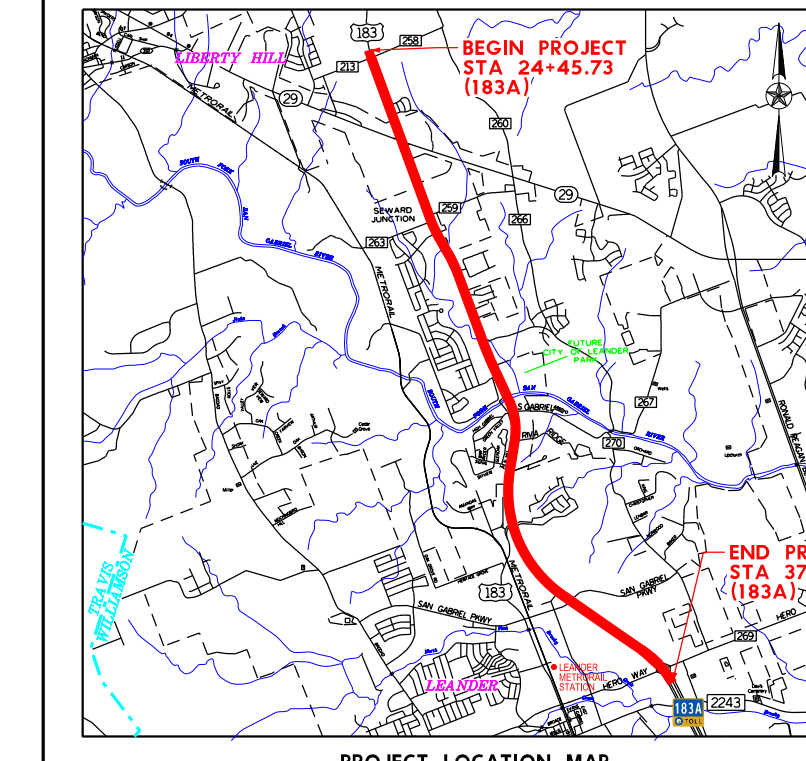
ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
183A MAINLINES	URBAN FREEWAY/PRINCIPAL ARTERIAL	70 MPH
FRONTAGE ROADS	URBAN ARTERIAL	40 MPH
RAMP	RAMP	50 MPH
COUNTY ROAD	URBAN MINOR ARTERIAL	40 MPH
	MAXIMUM SUPERELEVATION RATE (mm/m) = 6.0%	

CURRENT ADT: (2016) 33,300
 US 29 to US 183 33,300
 US 183 to Hero Way 22,300

PROJECTED ADT: (2041) 90,100
 US 29 to US 183 90,100
 US 183 to Hero Way 59,400

EQUATIONS: NONE
 RAILROADS: NONE
 EXCEPTIONS: NONE

NET LENGTH OF ROADWAY: 5.94 MI
 NET LENGTH OF BRIDGE: 0.46 MI
 TOTAL LENGTH OF PROJECT: 6.60 MI



LEGEND

PROPOSED MAINLINES	STM SWR
PROPOSED FRONTAGE ROAD	TEL LG
PROPOSED BRIDGES	FIBER OPTIC LG
PROPOSED RAMPS	WATER
PROPOSED CROSS STREETS	OVERHEAD
PROPOSED SHARED USE PATH	CABLE LG
PROPOSED TOLL GANTRY	TELECOM LG
RETAINING WALL	ELECTRICAL LG
CONTROL OF ACCESS (PROP)	WASTEWATER
CONTROL OF ACCESS (EXIST)	UNKNOWN
SAWCUT LINE	NOTE: UTILITY LOCATIONS BASED ON SUE UL 10'
PROPOSED ROW	PROPOSED ROW
EXISTING ROW	EXISTING ROW
EXISTING STORM SEWER	EXISTING STORM SEWER
PROPOSED STORM SEWER	PROPOSED STORM SEWER
EXISTING DRAINAGE EASEMENT	EXISTING DRAINAGE EASEMENT
EXISTING ROADWAY	EXISTING ROADWAY
EXISTING ROADWAY TO BE REMOVED	EXISTING ROADWAY TO BE REMOVED
EXISTING LANE DIRECTIONAL INDICATOR	EXISTING LANE DIRECTIONAL INDICATOR
PROPOSED LANE DIRECTIONAL INDICATOR	PROPOSED LANE DIRECTIONAL INDICATOR
DELINEATOR	DELINEATOR

US 183 FRONTAGE ROADS

US 183 NB FRONTAGE ROAD - @ 183 NBF
 US 183 SB FRONTAGE ROAD - @ 183 SBF

INTERSECTIONS

CR 258 ROAD - @ 258
 SAN GABRIEL DR - @ SG
 SH 29 ROAD - @ SH29
 SH 29 TA - @ SH29 TASN
 SEWARD JUNCTION SOUTH TA - @ SJS TANS

TURNAROUNDS

CR 258 TA - @ CR TANS
 CR 258 TA - @ CR TASN
 SAN GABRIEL TA - @ SGAB TANS
 SEWARD JUNCTION SOUTH TA - @ SJS TASN

