

Frequently Asked Questions (FAQs)

1. What problem is 183A Phase III going to address?

Williamson County, most notably in Cedar Park, Leander, and Liberty Hill, is experiencing a population boom. Between 2016 and 2040 Cedar Park's population is projected to grow by 31 percent, Liberty Hill by approximately 44 percent, and Leander will see a drastic 271 percent. The corridor is expected to continue to attract residential and commercial development, further intensifying congestion and delays.

With this unprecedented growth, traffic volumes along US 183 are expected to increase by 166 percent over the next 25 years driving the need for proactive congestion relief. Increased congestion along the existing facility lanes can lead to accidents occurring at a higher frequency and severity level at intersection locations. The projections for sustained growth proves the need for action now.

2. What is the proposed solution?

Extend the existing 183A from Hero Way to CR 213/258, north of SH 29, adding up to three tolled lanes in each direction along the 6.6-mile stretch.

This solution will:

- Provide a reliable, predictable and time saving option for drivers and emergency vehicles.
- Accommodate community growth and development along and to the north of the corridor.
- Provide an alternative route free of signalized intersections along the corridor.
- Minimize community impacts by working mostly within existing right-of-way.

3. What are the bicycle and pedestrian features?

Existing bicycle and pedestrian accommodations along 183A and US 183 within the project limits are currently limited to crosswalks and ramps at Hero Way, Bryson Ridge Trail, and SH 29, and paved outside shoulders along the general-purpose lanes.

The proposed 183A Phase III project would provide a 10-foot-wide, paved bicycle and pedestrian shared-use path from Hero Way to the planned Seward Junction South. What remains of an old low-water crossing over the South Fork San Gabriel River would be replaced or renovated to provide a river crossing for the shared-use path.

A connecting trail spur would be included to provide trail access to the City of Leander’s planned South San Gabriel River park. The proposed 183A Phase III Build Alternative would provide a net benefit to bicyclists and pedestrians.

4. When will the Environmental Assessment be completed?

The 183A Toll Road Phase III Environmental Assessment is underway. Our environmental team is studying the potential impacts of the design to the human and natural environment. The designs and results of the environmental study will be presented in spring of 2019 at a public hearing for your review and feedback.

5. When will construction begin?

Anticipated construction start date is late 2020.

6. When do you expect the project to be completed?

The project is currently anticipated to be completed in 2023.

7. What are the build alternatives?

There is one Build Alternative for the facility. It meets the purpose of and need for the project by providing additional highway capacity in the form of three tolled, grade-separated main lanes in each direction. The added capacity would relieve forecast traffic on the existing US 183 facility, which would continue to serve as a non-tolled travel alternative to the proposed 183A tolled lanes. Consequently, the Build Alternative would accommodate forecast traffic volumes and alleviate associated traffic congestion.

8. What is a “No Build” Alternative?

A No-Build Alternative assumes that the tollway would not be built. Although the No-Build Alternative does not meet the Purpose and Need of the project it serves as a baseline for comparison with the Build Alternative. During the Environmental Assessment, the Build Alternative would need to have significant environmental impacts that outweigh the No-Build Alternative’s inability to meet the Purpose and Need, for the No-Build Alternative to be selected as the Preferred Alternative.

9. Are there any Right-of-Way displacements planned for this project?

Most of the proposed Build Alternative would be constructed within the existing ROW of 183A and US 183. We anticipate that approximately 19.3 acres of additional ROW may be required near the northern portion of the proposed project 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. No displacements and relocations are anticipated and physical access to residences and community resources would remain. Changes to neighborhood cohesion, existing access to specific services, or recreation patterns at public facilities are not expected to occur under the proposed project.

10. What detours or road closures will occur during construction?

Project construction would occur within the existing 183A and US 183 ROW and easements and the proposed 19.3 acres of additional ROW north of SH 29.

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

11. Will there be a noise barrier?

Possible traffic noise impacts from the proposed 183A Phase III project are currently being studied. If predicted noise exceeds a certain level established by FHWA and TxDOT policies, then noise walls will be analyzed and proposed if feasible and reasonable. If noise walls are proposed, neighborhood workshops will be held to allow affected residents to decide what walls they do or do not want.

12. What are the predicted impacts on the local vegetation and wildlife?

Studies are currently underway on the impacts of the project to the natural environment along the corridor. Given the project is occurring mostly within existing ROW, significant impacts are not anticipated. Complete analysis and findings will be available when the studies are final in Spring 2019.

13. How will this project be funded?

The final plan of funding the project has not been completed; however, it is expected that funding for the project will be through a combination of revenue bonds and a federal Transportation Infrastructure Finance and Innovation Action (TIFIA) loan. Revenues from tolls paid by users will be used to pay principal and interest payments on the bond and TIFIA loan and pay for the long-term maintenance of the facility.

14. How much will this project cost?

This project will cost approx. \$250-260 million, which includes total project costs, but excludes financing cost.

15. How can I stay informed about the project and get involved in the process?

Information about the project can be obtained online at www.183a.com, or by contacting the project team via email at 183aphase3@ctrma.org or by phone at 512-996-9778.

The project team will host public meetings throughout the environmental study process, and team members are also available to meet with neighborhood associations, community groups and others to discuss issues of concern, various improvement options and the results of technical and environmental analyses.

ⁱ Texas Water Development Board's (TWDB's) 2021 Regional Water Plan Population Projections