
# FINAL Environmental Assessment

## 183 North Mobility Project

From Loop 1 (MoPac) to
State Highway 45/Ranch-to-Market Road 620
CSJs: 0151-05-100 & 3136-01-185

Travis and Williamson Counties, Texas
April 2016

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 the Federal Highway Administration and TxDOT.

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## List of Abbreviations and Acronyms

| | |
|---|---|
| AOI | Area of Influence |
| APE | Area of Potential Effects |
| AWDT | Average Weekday Traffic |
| BMPs | Best Management Practices |
| CAMPO | Capital Area Metropolitan Planning Organization |
| CHU | Critical Habitat Unit |
| $CO_2$ | Carbon Dioxide |
| CO | Carbon Monoxide |
| EJ | Environmental Justice |
| FEMA | Federal Emergency Management Agency |
| FHWA | Federal Highway Administration |
| LEP | Limited English Proficiency |
| Mobility Authority | Central Texas Regional Mobility Authority |
| MoPac | State Loop 1 |
| MOU | Memorandum of Understanding |
| MSA | Metropolitan Statistical Area |
| MSAT | Mobile Source Air Toxics |
| NEPA | National Environmental Policy Act of 1969 |
| NRHP | National Register of Historic Places |
| NWP | Nationwide Permit |
| OTHM | Official Texas Historical Marker |
| RM | Ranch-to-Market Road |
| ROW | Right-of-Way |
| RSA | Resource Study Area |
| RTP | Regional Transportation Plan |
| SGCN | Species of Greatest Conservation Need |
| SH | State Highway |
| SSA | Survey Study Area |
| SW3P | Storm Water Pollution Prevention Plan |
| SWCA | SWCA Environmental Consultants |
| TAZ | Traffic Analysis Zone |
| TCEQ | Texas Commission on Environmental Quality |
| TPDES | Texas Pollutant Discharge Elimination System |
| TSS | Total Suspended Solids |
| TxDOT | Texas Department of Transportation |
| TPWD | Texas Parks and Wildlife Department |
| US | United States Highway |
| U.S. | United States |
| USACE | United States Army Corps of Engineers |
| USFWS | United States Fish and Wildlife Service |
| VIA | Visual Impact Assessment |
| WPAP | Water Pollution Abatement Plan |

# 1.0 Introduction

The Central Texas Regional Mobility Authority (Mobility Authority), in conjunction with the Texas Department of Transportation (TxDOT), proposes an expansion of United States Highway (US) 183 from State Loop 1 (MoPac) in Travis County to State Highway (SH) 45/Ranch-to-Market Road (RM) 620 in Williamson County, Texas. The proposed project is henceforth referred to as the "183 North Mobility Project". **Figure 1** shows the project limits (including transitions to connecting roadways). **Figure 2** shows the limits of actual construction.

Within Texas, US 183 extends from Refugio to Vernon. It traverses the Austin area as a major north-south thoroughfare. Within the project limits, existing US 183 is a controlled access freeway consisting of six- to eight-general purpose, main lanes (three- to four-lanes in each direction) with 10-foot-wide inside and outside shoulders. Auxiliary lanes are present in the vicinity of the McNeil Drive, Oak Knoll Drive and Balcones Woods Drive interchanges. One-way (two- to three-lane) frontage roads parallel the main lanes. The general purpose lanes and auxiliary lanes are 12-feet-wide. The inside frontage road lanes are 11-feet-wide. The outside frontage road lanes, designed to accommodate joint use by bicycles, are 14-feet-wide. Grassy-medians separate the main lane directions of travel and separate the main lanes from the frontage roads. Sidewalks are intermittent (not continuous) in the project area. The existing right-of-way (ROW) in the project area varies from 330 to 350-feet-in-width and totals approximately 716 acres (including existing permanent easements and TxDOT-owned water quality ponds). **Figure 3** depicts a typical section of the existing facility.

The proposed 183 North Mobility Project would include the construction of two variable-priced express lanes in each direction, an additional (fourth) general purpose lane (southbound from approximately Lake Creek Parkway to the entrance ramp from SH 45; southbound from north of McNeil Drive/Spicewood Springs Road to MoPac; and northbound between Braker Lane and McNeil Drive/Spicewood Springs Road) and direct connectors to and from SH 45/RM 620 on the north and MoPac on the south. Transitions between the improved section of US 183 and existing facilities would be provided along SH 45/RM 620, MoPac (south to RM 2222) and on US 183 north and south of the project area.

This environmental assessment has been developed in order to study the potential environmental consequences of construction of the 183 North Mobility Project. This document has been prepared in accordance with the procedural provisions of the National Environmental Policy Act (NEPA); the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations Parts 1500-1508); and the Environmental Review of Transportation Projects (Texas Administrative Code Title 43, Part 1, Chapter 2).

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*Figure 1: Project Location*

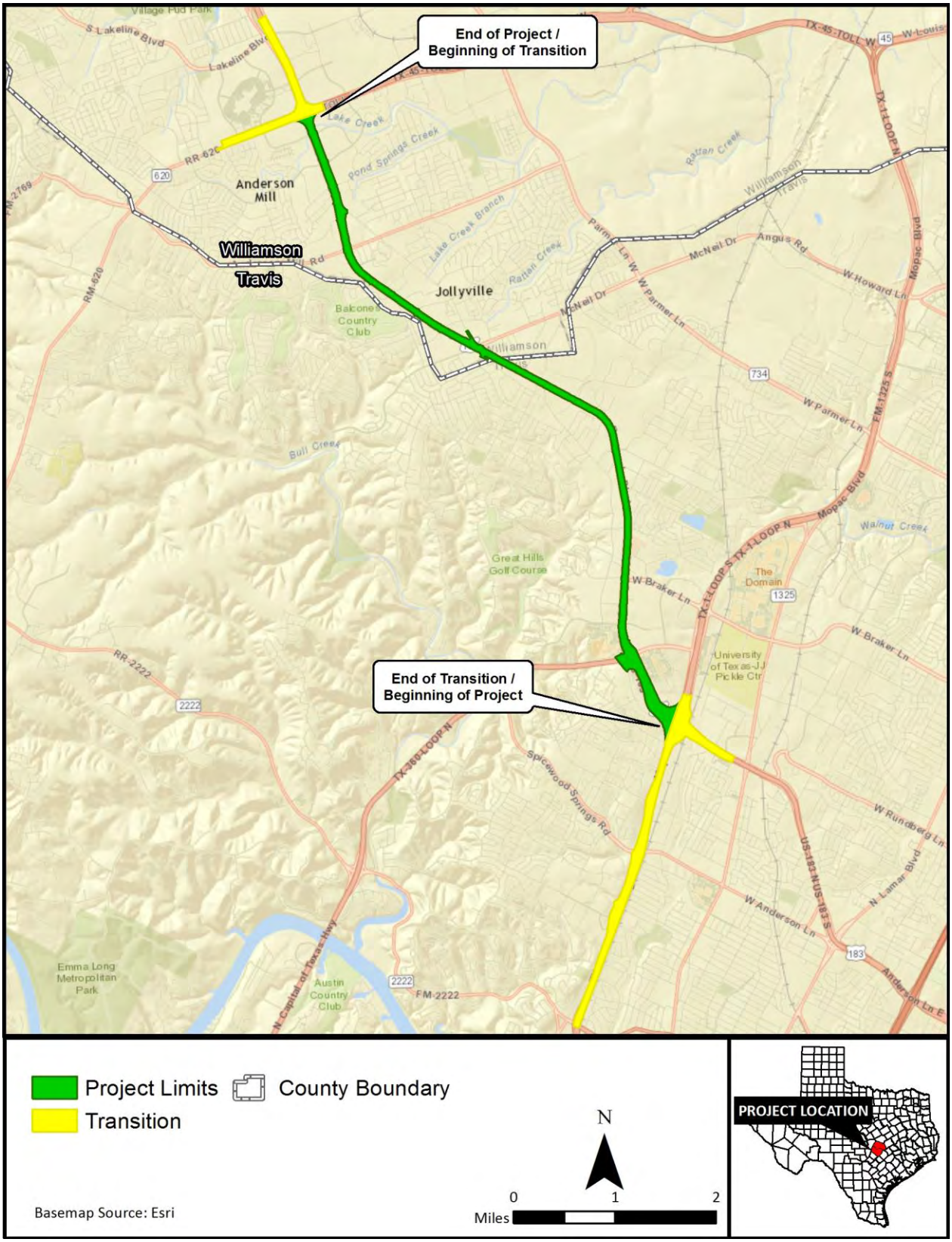

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*Figure 2: Construction Limits*

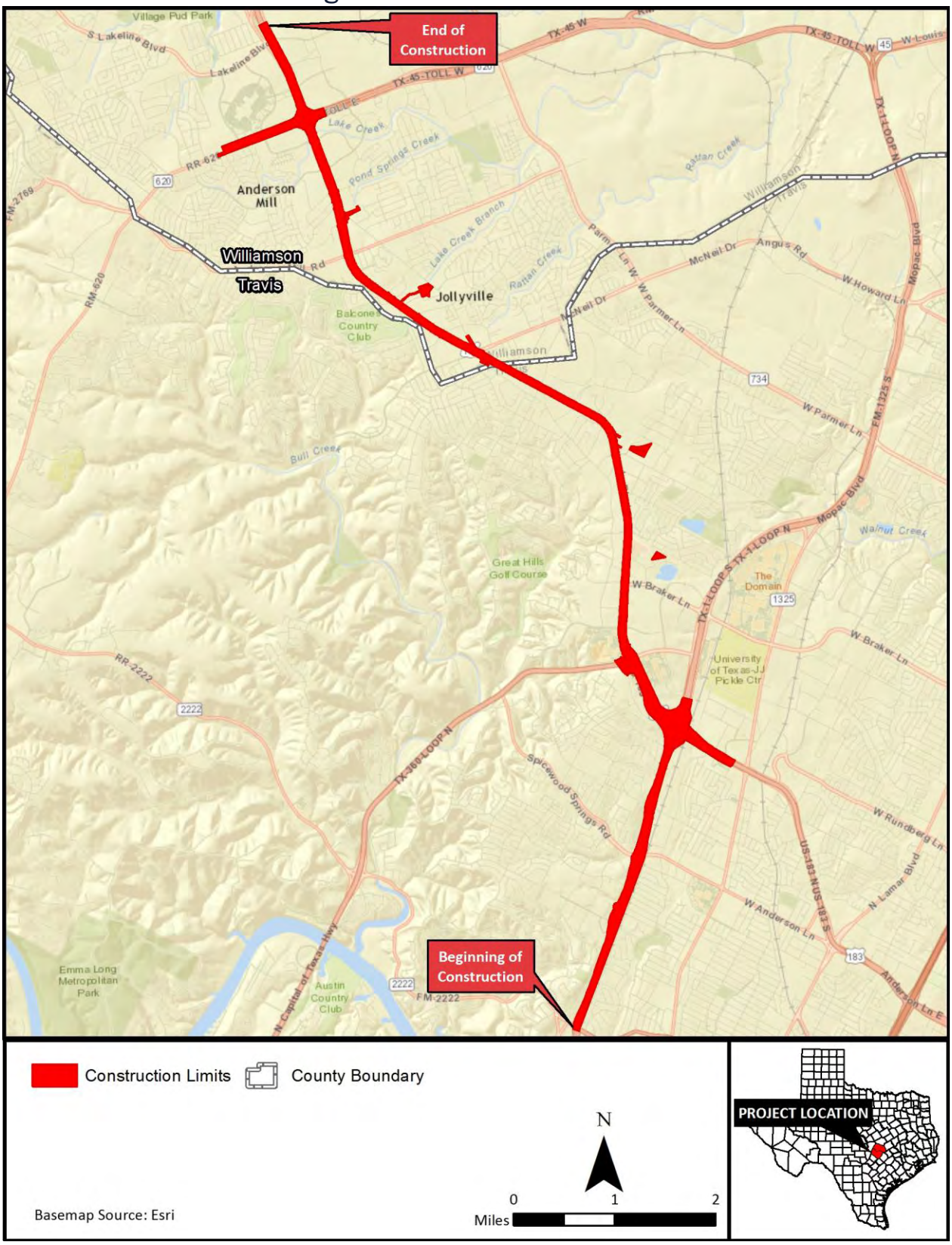

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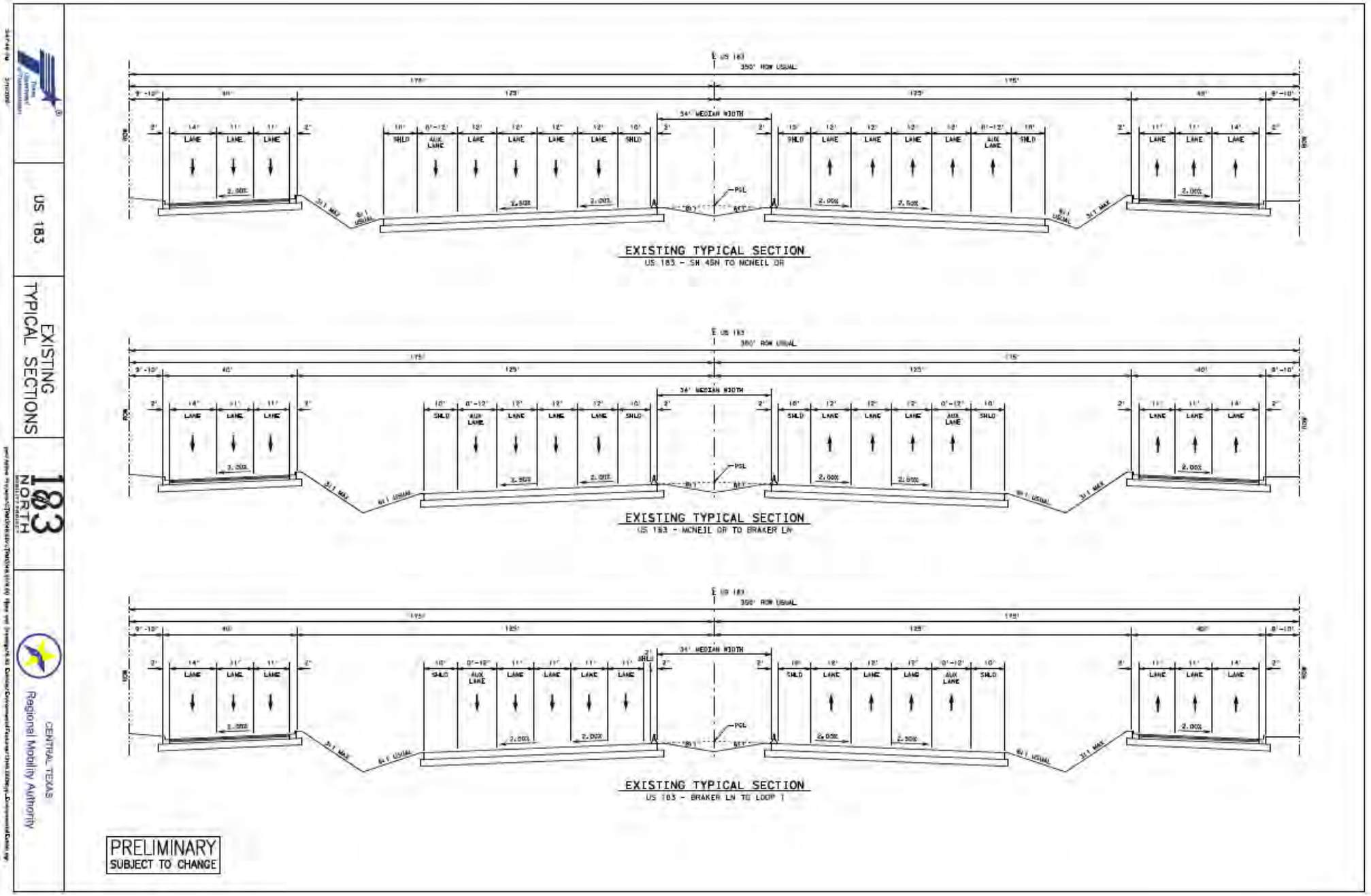
*Figure 3: Existing Typical Section*



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# 2.0 PURPOSE AND NEED

Environmental documents prepared under NEPA must include a discussion of the "purpose and need" of a proposed action. The purpose and need is essentially the foundation of the NEPA decision-making process as it provides context and criteria for the development and review of alternatives to be considered. Only those alternatives that satisfy the established purpose and need are considered reasonable for further evaluation.

The purpose and need for the 183 North Mobility Project is detailed in the Purpose and Need Technical Memorandum (TxDOT 2015f) and is summarized in **Table 2-1**.

*Table 2-1: Summary of Purpose and Need*

| Desired Outcome (Purpose) | Condition to be Addressed (Need) |
|---|---|
| • **Facilitate congestion management in the corridor**<br>• **Provide a reliable route for transit**<br>• **Facilitate reliable emergency response** | • Increasing congestion is causing unreliable operations |

Source: TxDOT 2015f

## 2.1 NEED FOR THE PROPOSED PROJECT

High existing and projected traffic volumes and slow travel times evidence the need to improve US 183. With average weekday traffic (AWDT) on US 183 ranging from 149,300 vehicles per day south of the SH 45/RM 620 interchange to 190,400 vehicles per day north of Braker Lane (TxDOT, 2013), much of the corridor becomes congested during peak periods of travel or during incidents, such as vehicular crashes or breakdowns. Traffic in the corridor is projected to increase well into the foreseeable future. By 2035, AWDT in the corridor is expected to reach 199,200 vehicles south of the SH 45/RM 620 interchange and 238,300 vehicles north of Braker Lane. Congestion resulting from these volumes is reflected in travel times (TxDOT 2015f).

Under free-flow conditions at the posted speed limit (65 miles per hour), travel time from SH 45/RM 620 to MoPac is approximately eight minutes. In 2013, average peak period travel times of 12 minutes (southbound – AM) and 13 minutes (northbound – PM) are experienced.

In the no-build condition, average peak period travel times in the corridor would reach 50 minutes (southbound – AM) and 42 minutes (northbound – PM) by the year 2035.

As congestion worsens and travel times increase, the corridor becomes less reliable for transit and emergency response. Travel time reliability is a major factor in establishing effective transit routes.

Currently, Capital Metro provides transit service within the project area. However, during peak periods, the agency reduces the frequency of service in the corridor because of congestion and unreliable travel times (T. Hemingson & G. Walters, personal communication, March 11, 2014).

Unreliable and worsening travel times also present challenges for emergency responders. According to accident data from the Austin Travis County Emergency Management System, 391 vehicular crashes occurred within the project limits in 2013. Of these, 30 percent (119 crashes) resulted in a person being transported to area hospitals. US 183 is frequently used by emergency-responders to access crash sites as well as to transport crash victims. In addition to crash response, because US 183 is the major north/south corridor serving the project area, fire and police routinely utilize the corridor en-route to non-crash emergencies. Congestion and the resulting increased travel times hinder effective emergency response.

## 2.2 PURPOSE OF THE PROPOSED PROJECT

The purpose of the proposed project is to facilitate congestion management in the corridor; provide a reliable route for transit; and facilitate reliable emergency response. As documented in **Section 3.3.1**, the proposed 183 North Mobility Project (Build Alternative) satisfies the project purpose.

# 3.0 ALTERNATIVES

The alternatives development and analysis process for the proposed 183 North Mobility Project is documented in detail in the Alternatives Analysis Technical Report (TxDOT 2016a). The three step process included: (1) identification and screening of preliminary alternatives; (2) identification and screening of reasonable alternatives; and (3) identification of a recommended alternative. The No Build Alternative was considered at each step in the process and was carried forward for evaluation in this environmental assessment. Public meetings were conducted to present the results of each step and to receive public feedback; thus, the public was actively engaged in the alternatives analysis process.

## 3.1 PRELIMINARY ALTERNATIVES

In total, six preliminary alternatives were considered:

- Traffic System Management Alternative;
- Travel Demand Management Alternative;
- Add Two General Purpose Lanes in Each Direction Alternative;
- Add Two High Occupancy Vehicle Lanes in Each Direction Alternative;
- Add Two Express Lanes in Each Direction; and
- No Build Alternative.

The preliminary alternatives were evaluated based on their ability to satisfy the project's purpose and need (presented in Section 2.0). The Traffic System Management Alternative, the Travel Demand Management Alternative and the Add Two General Purpose Lanes in Each Direction Alternative failed to satisfy the project purpose and need; thus, these alternatives were eliminated from further study. Because the Add Two High Occupancy Vehicle Lanes in Each Direction Alternative (HOV Lanes Alternative) and the Add Two Express Lanes in Each Direction Alternative (Express Lanes Alternative) satisfied the project's purpose and need, these alternatives were considered reasonable and were evaluated further. Although the No Build Alternative fails to satisfy the project's purpose and need, consistent with NEPA regulations, it was carried forward as the baseline for comparison.

## 3.2 REASONABLE ALTERNATIVES

The reasonable alternatives were evaluated based on the degree to which the alternatives meet the following criteria:

- Maximizing use of the existing ROW and infrastructure
- Limiting environmental effects by staying within existing ROW
- Projected impacts on mobility

- Providing a reliable link between 183A, SH 45N, and MoPac express lanes
- Ability to Fund Project

As detailed in the Alternatives Analysis Technical Report, the HOV Lanes Alternative would minimize environmental effects by constructing the additional lanes within the existing ROW, and would provide a link to 183A, but it would not provide a reliable link to the express lanes on MoPac. Further, the HOV Lanes Alternative's projected impacts on mobility are less beneficial than those expected to result from the Express Lanes Alternative, as traffic modeling shows that HOV lanes along the limits of the proposed project would not be effectively utilized as the HOV lanes would be expected to move 13 percent fewer people than the express lanes (TxDOT 2016a). Given this under-utilization, combined with the challenges of effective enforcement, and its failure to provide a reliable link to the other managed lanes adjacent to the project limits, the HOV Lanes Alternative was removed from consideration as the recommended alternative.

With the Express Lanes Alternative, two express lanes in each direction would be constructed entirely within the existing ROW[1]; thus, minimizing environmental effects and avoiding residential and commercial displacements. Speed and travel time benefits would be realized by users of the express lanes as well as users of the existing US 183 general purpose lanes. The Express Lanes Alternative would transport more people through the corridor than the HOV Lanes Alternative and maintain reliability through the use of variable toll pricing. Further, variable toll pricing would provide funding to construct and operate the proposed project, as included in the region's financially constrained long range Regional Transportation Plan (RTP).

For the reasons mentioned above, the Express Lanes Alternative was identified as the recommended alternative and was presented to the public, as such, at Project Open House meetings held in February 2014 and July 2014.

Public comments received at the Open Houses cited the traffic congestion that results from MoPac to McNeil Drive both northbound and southbound as the lanes are reduced from four to three on either side of this stretch of roadway. In response to these concerns, the recommended alternative (Expressway Alternative) was modified to include a fourth GP lane northbound and southbound, in those areas where only three GP lanes currently exist. The Build Alternative, described in **Section 3.3.1** and evaluated in this environmental assessment, reflects the modified recommended alternative.

[1] Although the Express lanes would be located entirely within existing ROW, as indicated in this EA, approximately 8 acres ROW would be required to accommodate water quality ponds.

Although the No Build Alternative fails to meet the project's purpose and need and is not the recommended alternative, it was carried forward (per the requirements of NEPA) as the baseline for comparison. The No Build Alternative is evaluated in this environmental assessment along with the Build Alternative.

## 3.3 ALTERNATIVES ADVANCED FOR DETAILED EVALUATION

The alternatives identification and evaluation process, described above, resulted in the winnowing of the field of alternatives down to two alternatives: the Build Alternative and the No Build Alternative. These two alternatives are described below and are evaluated in detail in subsequent sections of this environmental assessment.

### 3.3.1 BUILD ALTERNATIVE

As proposed, the Build Alternative would include the construction of two variable-priced (tolled) express lanes in each direction. The express lanes would extend from MoPac (on the south) to SH 45/RM 620 (on the north). Transitions between the express lanes and existing roadways, which are part of the tolled facility, would occur along MoPac (extending 3 miles south to RM 2222), US 183 (extending 2,800 feet north of SH 45/RM 620 and 2,000 feet south of MoPac), and SH 45/RM 620 (extending 0.9 mile west of US 183). The length of the proposed project, including all transitions, is approximately 13 miles.

The proposed express lanes would be constructed in the center median of US 183. Each express lane would be 11-feet-wide. A four-foot-wide buffer would separate the express lanes from the general purpose lanes. A concrete median barrier and four-foot-wide inside shoulders would separate express lane directions of travel.

Access to and from SH 45/RM 620 and MoPac to the US 183 express lanes would be provided via direct connectors (also known as "flyovers") to be constructed as an element of the proposed project. Access to and from SH 45/RM 620 to the US 183 general purpose lanes would also be provided via the direct connectors. The direct connectors would be 26-feet-wide and would accommodate a single 14-foot-wide lane, four-foot-wide inside shoulder and eight-foot-wide outside shoulder. Additional access to the express lanes would be provided from the general purpose lanes via entrances/exits. Entrances/exits would be located at each end of the project and at various locations along the corridor. In total, 14 entrance/exits are proposed. The locations of entrances/exists are shown on the plan view included in **Appendix A**.

The direct connectors would be elevated; the express lanes and additional general purpose lanes would, in most areas, be built at the grade of the existing general purpose lanes.

The project would include construction of a fourth (non-tolled) general purpose lane, northbound and southbound, in those areas where only three general purpose lanes currently exist:

northbound between Braker Lane and McNeil Drive/Spicewood Springs Road; southbound from approximately Lake Creek Parkway to the entrance ramp from SH 45; and southbound between one mile north of McNeil Drive/Spicewood Springs Road and MoPac. All general purpose lanes and auxiliary lanes would be 11-feet-wide. In general, ten-foot-wide outside shoulders would be adjacent to the general purpose lanes.

To complement the capacity improvements described above, a 1,300-foot-long auxiliary lane would be added at the southbound entrance ramp from Oak Knoll (addressing an existing bottleneck). A shared use (bicycle/pedestrian) path would be constructed from Jollyville Road to Pond Springs Road, crossing under US 183 at McNeil Drive/Spicewood Springs Road. This shared use path would connect the existing bike lanes on Jollyville Road to the existing bike lanes on Pond Springs Road. Another shared use path would be constructed along the northbound frontage road from Pond Springs Road to Lake Creek Parkway. This path would connect the existing bike lanes on Pond Springs Road to the existing bikes lanes on Lake Creek Parkway. Gaps in existing sidewalks along the frontage roads would be filled throughout the project limits. Additionally, with the exception of Braker Lane, Lake Creek Parkway and Loop 360 (which already have bike lanes), all cross streets would be restriped to include bike lanes under US 183.

To achieve desired water quality treatment goals, existing water quality ponds would be expanded and/or new water quality ponds would be constructed. The size and location of ponds would be determined during the final design of the proposed improvements. For purposes of environmental study, several potential (candidate) pond sites have been identified.

Collectively, the potential pond sites encompass approximately eight acres. It is anticipated that actual ROW necessary for ponds could be less than eight acres; thus, the eight acres is considered the “maximum footprint”. Permanent easements (in addition to those that currently exist) are not proposed. The eight acres of ROW represents the maximum amount of additional ROW necessary for the proposed project.

The Build Alternative satisfies the project purpose and need by facilitating congestion management and providing a reliable route for transit and emergency response. Collectively, the capacity provided by the proposed (tolled) express lanes which would extend the entire length of the project and the additional approximately eight-lane-miles of (non-tolled) general purpose lanes would increase capacity in the corridor. The additional capacity, in and of itself, would facilitate congestion management. Congestion management would be further facilitated by variable toll pricing of the express lanes. As proposed, express lane toll rates would be regulated by demand. When demand for use of the express lanes is lower, toll rates would be lower. During periods of higher demand, tolls would increase. The increased toll rates would result in fewer vehicles using the express lanes. With lower traffic volumes, a higher, more reliable speed can be maintained. Called “dynamic pricing”, this supply and demand-based system allows the express lanes to be

operated at a consistent, optimum speed. Consistency in travel speed equates to reliable travel times for commuters as well as transit and emergency service vehicles.

The proposed project would be constructed in phases. Although a phasing plan has not yet been developed, it is anticipated that the proposed express lanes would be constructed during the initial phases of project construction.

**Figure 4** includes typical sections of the proposed US 183 facility. **Appendix A** is a plan view (lay-out) of the proposed facility including the locations of water quality ponds to be constructed/expanded and the transitions along US 183, SH 45/RM 620 and MoPac.

In the Austin metropolitan area, existing US 183 is a primary north/south freeway and is heavily utilized by commuters. SH 45/RM 620, the northern terminus for the project, is a major east-west freeway. Via connections to US 183 (and other north-south freeways), SH 45/RM 620 serves as a primary commuter route for travel into the Austin metropolitan area. The southern project terminus, MoPac, is also a major commuter freeway. It provides access into the Austin Central Business District, the Capital Complex, the University of Texas and other regional destinations. As major freeways, SH 45/RM 620 and MoPac provide logical termini for the proposed 183 North Mobility Project. The proposed project would have independent utility as it would stand-alone to improve mobility in the project area without reliance on other transportation improvements.

### 3.3.2 NO BUILD ALTERNATIVE

Under the No Build Alternative, the proposed 183 North Mobility Project would not be constructed. The No Build Alternative would not require the conversion of approximately eight acres from existing land uses to transportation use (ROW) nor would other project-related impacts occur. The No Build Alternative would not aid in congestion management or improve reliability for transit and emergency services. Consequently, the anticipated mobility benefits of the proposed project would not be realized and conditions in the US 183 corridor would continue to deteriorate. For this reason, the No Build Alternative does not meet the purpose and need for the proposed improvements (described in **Section 2.0**) and is not the recommended alternative. Although not recommended, the No Build Alternative was carried forward for further analysis.

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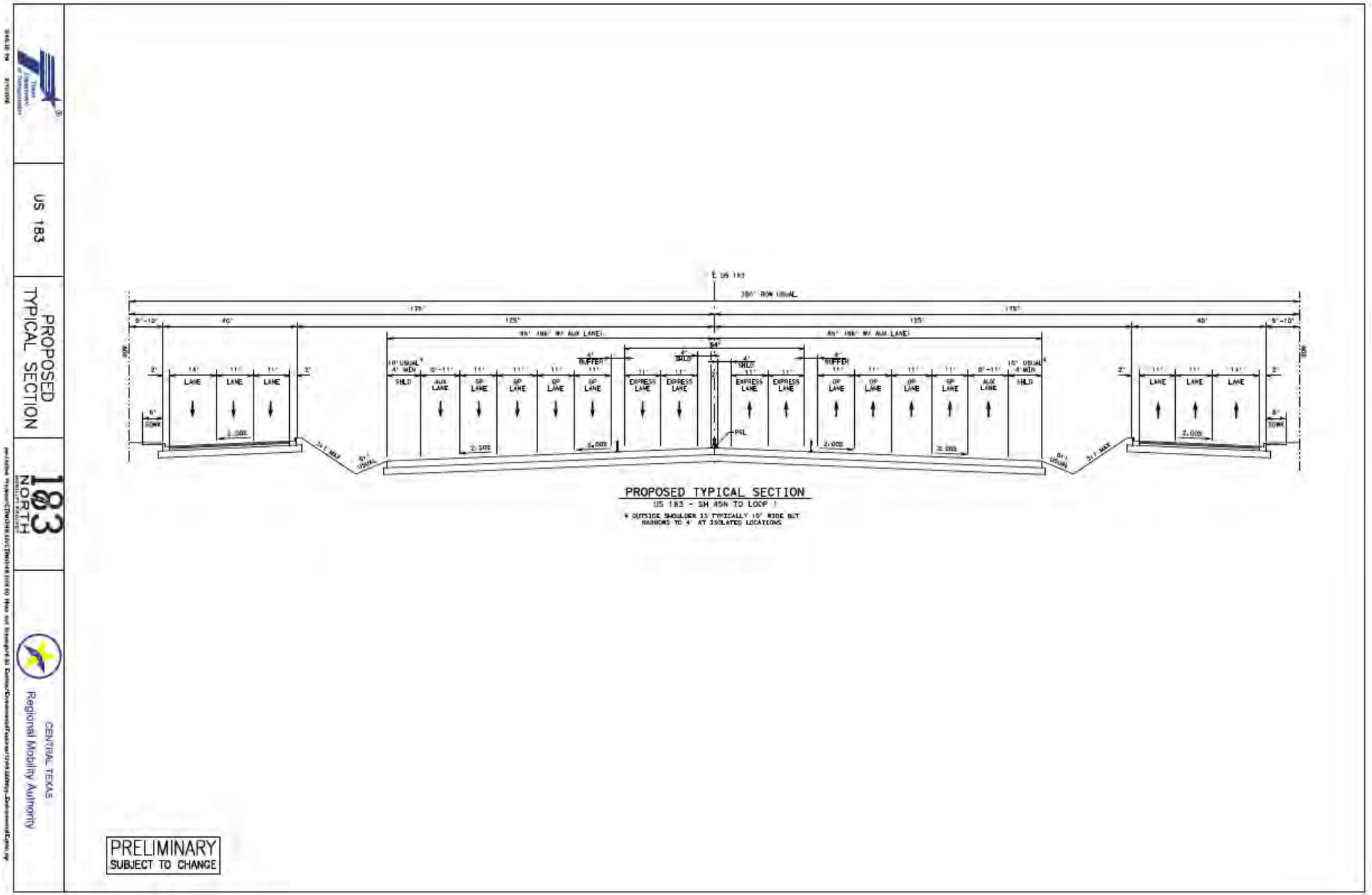
*Figure 4: Proposed Typical Section*



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# 4.0 PLANNING AND PROGRAMMING STATUS

Improvements to US 183 are included in the Capital Area Metropolitan Planning Organization (CAMPO) 2040 Plan (the long range metropolitan transportation plan for the greater Austin-area) as amended on February 8, 2016. The 2040 Plan calls for the addition of two express lanes in each direction, as well as an additional (fourth) general purpose lane. Environmental study authorization is included in Appendix C of CAMPO's 2015–2018 Transportation Improvement Program (TIP) and TxDOT's Statewide Transportation Improvement Program (STIP). A 2019 project letting is anticipated; thus, construction funding is not included in the current TIP/STIP. Copies of the applicable pages from the CAMPO 2040 Plan and current TIP/STIP are included in **Appendix B**.

The estimated total project cost of the proposed US 183 project is $650 million in year of expenditure dollars as of September 2015. The project would be financed with a combination of state, federal and bond financing (with bonds to be repaid using toll revenues).

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# 5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

Scope and Focus of Analysis: The project objectives and environmental issues were a primary focus in the planning, design and environmental analysis processes. The documents and/or technical reports that were prepared in conjunction with development of this environmental assessment are listed in **Table 5-1**.

The technical reports and documents listed in **Table 5-1** are incorporated by reference in this environmental assessment. Copies of the technical reports are on file and available for review at the offices of the Mobility Authority (3300 North IH-35, Suite 300, Austin, Texas) and the TxDOT-Austin District (7901 North IH-35, Austin, Texas). Those technical reports that do not contain sensitive information are also posted at www.183North.com.

Based on the information and analysis contained in the referenced documents/technical reports, input received through the project scoping and public involvement process, and other factors (such as lack of occurrence in the project area), it was determined that the proposed project would have no impact on the following resource categories: farmlands, navigable waters, wild and scenic rivers, coastal barriers and resources, and Section 6(f) resources.

Under Section 4(f) of the Department of Transportation Act (49 USC 303), FHWA may not approve the use of land from a publicly-owned park, recreation area, wildlife or waterfowl refuge, or historic (eligible in National Register of Historic Places [NRHP]) site unless a determination is made that: 1) there is no feasible and prudent alternative, and 2) the action includes all possible planning to minimize harm to the property resulting from use. Within the project area, there are no publicly-owned parks, recreation areas, or wildlife refuges. Additionally, the Texas Historical Commission (THC) concurred that all historic-age resources in the APE are determined not eligible for listing in the NRHP (see **Appendix D**). Therefore, Section 4(f) does not apply to the proposed project.

Resources with the potential to be affected by the implementation of the proposed project are discussed in the following sections.

Types of Effects: For purposes of environmental study, project-related effects are categorized as direct, indirect and cumulative.

Direct effects are defined as those impacts which are caused by the action and occur at the same time and place. Indirect effects, while being reasonably foreseeable, are also caused by the action, but occur later in time or are farther removed in distance. Encroachment-alteration effects are a type of indirect impact, removed from the proposed project in both time and distance, and defined as those impacts that alter the behavior and function of the physical environment. Other indirect effects pertain primarily to induced growth. Cumulative effects result from the incremental impacts

of an action when considered together with other past, present and reasonably foreseeable future actions regardless of who takes the other actions.

The remainder of this section addresses direct and (indirect) encroachment-alteration effects that would result from the proposed project. The potential for indirect effects resulting from project-induced growth is discussed in **Section 6.1**. Cumulative impacts are discussed in **Section 6.2**.

*Table 5-1: Documents/Technical Reports Prepared in Conjunction with the EA*

| Document/Technical Report | Date of Report |
|---|---|
| Traffic Air Quality Assessment and Quantitative Mobile Source Air Toxics Technical Report | March 2016 |
| Alternatives Analysis Technical Memorandum | April 2016 |
| Archaeological Background Study | January 2015 |
| Intensive Cultural Resources Study for the 183 North Improvement Project | August 2015 |
| Biological Evaluation Form | July 2015 |
| Community Impact Assessment Technical Report* | July 2015 |
| Geologic Assessment of the 183 North Mobility Project | September 2015 |
| Groundwater Technical Report for the Central Texas Regional Mobility Authority 183 North Mobility Project | July 2015 |
| Hazardous Materials Initial Site Assessment | February 2015 |
| Hazardous Materials Technical Report the US 183 North Mobility Project | April 2016 |
| Report for Historical Studies Survey | July 2015 |
| Indirect Impacts Technical Report | April 2016 |
| Technical Report- Potential Impacts to the Jollyville Plateau Salamander from the Proposed 183 North Mobility Project | September 2015 |
| Technical Report- Potential for Impacts to Endangered Karst Invertebrates from the Proposed 183 North Mobility Project | September 2015 |
| Cumulative Impact Assessment | February 2016 |
| Noise Technical Report | July 2015 |
| Water Resources Technical Report | April 2016 |
| Purpose and Need Technical Memorandum | July 2015 |
| Open House #1 Summary Report February 18, 2014 | February 2014 |
| Open House #2 Summary July 8, 2014 | July 2014 |
| Open House #3 Summary March 10, 2015 | September 2015 |
| Public Hearing Summary November 12, 2015 | February 2016 |

*The Project Level Environmental Justice Toll Analysis is included in the Community Impact Assessment Technical Report

## 5.1 RIGHT-OF-WAY/DISPLACEMENTS

Build Alternative: The Build Alternative would require the acquisition of up to approximately eight acres of new (additional) ROW, none of which has been previously acquired through early acquisition. The additional ROW would be necessary to accommodate water quality ponds.

The additional ROW would be acquired from three parcels. One of the parcels is currently publicly-owned (city of Austin). The other two are privately held.

All ROW acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1979, as amended. The proposed project would not result in the displacement of any residences or businesses.

*Encroachment-Alteration Effects of Build Alternative*: ROW acquisition would be limited to those properties required for roadway construction. ROW acquisition would not be expected to change the function or behavior of the physical environment on neighboring properties or in the surrounding area; thus, encroachment-alteration effects stemming from ROW acquisition are not anticipated.

No Build Alternative: Under the No Build Alternative, no project-related ROW would be acquired.

## 5.2 LAND USE AND CONSISTENCY WITH LOCAL PLANNING

The project area is located in southwestern Williamson County and northwestern Travis County. It is located entirely within the Austin city limits. Within the project area, US 183 is an established, highly developed corridor. Land use immediately adjacent to US 183 is dominated by commercial development. Single-family and multi-family residential development and isolated parcels of vacant, undeveloped land are also found adjacent to the roadway. Residential development dominates the surrounding area.

Build Alternative: Given the established nature of the corridor and limited undeveloped land, it is not anticipated that the proposed improvements (Build Alternative) would alter development patterns within the US 183 corridor.

The proposed project was evaluated for consistency with Imagine Austin - the City of Austin's comprehensive plan. Imagine Austin, adopted by the Austin City Council on June 14, 2012, establishes a vision to guide growth and development over a thirty-year period. The proposed project is consistent with Imagine Austin which identifies US 183 as a roadway "expansion corridor" (City of Austin, 2012).

The project was also evaluated and found to be consistent with Austin's Traffic Congestion Action Plan. A key objective of that plan is to "reduce congestion by providing additional capacity or eliminating some existing traffic demand". "Constructing new infrastructure" and, more specifically, "construction of the US 183 corridor in east and north Austin to provide continuous access controlled facilities with express options . . ." are identified as strategies for reducing congestion (City of Austin, 2015).

*Encroachment-Alteration Effects of Build Alternative*: US 183 is an established freeway traversing an extensively developed, urban area; encroachment-alteration impacts to land use are not anticipated as a result of the Build Alternative.

No Build Alternative: Under the No Build Alternative, the additional ROW would not be obtained and there would be no 183 North Mobility Project-related land use impacts. The No Build Alternative is not consistent with the RTP (CAMPO 2040 Plan), the City's comprehensive plan (Imagine Austin) or the City's Traffic Congestion Action Plan.

## 5.3 POPULATION GROWTH

The Austin-Round Rock metropolitan statistical area (MSA), which encompasses Bastrop, Caldwell, Hays, Travis and Williamson counties, has experienced sustained growth over the last three decades, with its population increasing 220 percent between 1980 and 2010. As part of the MSA, Travis County has experienced strong growth, increasing in population by 144 percent over the same period. Williamson County is one of the fastest growing counties in the Austin MSA, expanding 452 percent between 1980 and 2010. While the city of Austin has grown over the last thirty years, outlying areas such as Cedar Park have seen even higher rates of growth. Projections indicate growth will continue into the foreseeable future. The projected percent change from the year 2010 to 2040 for Travis County, Williamson County, city of Austin and city of Cedar Park are approximately 69 percent, 134 percent, 68 percent and 85 percent, respectively.

Build Alternative: As indicated previously, the proposed improvements (Build Alternative) would not be expected to impact growth or development in the established US 183 corridor. The capacity and other mobility improvements inherent to the Build Alternative would, however, have a positive effect on the ability of US 183 to effectively serve the growing regional and local populations and increased traffic volumes resulting from population growth.

*Encroachment-Alteration Effects of Build Alternative*: Encroachment-alteration effects would be positive as the proposed project (Build Alternative) would facilitate the management of congestion resulting from population growth that is expected to continue well into the foreseeable future.

No Build Alternative: The No Build Alternative would not directly influence growth patterns in the already heavily-developed US 183 corridor. Under the No Build scenario, the additional capacity and other mobility improvements associated with the proposed project would not occur; congestion

would be compounded by future population growth and travel times for transit and emergency response would remain unreliable.

## 5.4 SOCIOECONOMIC IMPACTS

### 5.4.1 COMMUNITY IMPACTS

The US 183 corridor is heavily developed; construction of US 183 pre-dates most development in the corridor. Area neighborhoods include Anderson Mill, Balcones Woods and Balcones West located adjacent to the US 183 corridor and Allendale along the MoPac corridor. These neighborhoods do not have direct access to US 183. Instead, they utilize local collector roads to access the freeway. Numerous churches, schools and parks, two hospitals (Seton Northwest and Healthsouth Surgical), one public library (Spicewood Springs Branch Library) and a regional mall (Lakeline Mall) are located in the project vicinity. Spicewood Springs Branch Library is located one block west of US 183; none of the schools or parks is immediately adjacent to US 183. Socioeconomic and demographic information about the affected communities is found in the Community Impact Assessment Technical Report.

Build Alternative: The proposed project would not alter the existing horizontal alignment relative to existing neighborhoods and the project would not separate or divide neighborhoods. With the exception of the approximately eight acres (maximum) of new ROW required for water quality ponds, the proposed project would be constructed within existing ROW. The property to be acquired is currently undeveloped or contains existing storm water ponds that would be expanded; thus, no displacements of residences, businesses, parkland or other community facilities would result from acquisition.

Although the direct connectors would enhance access, no new (additional) points of access would be added nor would any be removed. Changes to community cohesion, neighborhood stability, existing access to specific services, or recreation patterns at public facilities are not expected to occur under the proposed project.

Further, the express lanes would be available for use by Capital Metropolitan Transportation Authority (Capital Metro) buses toll-free; thereby, enhancing transit mobility in the corridor. The proposed express lanes would connect to the express lanes currently being constructed on MoPac from Parmer Lane to Cesar Chavez Street, as well as to the 183A toll lanes north of the project limits, thereby linking two managed lane systems and providing users (including transit) with a continuous express route from Leander to downtown Austin.

The sidewalks, shared use paths and cross-street bicycle lanes included in the Build Alternative would serve to enhance neighborhood connectivity and community cohesion by making the corridor more usable for cyclists and pedestrians.

*Encroachment-Alteration Effects of Build Alternative*: The proposed project would alter travel patterns along Anderson Mill Road as many drivers who currently use the roadway to reach US 183 would instead utilize RM 620 to access US 183 via the direct connectors. In turn, neighborhoods along Anderson Mill Road would experience benefits associated with decreased cut through traffic. Drivers north of SH 45 who currently travel to Lakeline Mall Drive to access US 183 would be able to access the proposed express lanes north of Lakeline Mall Drive; thus, reducing through traffic along neighborhood roadways currently used to access the Lakeline Mall Drive entrance ramp.

No Build Alternative: Under the No Build Alternative, there would be no 183 North Mobility Project-related impacts to communities. There would also be no new sidewalks, shared use paths or cross-street bicycle lanes built as part of this project. The express lanes added as part of the proposed project would not be available for use by Capital Metro buses; therefore, enhanced (i.e. improved travel times and reliable) transit mobility would not be available in the study area.

### 5.4.2 ENVIRONMENTAL JUSTICE

As detailed in the Community Impact Assessment Technical Report, Block Group 1 in Census Tract 204.05 in Williamson County contains 60.7 percent minority residents and Block Group 3 in Census Tract 17.52 in Travis County has a median household income of $17,386. These two block groups are considered EJ populations based on minority and low income criteria, respectively. Potential direct impacts to the EJ populations were analyzed to ensure these groups would not be adversely or disproportionately affected by the Build Alternative.

Build Alternative: It was determined that no displacements would occur to homes, businesses, or other buildings within the EJ block groups as a result of the proposed project. The Build Alternative would not alter existing access to or within any neighborhoods in the project area; access to/from the two EJ block groups would remain unchanged. The proposed project would provide mobility benefits to communities in the project area, including the EJ populations within the two block groups. EJ travelers and non-EJ travelers alike would experience the benefits associated with congestion management, improved travel times and more reliable transit and emergency response.

The proposed express lanes would utilize variable toll pricing, requiring (EJ and non-EJ) users to pay a toll to drive on the facility. The 2008 Toll Road Opinion Survey, conducted by the Texas Transportation Institute, indicates that the frequency of toll road use is fairly similar between EJ survey respondents and non-EJ survey respondents. Notable differences emerge in trip purpose, as it was determined that EJ respondents are more likely to use toll roads for non-discretionary trips (such as travel to school or work). However, examining the situations that are conducive for use of toll roads, EJ and non-EJ respondents answered similarly; approximately half of respondents cited congestion avoidance and convenience as the basis for their decision to utilize toll roads. (TTI, 2008). None-the-less, the relative economic impact associated with paying the toll would be higher for low-income EJ users than for those with higher incomes (TxDOT 2015b).

In addition to the capacity, mobility and reliability benefits of the express lanes, the EJ population would realize the benefits of the additional general purpose lanes, shared use paths and sidewalks – all of which are components of the Build Alternative. Even if an EJ driver chooses not to utilize the express lanes, he or she would experience benefits associated with the proposed project. Speeds in the non-tolled general purpose lanes are projected to increase over the No Build scenario. This increase in speeds is the result of the added capacity (fourth general purpose lane) and the effect of some drivers electing to pay the toll and enter the express lanes; thereby, removing their vehicles from traffic in the general purpose lanes. Further, Capital Metro buses would be able to use the express lanes toll-free, enabling more reliable transit in the US 183 corridor for all transit riders (EJ and non-EJ). Likewise, reliable emergency response would be facilitated to the benefit of all area residents (EJ and non-EJ).

Considering the totality of the impacts – both positive and negative – summarized above, adverse or disproportionate impacts to EJ populations would not be expected as a result of the proposed project (Build Alternative). The proposed project would benefit EJ and non-EJ populations alike, increasing mobility within the project limits for drivers and transit users, providing a reliable route for transit and facilitating reliable emergency response.

*Encroachment-Alteration Effects of Build Alternative*: The Build Alternative would not alter access to/from the EJ areas and any changes in travel patterns resulting from the project would be minimal. EJ populations would realize the long-term benefits of enhanced mobility, greater transit reliability (and potentially increased transit service within the corridor) as well as more effective emergency response. Community cohesion within the study area (which includes the two EJ block groups) would be enhanced by the construction of shared use paths and additional sidewalks. Collectively, these improvements would facilitate bicycle and pedestrian traffic between neighborhoods and to/from community facilities located along the corridor. For these reasons, the Build Alternative would not result in adverse encroachment-alternation effects on EJ populations.

No Build Alternative: No 183 North Mobility Project-related impacts to minority or low-income populations would occur under the No Build Alternative as the proposed project would not be constructed.

### 5.4.3 TOLLING

A project-level toll analysis was conducted for the proposed 183 North Mobility Project and is included in the Community Impact Assessment Technical Report (TxDOT 2015b). The Mobility Authority's current toll policies, anticipated toll rates and methods of collection, toll gantry locations, availability of non-toll facilities and travel times were considered in the analysis. The Project Level Environmental Justice Toll Analysis was conducted using a travel demand model to identify potential toll road users and to conduct a travel time analysis for persons residing in environmental justice (EJ) traffic analysis zones (TAZs) and in non-EJ TAZs. This work was done according to the standards established by the Federal Highway Administration (FHWA) and TxDOT (TxDOT 2015b).

Build Alternative: Current Mobility Authority policies exempt military and emergency response vehicles from the payment of tolls; these vehicles could travel the express lanes provided under the Build Alternative without incurring tolls. Public transportation vehicles that are owned or operated on behalf of the Capital Metropolitan Transportation Authority (Capital Metro) or Capital Area Rural Transportation System are also exempt from paying tolls on Mobility Authority toll facilities. Additionally, it is the Mobility Authority's practice to allow Capital Metro registered carpools and vanpools to use express lanes/toll facilities without paying tolls.

Alternative travel options would remain available for those who choose not to use the proposed express lanes. At a minimum, the same number of general purpose and frontage road lanes that currently exist on the facility would remain open. In those locations that currently lack a fourth general purpose lane, a fourth (non-tolled) general purpose lane would be constructed; thus, increasing the non-tolled capacity of the facility.

Travel demand modelling conducted for the proposed project reveals improvement in average speed and travel time for the Build Alternative when compared to the No Build Alternative. This holds true for the (non-tolled) general purpose lanes as well as the (tolled) express lanes.

The potential cost per household calculations assumes that a toll road user makes 250 round-trips per year along the 8-mile toll road from Lakeline Mall Drive to Loop 1. The annual cost for low, mid, and high toll fees would be approximately $250, $1,250, and $2,225 for peak direction trips, and $250, $375, and $488 for off-peak direction using only US 183 express lanes, respectively. If the trips include usage of the RM 620 and Loop 1 direct connectors at both ends of the project, the annual cost for low, mid, and high toll fees would be approximately $250, $1,925, and $3,575 for peak direction, $250, $650, and $1,025 for off-peak direction, respectively.

A user with an annual household income that equals Travis County's median household income of $58,025 would spend between 0.4% and 3.8% for peak direction tolls and between 0.4% and 0.8% to for off-peak direction tolls. A user with an annual household income that equals Williamson County's median household income of $71,803 would spend between 0.3% and 3.1% for peak direction travel. The annual cost of off-peak direction travel would range from 0.3% to 0.7% (TxDOT 2015b).

The 2013 Health and Human Services threshold for poverty is $23,550 for a family of four. Households living at or below this income level would spend a higher percentage of their income on the proposed tolls. The estimated economic impact to users of the peak direction express lanes would range from 1.06% to 9.45% of annual income. The estimated economic impact to users of the off-peak direction express lanes would range between 1.06% and 2.07% of annual income (TxDOT 2015b).

A Regional Toll Analysis, addressing the effects of the network of toll facilities serving the greater Austin-area, has been prepared and is awaiting approval from FHWA.

*Encroachment-Alteration Effects of the Build Alternative*: Tolls are a fee incurred at the time of use; encroachment-alteration effects would not be applicable to tolling.

No Build Alternative: Under the No-Build Alternative there would be no express lanes and no tolling of US 183 in the project area; no toll-related impacts would occur.

### 5.4.4 LIMITED ENGLISH PROFICIENCY

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," requires federal agencies to examine the services they provide, identify any need for services to those with Limited English Proficiency (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them.

Within the study area block groups, 5.8 percent of the population speaks English 'less than very well', indicating the presence of LEP populations in the study area. Throughout the project limits, signage is displayed in English, with some Spanish language signage at various businesses. No requests for special accommodations were made for any of the public meetings (held January 28, 2014, July 8, 2014, and March 10, 2015) or the public hearing (held November 12, 2015), though Spanish-speaking staff members were available. Efforts will continue to be made throughout the project development process to engage LEP populations by, upon request, providing project and meeting materials and notices in both English and Spanish.

## 5.5 UTILITIES/EMERGENCY SERVICES

Build Alternative: The proposed project would require the adjustment or relocation of underground and/or overhead utilities. At the current phase of project development, the locations of utilities potentially requiring adjustment or relocation have not yet been identified. Impacted utilities would be identified during the final design phase. At that time, coordination with utility owners and service providers would occur and relocation/adjustment plans would be developed. Utility relocations and adjustments would be accomplished with the minimal practical disruption in service to utility customers.

The project area is served by the City of Austin's Jollyville Fire Station, located at 9218 Anderson Mill Road. Seton Northwest Hospital, located at 11113 Research Boulevard, provides emergency medical services in the project area. Although project-related delays would be anticipated during construction, every reasonable effort would be made to minimize delays. Further, the Mobility Authority would proactively communicate with emergency service providers throughout the duration of construction; thus, ensuring emergency service providers have accurate, up-to-date information concerning lane closures and construction activities that could impact response times. Once

construction is complete, emergency response times are expected to be lower than response times currently experienced because emergency vehicles would be able to access the express lanes and avoid congestion on the general purpose lanes. The proposed project would facilitate reliable emergency response.

*Encroachment-Alteration Effects of the Build Alternative*: Required utility adjustments would occur prior to or during construction of the proposed project. Efforts would be made during construction to minimize construction-related delays and to ensure emergency responders are aware of road conditions and lane closures. Given that both issues are limited to the construction phase and would be confined to the project area, encroachment-alteration effects are not applicable.

No Build Alternative: Under the No Build Alternative there would be no project-related impacts to utilities. Emergency response would continue to be hindered by heavy congestion and unreliable travel times associated with congestion. Response times would grow even longer in the future as congestion in the corridor worsens.

## 5.6 VISUAL/AESTHETICS

US 183 is a major, controlled access freeway, complete with frontage roads, grade separations at cross streets and multi-level interchanges at SH 45/RM 620 and MoPac. Sign bridges and overhead lighting are present throughout the corridor. With little exception, vegetation in the ROW consists of maintained grass with little tree cover. Aesthetic enhancement of the existing freeway is minimal. The freeway is a dominant visual feature in the project area.

An abbreviated visual impact assessment (VIA) following FHWA recently released Guidelines for the Visual Impact Assessment of Highway Projects (FHWA, 2015) was completed for the project. The VIA is included as **Appendix C**. The memo describes the area of visual effect; identifies the static and dynamic viewers of the facility; and analyzes the potential project impacts on visual resources and viewers. The VIA findings are summarized below.

Build Alternative: The proposed project would generally follow the existing alignment of US 183 and would primarily be contained within existing ROW. The extension of the direct connector from northbound US 183 to westbound RM 620, construction of a new button-hook exit at Deerbrook Trail and the construction of braided (elevated) express lane exit/entrance ramps near Pond Springs Road would construe the primary changes to the visual environment in the project corridor. While the new button-hook exit at Deerbrook Trail is compatible with the overall character of the existing environment and travelers on the facility would be expected to experience a neutral visual impact, static viewers (residential neighbors on the south side of RM 620) would likely experience an adverse visual impact at this location due to removal of woody vegetation. The extension of the direct connector ramps from northbound US 183 to westbound RM 620 would be compatible with the existing visual characters of the corridor and would be expected to cause a neutral visual

impact. The addition of braided express lane entrance/exit ramps would be compatible with the existing visual character of the corridor and would be expected to cause a neutral visual impact.

The proposed project has included public involvement (described in **Section 8.0**) and the public has been encouraged to submit comments, including comments regarding the aesthetics of the project corridor. The proposed project would involve some landscaping and erosion control, and would use native and non-invasive, locally-adapted vegetation when reasonable and feasible. Additionally, aesthetic design treatments would be used on structures (grade separations and bridges) and appropriate colors and materials would be selected allowing the project to blend with the surrounding built and natural environment and compliment the landscape.

*Encroachment-Alteration Effects of the Build Alternative:* The proposed project entails improvements/modifications to an existing visual element (US 183) rather than introducing a new visual element into the environment; thus, visual encroachment-alteration effects are not anticipated.

No Build Alternative: The No Build Alternative would not result in 183 North Mobility Project-related visual impacts along the US 183 corridor as the proposed improvements would not be constructed.

## 5.7 CULTURAL RESOURCES

### 5.7.1 ARCHAEOLOGICAL RESOURCES

Within the project area, the US 183 corridor is heavily modified and extensively disturbed as a result of transportation infrastructure and urban development. Roadway construction, maintenance and subsequent utility installations have impacted the entire project area (SWCA 2015a). An Archaeological Resource Background Study for the project was completed in 2015 (SWCA 2015b). For purposes of archaeological investigation, the area of potential effects (APE) is the existing US 183 ROW and easements combined with the approximately eight acres of proposed ROW. The background study identified four previously-recorded sites within or adjacent to the US 183 APE. Three of the four sites were recommended for further investigation.

An intensive pedestrian archaeological survey was conducted by SWCA Environmental Consultants (SWCA) in February 2015. The survey was conducted in accordance with THC/Council of Texas Archaeologists standards. The survey area included the existing US 183 ROW, existing easements and the approximately eight acres of proposed ROW. During the survey, SWCA assessed the status/condition of the three previously recorded sites. The survey revealed no remnants of the three previously recorded sites as all three sites have been destroyed by previous activity within the corridor. No new sites were identified during the survey and no additional investigations were recommended (SWCA 2015a). Survey results were coordinated with the Texas Historical Commission. Required Section 106 Consultation with tribes and the Texas Historical Commission for archaeological resources and Texas Antiquities Code Consultation was completed on April 23,

2015 and July 24, 2015, respectively. With regard to archaeological resources, the THC concurred that the proposed project can proceed to construction (see **Appendix D**).

Build Alternative: The proposed project (Build Alternative) would not result in direct impacts to known archaeological resources. In the unlikely event that cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the Texas Historical Commission could arrive on site and assess the discovery's significance and the need, if any, for additional investigation.

*Encroachment-Alteration Effects of the Build Alternative:* Potential impacts to archaeological resources would be limited to the construction phase of the project and confined to the existing and proposed ROW and existing easements; thus, encroachment-alteration effects would not occur.

No Build Alternative: As construction of the proposed 183 North Mobility Project would not occur, there would be no US 183 project-related impacts on archaeological resources associated with the No Build Alternative.

### 5.7.2 HISTORIC RESOURCES

In compliance with the Programmatic Agreement for Transportation Undertakings, as executed among FHWA, TxDOT, the State Historic Preservation Officer, and the Advisory Council on Historic Preservation, an historic resource survey was conducted for the proposed US 183 project (CP&Y, 2015). For purposes of the survey, an APE was established as follows[2]:

- Existing ROW where no new ROW or conversion from non-transportation use is proposed and where the total amount of proposed pavement within the ROW would not be doubled;
- 150 feet from existing ROW at proposed easements for ponds to be constructed on non-TxDOT-owned lands or any conversion from non-transportation use on TxDOT-owned lands;
- 150 feet from existing ROW, where proposed construction would be more than 5 feet above existing ground level, in order to take into account visual effects from historic resources.

A survey study area (SSA) was established and included the area within 1,300 feet of the existing or proposed ROW.

Build Alternative: Based on a review of the Texas Historical Commission's Historic Sites Atlas, one previously identified historic resource is located within the SSA: the NRHP-eligible Allandale Historic

[2] Subsequent to establishment of the historic survey APE, the project ROW requirements were refined. The refinements resulted in the need for less ROW than originally anticipated and eliminated the need for proposed easements.

District. No resources from the historic district are located within the APE of the proposed project. Two official Texas historical markers (OTHM) were also identified. One is located within the APE and one is located within the SSA. The proposed project would not require the relocation of either OTHM.

A total of 8 historic-age resources were identified within the APE. The historic resources survey originally identified 12 resources. Subsequently, changes to the project description resulted in the elimination of 4 resources. These changes are documented in Attachment E to the Report for Historical Studies Survey (TxDOT 2015d). The letting date for the proposed project is 2019. The original letting date that was used for the survey was 2018. The historic-age date was determined as the letting date minus 45 years, therefore the historic-age cut-off date is 1973. All resources within the APE dating to 1973 and earlier were evaluated for NRHP eligibility. As a result of a field survey of the APE in April 2015, 7 historic-age resources were recommended not NRHP-eligible. One historic-age resource, the Thompson House, (Resource 006) was recommended NRHP-eligible. It was recommended eligible under Criteria A and C at the local level, for importance within the community of Jollyville; and within the historic context, "Late Nineteenth Century to Mid-Twentieth Century Settlement in Williamson County, Texas." The Thompson House, identified as Resource 006 in the Historic Studies Report, is located at 12881/12883 Pond Springs Road in Austin, Williamson County, Texas. There would be no taking of ROW from this resource and, therefore, there would be no direct effect to this resource.

TxDOT historians reviewed the Historic Resources report submitted by CP&Y historians and disagreed with the survey report's recommendation that the Thompson House (Resource 006) is NRHP eligible under Criterion C or under Criterion A. TxDOT historians concluded that all historic-age resources in the APE are determined not eligible for listing in the NRHP. In a letter to the THC dated August 14, 2015, TxDOT historians initiated Section 106 consultation on eligibility and effect of the proposed undertaking with respect to historic properties located within the project's APE and requested signed concurrence with TxDOT's findings of eligibility. In response, by letter dated September 2, 2015, THC indicated that Resource 006 is NRHP-eligible under Criterion A. Although the property was determined eligible, THC concurred that the proposed 183 North Mobility Project would have no effect on historic resources (including Resource 006). Copies of the coordination letters between TxDOT and THC are included in **Appendix D**.

*Encroachment-Alteration Effects of the Build Alternative:* There would be no change in the elevation of the existing facility within sight of the Thompson House (Resource 006). Therefore, there would be no indirect (encroachment-alternative) effects to the resource as a result of the proposed project.

For the reasons cited above, the proposed project (Build Alternative) would have no effect on historic resources.

No Build Alternative: Because the proposed US 183 improvements would not be constructed, the No Build alternative would not result in 183 North Mobility Project-related impacts to historic resources.

## 5.8 AQUATIC ENVIRONMENT

### 5.8.1 WETLANDS AND WATERS OF THE U.S.

As detailed in the Water Resources Technical Report (TxDOT 2016b), a total of 11 surface water features are found in the project area. They include three jurisdictional waters of the United States (U.S.) (Lake Creek, Shoal Creek and a tributary to Shoal Creek), six wetland sites (three of which are potentially jurisdictional; three are isolated and non-jurisdictional), and two open water sites (one of which is potentially jurisdictional; one is non-jurisdictional).

Build Alternative: **Table 5-2** identifies the 11 features and anticipated impacts at each.

*Table 5-2: Project Surface Waters*

| Feature ID | Feature Name | Delineated Area (Acres/Linear Feet) | Existing Condition | Permanent Impacts (Acres/Linear Feet) | Proposed Work or Structure | Anticipated Permit | Jurisdictional |
|---|---|---|---|---|---|---|---|
| 1 | Lake Creek | 0.65 / 433.3 | Culvert under roadway. | <0.50 / 300 | Potential to require culvert repair or work at the crossing within existing ROW. | NWP 14 | Yes |
| 2 | Isolated Emergent Wetland | 0.15 / 109.0 | Detention pond with earthen bottom. | 0.15 / 109.0 | Proposed improvements could enlarge (widen or deepen) the detention pond. It is assumed the wetland would be impacted. | Non-jurisdictional, No permit required | No |
| 3* | Isolated Emergent Wetland | 0.06 / 95.5 | Detention pond with partial concrete lining and earthen bottom. | 0.06 / 95.5 | Proposed improvements could enlarge (widen or deepen) the detention pond. It is assumed the wetland would be impacted. | Non-jurisdictional, No permit required | No |
| 4* | Open Water | 2. 1 / 525.0 | Existing detention pond. | 2.1 / 525.0 | Proposed improvements could enlarge (widen or deepen) the detention pond. | Non-jurisdictional, No permit required | No |
| 5 | Isolated Emergent Wetland | 0.45 / 339.4 | Detention pond with earthen bottom. | 0.45 / 339.4 | Proposed improvements could enlarge (widen or deepen) the detention pond. It is assumed the wetland would be impacted. | Non-jurisdictional, No permit required | No |
| 6 | Emergent Wetland | 0.63 / 463.0 | Drainage area associated with Shoal Creek, earthen bottom. | 0 / 0 | This feature would be avoided under the Build Alternative schematic. | None | Yes |
| 7 | Shoal Creek | 0.63 / 535.5 | Culvert under roadway. Stream continues through potential retention pond locations. | 0 / 0 | This feature would be avoided under the Build Alternative schematic. | None | Yes |
| 8 | Tributary to Shoal Creek | 0.02 / 139.3 | Parallel with ROW, earthen bottom with chain link fence lining the channel. | 0 / 0 | This feature would be avoided under the Build Alternative schematic. | None | Yes |
| 9 | Emergent Wetland | 0.03 / 139.3 | In-stream wetland associated with Trib. to Shoal Creek, outside of existing ROW. | 0 / 0 | This feature would be avoided under the Build Alternative schematic. | None | Yes |
| 10 | Emergent Wetland | 0.06 / 56.8 | Adjacent to Shoal Creek, partially outside of existing ROW. | 0 / 0 | This feature would be avoided under the Build Alternative schematic. | None | Yes |
| 11 | Open Water | 0.35 / 351.4 | Existing detention pond. | 0 / 0 | This feature would be avoided under the Build Alternative schematic. | None | Yes |
| TOTALS | | 5.11 / 3,187.5 | -- | <3.26 / 1,368.9 | -- | -- | |

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*Encroachment-Alteration Effects of the Build Alternative*: The potential for project-related encroachment-alteration effects on wetlands and waters of the U.S. would be mitigated through permanent (post-construction) BMPs as described above. Wetlands and waters of the U.S. could receive an increased amount of sediment if storm water were released from the project area despite the use of BMPs. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained.

No Build Alternative: Because the proposed US 183 improvements would not be constructed, the No Build alternative would not result in 183 North Mobility Project-related impacts to wetlands and waters of the U.S.

### 5.8.2 IMPAIRED WATERS

The State of Texas is required, under Sections 305(b) and 303(d) of the federal Clean Water Act, to prepare biennial statewide water quality assessments that identify the status of use attainment for water bodies and to identify water bodies for which effluent limitations are not stringent enough to implement water quality standards. Based on the assessments, the areas of potential effect are accounted for on the 303(d) list. According to the provisions of the TxDOT-TCEQ Memorandum of Understanding (MOU), coordination with TCEQ is required for environmental review documents if all or part of the project drains to an impaired assessment unit that is within five miles of the project and in the same watershed as the project. This coordination was completed on June 12, 2015 (see **Appendix D**).

Build Alternative: The Build Alternative would incorporate BMPs to reduce impacts to adjacent water bodies. The proposed project crosses waters that are upstream of Walnut Creek, which is listed as impaired due to bacteria levels. Although roadway runoff is not typically associated with increasing bacteria levels within water bodies and would not be expected to contribute to the constituent of concern (bacteria) within Walnut Creek, proximity to this impaired creek triggers coordination with TCEQ.

*Encroachment-Alteration Effects of the Build Alternative*: Surface water segments within five miles downstream of the project area are not impaired by TSS or dissolved oxygen (the main potential effects of additional sediment load in surface water), but the impaired segment could receive an increased amount of sediment if storm water were released from the project area despite the use of BMPs. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained.

No Build Alternative: Because the proposed US 183 improvements would not be constructed, the No Build Alternative would not result in 183 North Mobility Project-related impacts to impaired waterways.

### 5.8.3 GROUNDWATER

Groundwater resources in the project area primarily include the Trinity Aquifer and the northern segment of the Edwards Aquifer. The Trinity Aquifer is an important source of groundwater for public use in both the project area and the region. Within the project area, the Trinity Aquifer is more than 300 feet below the surface. The Trinity Aquifer is less transmissive than the Edwards Aquifer and recharges more slowly since it is further removed from surface interactions.

The northern segment of the Edwards Aquifer is exposed at ground surface in the project area and US 183 traverses its recharge zone. The Edwards Aquifer is considered to be one of the most environmentally sensitive aquifers in Texas. This is due, in part, to the "karst" nature of the aquifer which allows water to move readily into the aquifer through caves, sinkholes and springs with little to no natural filtration. The Edwards Aquifer is the focus of conservation concerns due to its ecological importance and vulnerability to contamination.

Build Alternative: Due to the lack of surface interaction and the depth in relation to the project area, impacts to the Trinity Aquifer are not anticipated. The proposed project (Build Alternative) would result in an approximately 62.5 acre increase in impervious cover over the recharge zone. The project would be subject to the requirements of TCEQ's Edwards Aquifer Rules (Texas Administrative Code, Chapter 213). Because the proposed project would be located over the aquifer recharge zone and is considered "regulated development" as defined in the rules, a Water Pollution Abatement Plan (WPAP) would be required. The WPAP would incorporate provisions for construction and maintenance of temporary (construction phase) and permanent (post-construction) TSS BMPs to mitigate water quality impacts. In accordance with the Edwards Rules, permanent BMPs would be designed to reduce TSS by no less than 80 percent. Post-construction TSS BMPs would include water quality ponds for sediment settlement and removal before discharging into other waterways which would reduce water quality impacts to surrounding waterbodies. Where feasible and practical, permanent BMPs would be implemented during the construction phase of the proposed project. For example, permanent vegetation (seeding mix) would be utilized for stabilization where necessary for erosion control. In conjunction with preparation of this Environmental Assessment, a geologic assessment was prepared and a karst survey was conducted. No recharge features with a surface expression were identified as a result of these efforts.

The purpose of the Edwards Rules, which are consistent with the Texas Water Code, is to ensure the existing quality of groundwater is not degraded. Preparation of a WPAP and implementation of required controls would serve to satisfy the non-degradation objective of the rules as pertaining to the 183 North Mobility Project.

*Encroachment/Alteration Effects of the Build Alternative*: Encroachment-alteration effects may occur to groundwater resources as a result of the proposed project. During construction,

degradation of groundwater quality could occur due to fugitive sedimentation from the construction site entering area streams, creeks and other recharge features. Temporary, construction phase water quality BMPs would be in place, regularly inspected and proactively maintained throughout the duration of construction to minimize the potential for water quality impacts. Post-construction operation of the proposed project has the potential to result in encroachment-alteration effects to groundwater quality if roadway contaminants or increased sediments in runoff were to enter recharge features. The potential for these impacts (both construction phase and post-construction) would be minimized by the development and implementation of a WPAP and the use of BMPs in accordance with the non-degradation objectives of the Edwards Rules. The utilization of temporary and permanent BMPs in accordance with an approved WPAP would serve to minimize sediments and roadway pollutants arising from normal roadway usage and from accidental spills.

No Build Alternative: Because the proposed US 183 improvements would not be constructed, the No Build alternative would not result in 183 North Mobility Project-related impacts to the Edwards Aquifer and groundwater.

### 5.8.4 FLOODPLAINS

Build Alternative: As detailed in the Water Resources Technical Report portions of the proposed project are located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain. The proposed project (Build Alternative) would result in approximately 5.71 acres of 100-year floodplain encroachment. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. Coordination with the local Floodplain Administrator would be required.

Since the proposed project crosses floodplains, the following is provided:

1) Avoiding and minimizing floodplain crossings were considered during design of the Build Alternative. The proposed project must be located in floodplains because in order to avoid floodplains, a significant realignment of US 183 would be required, resulting in much higher ROW and project costs, as well as residential and commercial displacements. Additionally, no longitudinal encroachments on the floodplain would occur.
2) The only alternative considered during the course of project development that would avoid encroachments on floodplains was the No Build Alternative, which does not satisfy the purpose and need for the proposed project.
3) The proposed project would conform to state and local floodplain protection standards.

*Encroachment-Alteration Effects of the Build Alternative*: The potential for project-related encroachment-alteration effects on floodplains would be mitigated through temporary (construction

phase) and permanent (post-construction) BMPs. Floodplains could receive an increased amount of sediment if storm water were released from the project area despite the use of BMPs. Build-up of sediment, in turn, could reduce the water storage capacity of the floodplain. To minimize the potential for adverse impacts, erosion and sedimentation BMPs would be effectively installed, regularly inspected and proactively maintained.

No Build Alternative: Because the proposed US 183 improvements would not be constructed, the No Build alternative would not result in 183 North Mobility Project-related impacts to floodplains.

## 5.9 HAZARDOUS MATERIALS

In January 2015, a Hazardous Materials Technical Report (HDR Engineering, Inc. 2016) was completed to summarize previous hazardous materials investigations for the project corridor. The report includes a site reconnaissance and environmental regulatory database search for the proposed ROW. An initial site assessment for the project corridor, including potential (candidate) water quality pond locations, was completed in February 2015. The technical report and initial site assessment were completed to identify sites or facilities that might pose a potential for hazardous materials impacts to the proposed project.

Build Alternative: An evaluation of the sites identified in the environmental regulatory databases found there were six sites of concern within the project corridor. These sites are described below and their locations are shown on **Figure 5**.

- Site #18 is a leaking petroleum storage tank case where the groundwater contaminant plume is shown to extend into the median between US 183 and the southbound US 183 frontage road. This case is currently open. If construction remains above the shallow groundwater level, estimated at approximately 10 to 15 feet below ground surface based on nearby monitoring well data, then impacts would not be anticipated.
- Contamination from Site #37 is from a former dry cleaning facility. The plume extends under US 183. If construction remains above the groundwater level, estimated at 11 feet below ground surface (shallowest location recorded during monitoring efforts), then impacts would not be anticipated.
- Site # 75 is a leaking petroleum storage tank site with a potentially expanding plume (as of 2010). This case is currently open. The site is immediately adjacent to the MoPac frontage road and its proximity poses concern; however, the depth to groundwater in the vicinity was estimated at approximately 35 feet below ground surface. A review of TCEQ Central Registry data on August 2, 2015, indicates that the site is unresolved but no additional releases or soil impacts were designated. Impacts to the project corridor would not be anticipated provided construction remains above the groundwater level.
- Site #82 is from a former dry cleaning facility. The plume extends under US 183 and depth to groundwater was estimated at 15 feet below ground surface. If construction remains above the groundwater level, then impacts from the site would not be expected.

- Whip In Food Mart on Pond Springs Road reported a leaking petroleum storage tank in June of 1990 and again in June 1993. The priority code indicated Edwards Aquifer, recharge zone or transition zone impacts. Final concurrence has been issued and the case is closed. This site is immediately adjacent to a proposed water quality pond (on Pond Springs Road) and constitutes an historical recognized environmental condition.
- Case Power & Equipment reported a leaking petroleum storage tank in 1991 resulting in soil contamination only. A full site assessment was completed and the case was closed. This site constitutes an historical recognized environmental condition.

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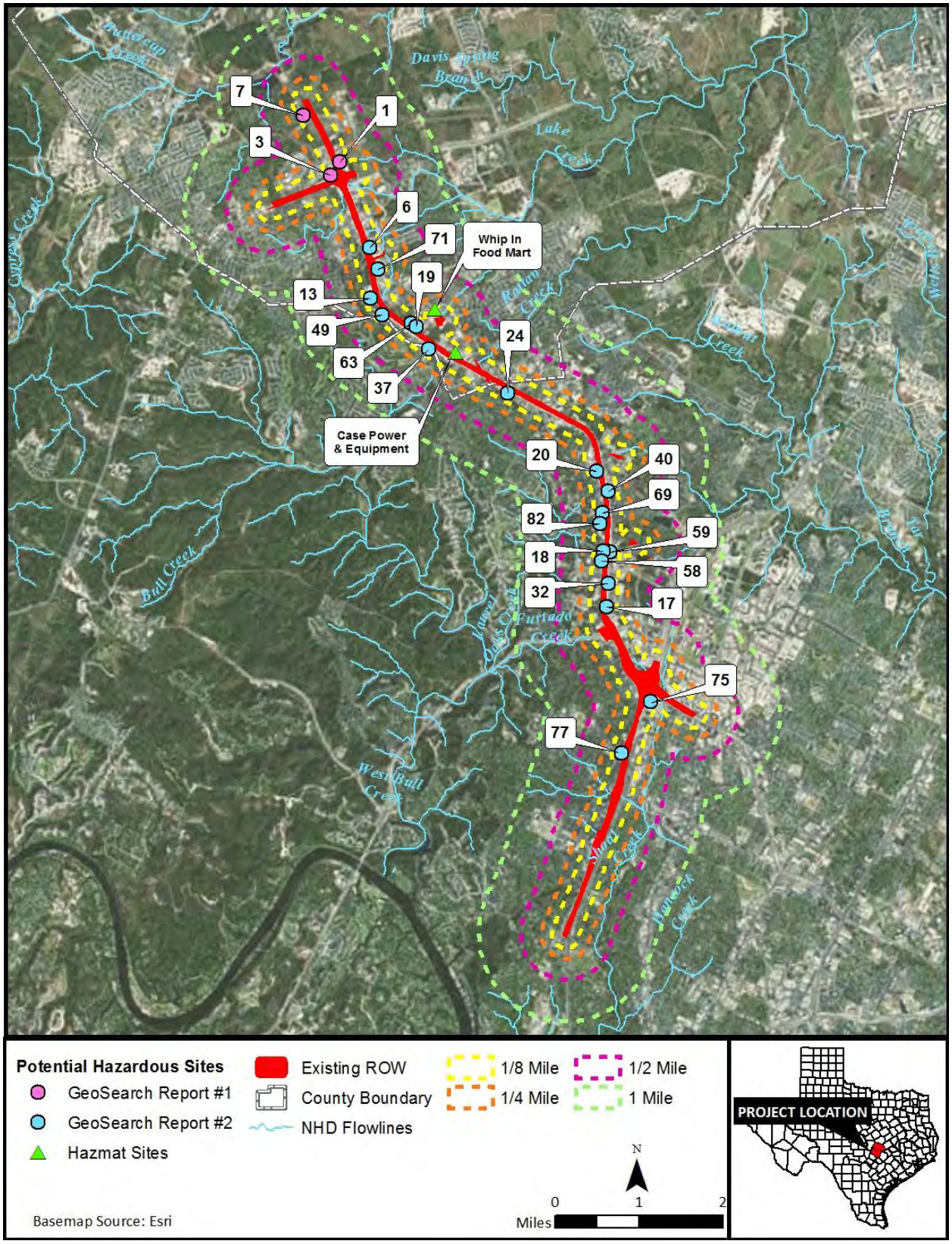
*Figure 5: Known Hazardous Materials Locations*



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In addition, there were four sites where there was not enough information present during the TCEQ file search to gauge the risk of the sites to the project. These are Sites #17, #49, #71 and #77 (shown on **Figure 5**).

*Encroachment-Alteration Effects of the Build Alternative*: Potential impacts to hazardous material sites would be limited to the construction phase of the project (when ground disturbing activities would occur) and confined to the existing and proposed ROW and existing easements; thus, encroachment-alteration effects on hazardous materials would not occur.

No Build Alternative: As construction of the proposed 183 North Mobility Project would not occur, there would be no US 183 project-related hazardous material impacts associated with the No Build Alternative. Water quality ponds would be sized to function as hazardous material traps.

## 5.10 AIR QUALITY

The project is located in Travis and Williamson counties, both of which were designated in attainment or unclassifiable for all National Ambient Air Quality Standards; therefore, the transportation conformity rules do not apply.

Build Alternative:
A quantitative and qualitative mobile source air toxics (MSAT) assessment has been conducted relative to the Build and No Build Alternatives (TxDOT 2016b). As documented in the technical report, the Build Alternative may result in increased exposure to MSAT emissions in certain locations although the concentrations and duration of exposure are uncertain. Because of this uncertainty, the health effects from these emissions cannot be estimated. If these increases occur, the effects would be reduced in the future due to implementation of the U.S. Environmental Protection Agency's vehicle and fuel regulations, which (even after accounting for growth in vehicle miles travelled) indicate that MSAT emissions in the area are likely to be lower in the future in virtually all locations.

Since the project would add capacity and the design year traffic is above the 140,000 vehicles per day threshold, a traffic air quality analysis was required. To verify that there is no exceedance of either the 1-hour or 8-hour carbon monoxide (CO) standards, the CO concentrations for the proposed project were modelled in CALINE3 for the estimated time of completion and design years, 2021 and 2035, respectively. Adverse meteorological conditions and sensitive receptors at the ROW line were incorporated in accordance with the TxDOT Air Quality Guidelines. Local concentrations of CO are not expected to exceed national standards at any time. Detailed information on the air quality analyses are provided in the Traffic Air Quality Assessment and Quantitative Mobile Source Air Toxics Technical Report (TxDOT 2016c).

*Encroachment-Alteration Effects of the Build Alternative*: Present and future vehicle miles travelled and the associated MSAT emissions and CO emissions resulting from the proposed project are considered a direct effect and were considered in the air quality analyses discussed above. Additional impacts, in the form of encroachment-alteration effects, would not occur.

No Build Alternative: The No Build Alternative would result in gradually increasing vehicle miles travelled as traffic volumes increase and traffic congestion worsens within the existing roadway system over time. Actual and predicted trends in both criteria pollutant and MSAT emissions would be expected to continue in the future, regardless of the alternative chosen.

## 5.11 TRAFFIC NOISE

A traffic noise analysis was conducted for the proposed project in accordance with TxDOT's (FHWA approved) 2011 Guidelines for Analysis and Abatement of Highway Traffic Noise.

Build Alternative: The traffic noise analysis determined that there would be traffic noise impacts at 21 representative receivers along the project corridor (US 183 and the transition areas along RM 620 and MoPac). Based on modelled noise analysis, the increased traffic generated from the proposed project would cause noise impacts throughout the corridor (see **Table 5-3**). Because the proposed project would result in noise impacts, noise abatement was considered and a barrier analysis was conducted (see **Figure 6a** and **Figure 6b**). The results of the barrier analysis indicate that noise barriers would not be feasible and reasonable at the impacted receivers. Noise barriers are not proposed for incorporation into the project (TxDOT 2015e).

*Encroachment-Alteration Effects of the Build Alternative*: Increases in traffic noise levels resulting from the proposed project are considered a direct effect and were considered in the traffic noise analysis (discussed above). Additional impacts, in the form of encroachment-alteration effects, would not occur.

No Build Alternative: The proposed project would not be constructed under the No Build Alternative. Traffic noise levels at modelled receiver locations would be expected to increase due to the increase in traffic volumes that would occur over time.

*Table 5-3: Traffic Noise Levels dB(A) Leq*

| Representative Receiver | Location | NAC Category | NAC Level | Existing (2015) | Predicted (2035) | Change (+/-) | Noise Impact |
|---|---|---|---|---|---|---|---|
| R1 | Residence on RM 620 | B | 67 | 61 | 62 | +1 | N |
| R2 | Residence on RM 620 | B | 67 | 61 | 63 | +2 | N |
| R3 | Residence on RM 620 | B | 67 | 61 | 64 | +3 | N |
| R4 | Residence on RM 620 | B | 67 | 58 | 60 | +2 | N |
| R5 | Balcones Country Club Golf Course | C | 67 | 73 | 76 | +3 | Y |
| R6 | Multi-Family Residence on Research Blvd (Balcones Ranch Apts) | B | 67 | 69 | 70 | +1 | Y |
| R7 | Country Home Learning Center Day Care | C | 67 | 74 | 77 | +3 | Y |
| R8 | Club Z After School Program and Summer Camp | C | 67 | 74 | 76 | +2 | Y |
| R9 | Christ Community Church | C | 67 | 66 | 69 | +3 | Y |
| R10 | Austin Bible Chapel | D | 52 | 50 | 52 | +2 | Y |
| R11 | Multi-Family Residence on Research Blvd (Wind River Crossing Apts) | B | 67 | 71 | 74 | +3 | Y |
| R12 | Multi-Family Residence on Research Blvd (Balcones Woods Apts) | B | 67 | 66 | 69 | +3 | Y |
| R13 | Seton Northwest Hospital | D | 52 | 37 | 39 | +2 | N |
| R14 | Grace Covenant Church | D | 52 | 37 | 37 | 0 | N |
| R15 | Multi-Family Residence on Research Blvd | B | 67 | 64 | 65 | +1 | N |
| R16 | Multi-Family Residence on Research Blvd/MoPac Service Rd | B | 67 | 68 | 70 | +2 | Y |
| R17 | Multi-Family Residence on MoPac Service Road (Wood Harbour Apts) | B | 67 | 65 | 71 | +6 | Y |

*Table 5-3: Traffic Noise Levels dB(A) Leq (cont.)*

| Representative Receiver | Location | NAC Category | NAC Level | Existing (2015) | Predicted (2035) | Change (+/-) | Noise Impact |
|---|---|---|---|---|---|---|---|
| R18 | Multi-Family Residence on MoPac Service Road (Terracina Apts) | B | 67 | 59 | 62 | +3 | N |
| R19 | Residence on Northforest | B | 67 | 63 | 63 | 0 | N |
| R20 | Residence on Northforest | B | 67 | 64 | 63 | -1 | N |
| R21 | Residence on Foster Ln | B | 67 | 68 | 69 | +1 | Y |
| R22 | Residence on Whiteway Dr | B | 67 | 69 | 70 | +1 | Y |
| R23 | Residence on Greenlawn Pkwy | B | 67 | 70 | 70 | 0 | Y |
| R24 | Residence on Pinecrest Dr | B | 67 | 68 | 68 | 0 | Y |
| R25 | Residence on Stoneway Dr | B | 67 | 67 | 67 | 0 | Y |
| R26 | Residence on Borden Rd | B | 67 | 75 | 76 | +1 | Y |
| R27 | Multi-Family Residence on North Hills Dr (Somerset Townhomes) | B | 67 | 71 | 73 | +2 | Y |
| R28 | Residence on Jamaica Ct | B | 67 | 70 | 71 | +1 | Y |
| R29 | Residence on Carlisle Dr | B | 67 | 70 | 71 | +1 | Y |
| R30 | Residence on Hunt Trl | B | 67 | 70 | 70 | 0 | Y |
| R31 | Sports fields @ Gullet Elementary | C | 67 | 63 | 63 | +0 | N |
| R32 | Classroom building @ Gullet Elementary | D | 52 | 33 | 33 | +0 | N |
| R33 | Residence on Marilyn Ct | B | 67 | 62 | 63 | +1 | N |
| R34 | Residence on Fairlane Dr | B | 67 | 67 | 66 | -1 | Y |

Source: TxDOTg 2015

*Figure 6a: Representative Traffic Noise Receivers*

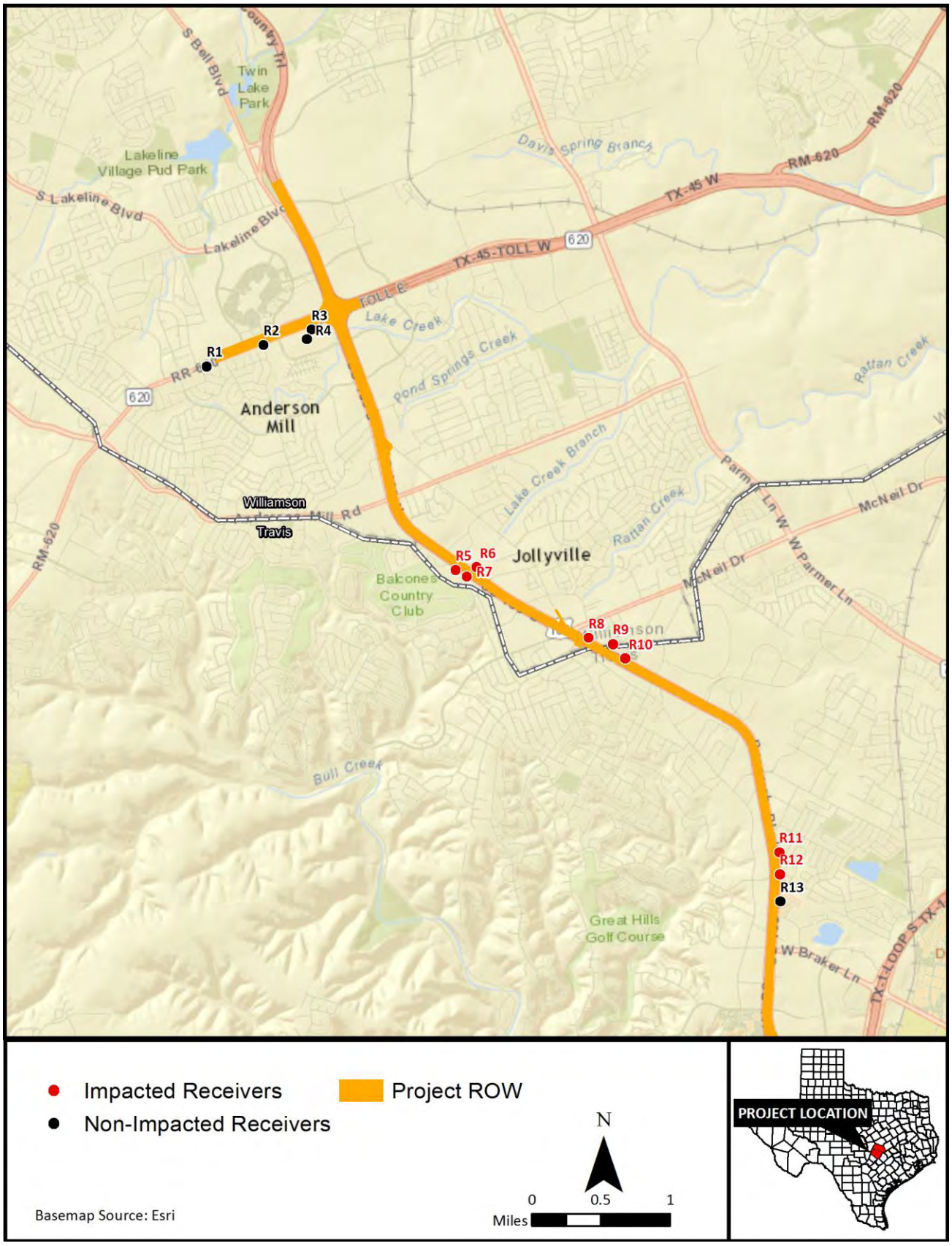

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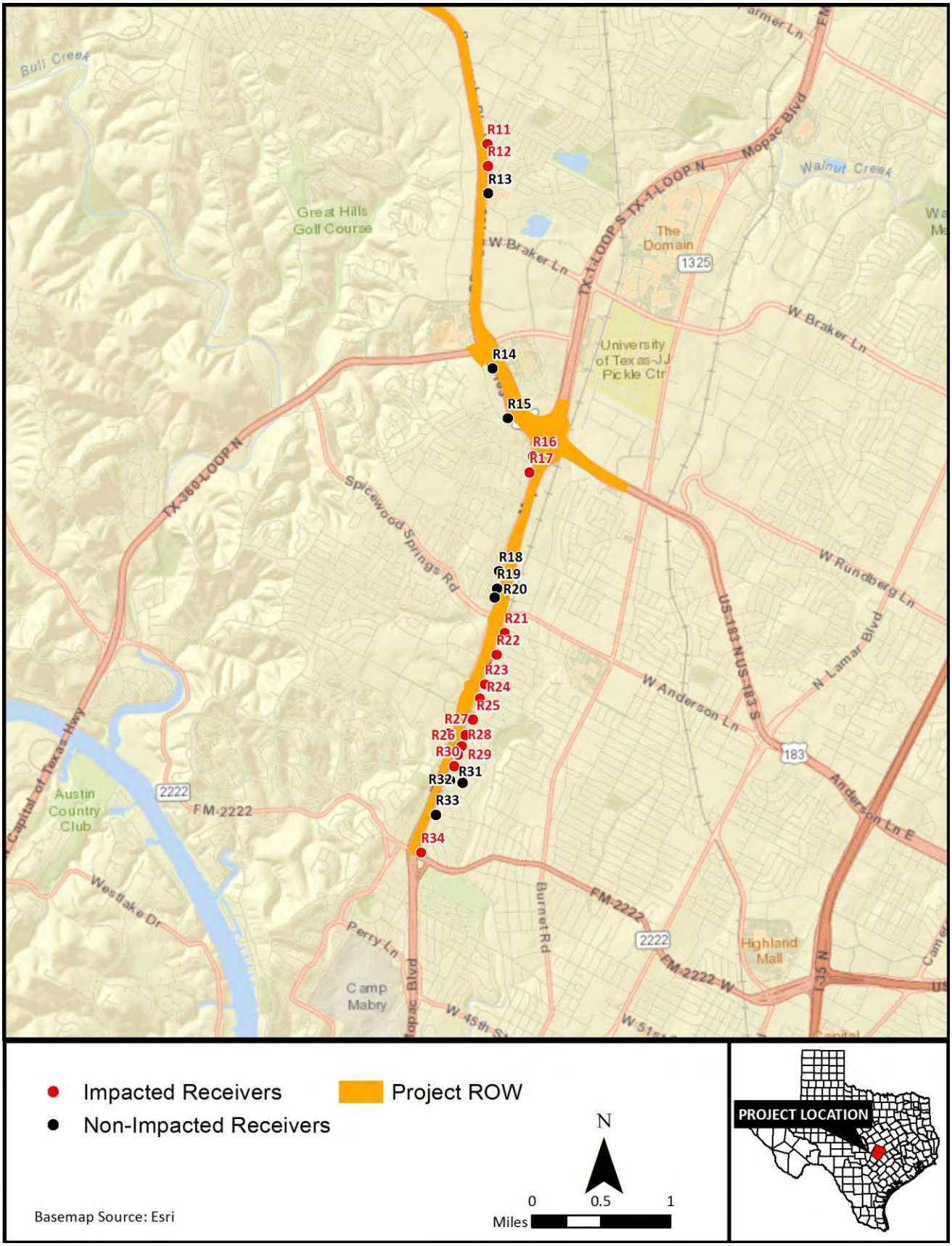
*Figure 6b: Representative Traffic Noise Receivers*



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## 5.12 BIOLOGICAL ENVIRONMENT

### 5.12.1 VEGETATION

The Biological Evaluation Form (TxDOT 2015a) describes fourteen different vegetation communities that were mapped within the project area. These are shown below on Table 5-4.

*Table 5-4: Project Area Vegetation*

| Ecoregion | Threshold Table Programmatic Agreement Category | Vegetative Community | Vegetation Within the Project Area (acres) | |
|---|---|---|---|---|
| Edwards Plateau | Disturbed Prairie | Native Invasive: Deciduous Woodland | 0.01 | |
| | | Native Invasive: Mesquite Shrubland | 0.12 | |
| | | Total | | 0.13 |
| | Edwards Plateau Savannah, Woodland, and Shrubland | Edwards Plateau: Ashe Juniper/Live Oak Shrubland | 0.44 | |
| | | Edwards Plateau: Deciduous Oak/Evergreen Motte and Woodland | 3.78 | |
| | | Edwards Plateau: Oak/Hardwood Motte and Woodland | 0.28 | |
| | | Edwards Plateau: Post Oak Motte and Woodland Motte and Woodland | 0.04 | |
| | | Edwards Plateau: Savanna Grassland | 0.04 | |
| | | Edwards Plateau: Shin Oak Shrubland | 1.65 | |
| | | Total | | 6.23 |
| | Riparian | Edwards Plateau: Riparian Hardwood Forest | 0.08 | |
| | | Open Water | 3.01 | |
| | | Total | | 3.09 |
| | Agriculture | Barren | 9.04 | |
| | | Total | | 9.04 |
| | Urban | Urban High Intensity | 355.39 | |
| | | Urban Low Intensity | 83.10 | |
| | | Total | | 438.49 |
| Texas Blackland Prairies | Edwards Plateau, Woodland, and Shrubland | Edwards Plateau: Riparian Deciduous Shrubland | 1.78 | |
| | | Edwards Plateau: Oak/Hardwood Motte and Woodland | 3.38 | |
| | | Total | | 5.16 |
| | Urban | Urban High Intensity | 91.59 | |
| | | Urban Low Intensity | 170.46 | |
| | | Total | | 262.05 |
| | TOTAL VEGETATION | | | 724.19 |

Additionally, unusual vegetation features or special habitat features occurring within the proposed project area (existing and proposed ROW and existing easements) were identified and described during field investigations in accordance with the 2013 TxDOT-Texas Parks and Wildlife (TPWD) MOU. Unusual vegetation features identified during field investigations include unmaintained vegetation, fencerow vegetation and riparian vegetation. Special habitat features identified during field investigations include water bodies. These features are described in more detail in the Biological Evaluation Form (TxDOT 2015a).

As detailed in §2.206 of the 2013 MOU, coordination with the TPWD is required for projects based on certain triggers, including the disturbance of habitat in an area equal to or greater than the area of disturbance indicated in the Threshold Table Programmatic Agreement. Vegetation within the Edwards Plateau portion of the proposed project falls into five MOU vegetation types: Disturbed Prairie; Edwards Plateau Savanna, Woodland and Shrubland; Riparian; Agriculture; and Urban. The Threshold Table Programmatic Agreement sets a disturbance threshold of 2.0 acres for Disturbed Prairie; 3.0 acres for Edwards Plateau Savanna, Woodland and Shrubland; 0.1 acre for Riparian; and 10.0 acres for Agriculture for the Edward's Plateau ecoregion. Vegetation within the Texas Blackland Prairies portion of the proposed project falls into two MOU vegetation types: Edward's Plateau Savannah, Woodland, and Shrubland; and Urban. The Threshold Table Programmatic Agreement sets a disturbance threshold for 1.0 acres for Edward's Plateau Savannah, Woodland, and Shrubland. No thresholds have been established for Urban vegetation.

Build Alternative: Vegetation impacts quantified in **Table 5-4** show that the proposed project would exceed the threshold for four MOU vegetation types: Edwards Plateau Savannah, Woodland and Shrubland; Riparian; Texas Blackland Prairie Urban; and Edward's Plateau Urban. Early Coordination with TPWD was initiated on January 20, 2015 and completed on August 4, 2015. Copies of the coordination letters between TxDOT and TPWD are included in **Appendix D.**

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. A native and locally-adapted seed mix would be used in the landscaping and re-vegetation of disturbed areas.

*Encroachment-Alteration Effects of the Build Alternative*: Potential impacts to vegetation would be confined to the existing and proposed ROW and existing easements; thus, encroachment-alteration effects would not occur.

No Build Alternative: If the No Build Alternative were implemented, the proposed project would not be constructed. No effects to vegetation related to the construction of the 183 North Mobility Project would occur. Existing land use and activities, including routine mowing, would continue to periodically affect vegetation communities.

### 5.12.2 WILDLIFE

The Migratory Bird Treaty Act of 1918 and the Fish and Wildlife Coordination Act serve to regulate impacts to wildlife. Specifically, the Migratory Bird Treaty Act makes it unlawful to kill, capture, collect, possess, buy, sell, trade or transport any migratory bird, nest or egg in part or in whole, without a federal permit issued in accordance with the Act's policies and regulations. Migratory bird nests were observed under several US 183 bridges and overpasses during the October 2014 field investigations. The Fish and Wildlife Coordination Act protects fish and wildlife and, under certain conditions, requires federal action to be coordinated with the United States Fish and Wildlife Service (USFWS) if the action would modify a natural stream or waterway.

**Build Alternative**: Migratory birds may arrive in the project area to breed during construction of the proposed project. Appropriate measures would be taken to avoid adverse impacts on migratory birds (see **Section 8.1**); thus, migratory birds protected under the Migratory Bird Treaty Act would not be impacted by the Build Alternative.

Detailed drainage design for the proposed project has not been completed at this time; however, it is anticipated that the proposed project would be authorized under one or more USACE Section 404 NWPs; therefore, coordination under the Fish and Wildlife Coordination Act would not be required.

*Encroachment-Alteration Effects of the Build Alternative*: US 183 is an established freeway traversing an extensively-developed urban area. Wildlife in the project-area is typical of wildlife adapted to an urban environment. With the exception of the eight acres to be potentially acquired for water quality ponds, the proposed project would be constructed within existing ROW. Post-construction, US 183 would continue to function as a major freeway and would not be expected to alter the behavior or function of the environment in surrounding areas. For these reasons, encroachment-alteration effects would not be expected to occur.

No Build Alternative: Under the No-Build Alternative, the proposed 183 North Mobility Project would not be constructed; thus, there would be no project-related impacts to migratory birds or species protected by the Fish and Wildlife Coordination Act.

## 5.13 PROTECTED SPECIES

### 5.13.1 FEDERALLY-LISTED THREATENED AND ENDANGERED SPECIES

As detailed in the Biological Evaluation Form (TxDOT 2015a), desktop analysis and field investigations conducted in October 2014 and January 2015 indicate that potential habitat for federally listed threatened, endangered, or candidate species does not occur in the immediate project area (existing and proposed ROW and existing easements). However, potential habitat for several federally listed species occurs adjacent to and in the vicinity of the project: four karst invertebrates (Bee Creek Cave harvestman [*Texella reddelli*], Bone Cave harvestman [*Texella*

*reyesi*], Tooth Cave Ground Beetle [*Rhadine Persephone*] and Tooth Cave Spider [*Tayshaneta myopica*]), and one salamander (Jollyville Plateau salamander [*Eurycea tonkawae*]).

The USFWS has delineated four geographic zones based on their potential to contain suitable habitat for endangered karst species: Zone 1 – areas known to contain endangered cave species; Zone 2 – areas having a high probability of containing endangered cave species; Zone 3 – areas that probably do not contain endangered cave species; and, Zone 4 – areas that do not contain endangered cave species. The majority of the 183 North Mobility Project is located in Zone 1. Zones 2, 3 and 4 are found along the southern end of the project area. There is one known cave within the project area (Jug Cave); however, this cave had been previously filled by the construction of 183A and the USFWS considers it destroyed. Critical habitat has not been designated by the USFWS for the four endangered karst invertebrates found in the project vicinity.

The USFWS has designated surface and subsurface critical habitat for the Jollyville Plateau salamander. Twelve subsurface and zero surface critical habitat units (CHUs) are located within two miles of the proposed project. Subsurface CHU 31 occurs directly adjacent to the proposed project, along MoPac at Spicewood Springs Road. Subsurface CHUs 22 and 27 are located within 1,200 feet of the project area.

Build Alternative: In accordance with USFWS regulations for projects proposed in potential habitat for listed karst species (USFWS 2011), a karst feature survey was performed within the project area (existing and proposed ROW and existing easements) to identify species habitat between September 2013 to February 2014, with follow up surveys in October 2014 and March 2015. No sensitive features were found in the project area and no further action is required. Survey results indicate that the proposed project would have no effect on the endangered karst invertebrates.

Direct effects on the Jollyville Plateau salamander would not be expected to occur as a result of the Build Alternative since the species is not known to occur within the project area (existing or proposed ROW and existing easements) in either surface or subsurface habitats. Since no known Jollyville Plateau salamander localities occur within the project area (existing or proposed ROW and existing easements), direct surface effects could only occur during construction of the proposed project if previously undetected Jollyville Plateau salamander habitat were encountered within the project area. However, given the highly developed nature of the project area and its corridor, and presence of the vast majority of the project area at elevations above the horizon (the Edwards/Walnut contact) at which Jollyville Plateau salamander localities occur, the discovery of a previously unknown Jollyville Plateau salamander locality within or adjacent to the project area is extremely unlikely.

With respect to Jollyville Plateau salamander critical habitat, although no surface boundaries of CHUs occur within the project area, there are some subsurface parts of a CHU within the project area. A very small portion of the project area occurs within subsurface CHU 31. CHU 31 is

associated with Spicewood Spring and Spicewood Tributary to the west and up-gradient of the project area. The overlap of subsurface CHU 31 with the project area is approximately 0.5 acre out of a 68-acre CHU, or 0.7 percent of the subsurface CHU area. The likelihood of actually encountering a Jollyville Plateau salamander within this small area is negligible because the area of overlap is at the extreme eastern edge of the Edwards Formation outcrop and the project area at this location is essentially off the Edwards Plateau and over geologic formations that do not typically harbor the Jollyville Plateau salamander.

As indicated in the Jollyville Plateau Salamander Technical Report, it is possible that groundwater from the project area would reach Subsurface CHU 27 and it is likely that groundwater from the project area would reach Subsurface CHU 22. To mitigate potential for groundwater quality impacts resulting from construction of the proposed project, a comprehensive system of water quality BMPs would be employed, proactively monitored and aggressively maintained throughout the construction phase.

Likewise, post-construction (permanent) water quality controls would be designed to achieve, at least, the 80 percent TSS removal standard required by the Edwards Aquifer Rules. In the area between Hunters Chase and McNeil Drive (the extent of Drainage Basin E referenced in the Water Quality Technical Report), permanent controls would exceed the Edwards Rules requirement by achieving removal of at least 85 percent of TSS from the area of increased impervious cover.

For the reasons indicated above, the proposed project would have no effect on the Jollyville Plateau salamander. Additionally, the proposed project would have no effect on any other federally listed threatened, endangered, or candidate species.

*Encroachment-Alteration Effects of the Build Alternative*: Development, implementation and strict adherence to a comprehensive system of temporary and permanent erosion, sedimentation and water quality BMPs, to be detailed in the project-specific SW3P and WPAP, would serve to mitigate the potential for alterations to behavior and function of the physical environment of the protected species. No encroachment-alteration effects are anticipated.

No Build Alternative: Under the No Build Alternative, the proposed 183 North Mobility Project would not occur; therefore, there would be no project-related effects on any federally-listed threatened, endangered, or candidate species.

### 5.13.2 STATE-LISTED THREATENED AND ENDANGERED SPECIES

Desktop analysis and field investigations conducted on January 13, 2015, indicate that no potential habitat for state-listed species occurs within the project area.

Build Alternative: No state-listed species would be impacted by the proposed project as no suitable habitat for these species occurs within the project area.

*Encroachment-Alteration Effects of the Build Alternative*: No potential habitat for state-listed species occurs within the project area; thus, there would be no encroachment-alteration impacts.

No Build Alternative: Under the No Build Alternative, the proposed 183 North Mobility Project would not occur; therefore, there would be no project-related impacts on any state-listed threatened or endangered species.

### 5.13.3 SPECIES OF GREATEST CONSERVATION NEED

Those species included on TPWD's county list, but which have no federal or state regulatory status are classified as species of greatest conservation need (SGCN). Potentially suitable habitat for four SGCN exists within the proposed project area: Leonora's dancer damselfly (*Argia leonorae*), the *Pseudocentroptiloides morihari* mayfly, the *Procloeon distinctum* mayfly, and the Texas garter snake (*Thamnophis sirtalis annectens*). These species may occur along Lake and Shoal Creeks and in water quality ponds and/or wetlands within the project area.

Build Alternative: The body of scientific information regarding these species is not complete. General habitat characteristics are known, but more study is needed to determine specific habitat requirements. Although there is an apparent abundance of habitat, the scarcity of the species in areas of potential habitat is indicative of the more discriminate, but currently unknown, habitat requirements for the species. Until more information about these species becomes available, it is not possible to accurately assess potential impacts to these species or their habitats. It should be noted that none of these species is currently afforded regulatory protection.

In accordance with the Best Management Practice Programmatic Agreement between TxDOT and TPWD, contractors would be advised of the potential occurrence of the Texas garter snake in the project area and, if encountered, to take care to avoid direct harm to this species. At this time, no BMPs exist for the other three species.

*Encroachment-Alteration Effects of the Build Alternative:* Given the lack of scientific data regarding the SCGN potentially occurring in the project area, it is not possible to accurately assess encroachment-alteration impacts on the species and/or their habitats.

No Build Alternative: Under the No-Build Alternative, the proposed 183 North Mobility Project would not occur; therefore, there would be no project-related impacts on SGCN.

# 6.0 INDIRECT AND CUMULATIVE IMPACTS

An Indirect and Cumulative Impacts analysis for the proposed project was developed using TxDOT's September 2010 Revised Guidance on Preparing Indirect and Cumulative Impact Analyses.

## 6.1 INDIRECT IMPACTS

The indirect impacts of the proposed project were identified using a planning judgment approach supported by the planning assumptions and predictions made by CAMPO in its 2035 Plan. The proposed project is not intended to serve an explicit economic development purpose, nor is it planned to serve a specific land development. No new access to undeveloped tracts of land would be created as a result of the proposed 183 North Mobility Project. Input from multiple land use planning experts in the area indicates that the proposed project is unlikely to induce substantial development (TxDOT 2016d).

The area of influence (AOI) encompasses approximately 233 square miles in Travis, Williamson and Burnet counties. The AOI was delineated based on the presence of protected lands, major roadways, municipal extraterritorial jurisdiction (ETJ) limits and journey-to-work patterns as reported by the U.S. Census Bureau. The northern boundary of the AOI follows SH 29 and the land within the ETJs of Burnet, Bertram, and Liberty Hill; this land is outside the cities' full purpose boundaries. Data collected by the US Census Bureau indicates that the majority of workers in each of these three municipalities travel southeast over 25 miles to work, suggesting that these workers' destinations are in or near the Austin metro area. Additionally, nearly a third of workers in Bertram, 18 percent in Burnet, and 18 percent of workers in Liberty Hill are employed in the city of Austin itself (US Census, 2013). To the west, the AOI is delineated by US 281 and lands protected from development (lands within the Balcones Canyonlands National Wildlife Refuge and the Balcones Canyonlands Preserve – see **Figure 7**). The eastern boundary of the AOI is Parmer Lane/Ronald Reagan Boulevard north of RM 620/SH 45. Areas to the east of this roadway are better served by roadways other than US 183. The AOI also incorporates neighborhoods west of US 183 along RM 620 and Anderson Mill Road as the proposed direct connectors along RM 620 could reduce cut through traffic on Anderson Mill Road and would provide additional access to the proposed 183 express lanes and existing/proposed general purpose lanes for travelers along RM 620. South of RM 620 along US 183, the AOI consists of parcels adjacent to the roadway within the project limits.

The resources that would be directly affected by the proposed project, resources that would experience encroachment-alteration impacts and resources that are sensitive or "at risk" were included in the indirect impacts analysis. These resources include groundwater, surface water and threatened and endangered species (Jollyville Plateau salamander and listed karst invertebrates).

### 6.1.1 FEDERALLY LISTED KARST INVERTEBRATE SPECIES

Increased impervious cover could result in indirect effects to endangered karst invertebrates. Surface water reaching the interiors of caves does so through a diffuse network of fractures which have been buried beneath varying amounts of imported pavement, fill material and topsoil by original highway construction. The addition of impervious cover could retard the rate and reduce the amount of recharge through fill material reaching a cave. However, input from multiple land use planning experts in the area indicate that substantial development induced by the proposed project is unlikely to occur in the AOI. Therefore, indirect impacts to karst invertebrates caused by project-induced development (such as increases in impervious cover, reduction of trogloxene foraging habitat [or other sources of nutrient input], or enhancement of habitat for invasive species such as the red-imported fire ant) are not expected. Any developments constructed in the AOI, whether induced by the proposed project or not, would be subject to multiple local, state and federal regulations to protect water quality and endangered species habitat.

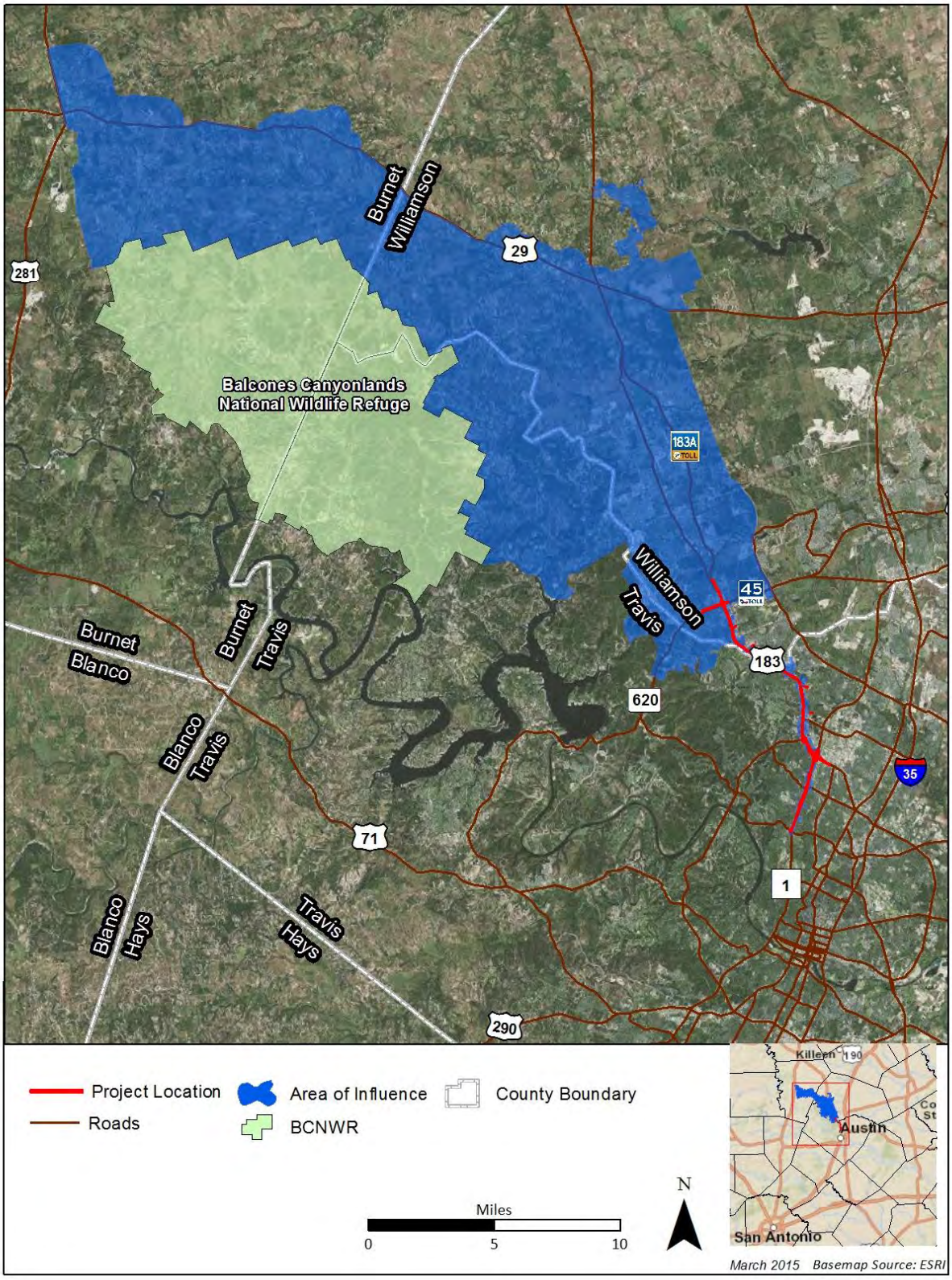
### 6.1.2 WATER RESOURCES: GROUNDWATER AND SURFACE WATER

In general, increased impervious cover resulting from additional development can result in impacts to groundwater resources by impeding recharge to the Edwards Aquifer and increasing the amount of pollutants in storm water runoff that eventually reaches the aquifer. Increased development can also result in impacts to surface water resources by increasing storm water runoff (contributing to flooding) or increasing the amount of pollutants in runoff that enter surface waterbodies.

Although approximately 36.6 percent of the AOI is comprised of developable land on which no projects are currently planned, input from multiple land use planning experts in the area indicate that substantial development induced by the proposed project is unlikely to occur in these areas. Therefore, indirect impacts to groundwater or surface water resources from project-induced development are not expected. Any developments constructed in the AOI, whether induced by the proposed project or not, would be subject to multiple local, state and federal regulations to protect water quality and water resources.

More information on the indirect impacts analysis for the proposed project may be found in the Indirect Impacts Technical Report (TxDOT 2016d).

*Figure 7: Indirect Impacts Area of Influence*



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### 6.1.3 JOLLYVILLE PLATEAU SALAMANDER

Although approximately 36.6 percent of the AOI is comprised of developable land on which no projects are currently planned, input from multiple land use planning experts in the area indicate that substantial development induced by the proposed project is unlikely to occur in these areas. Therefore, the likelihood of storm water runoff from project-induced developments in the AOI reaching occupied Jollyville Plateau salamander habitat and adversely affecting Jollyville Plateau salamanders by disrupting essential breeding, feeding, or sheltering behaviors is very low. Any developments constructed in the AOI, whether induced by the proposed project or not, would be subject to multiple local, state, and federal regulations to protect water quality and endangered species habitat.

## 6.2 CUMULATIVE IMPACTS

Cumulative impacts or effects on the environment are caused by "individually minor but collectively significant actions" that take place over time by individuals, Federal and non-Federal agencies. (NEPA). The Cumulative Impacts Technical Report, summarized herein, evaluated the effects of the proposed 183 North Mobility Project in conjunction with other past, present and reasonably foreseeable projects. Other past, present, and reasonably foreseeable projects were identified by reviewing government records of publicly funded projects, privately owned subdivisions, RTPs, and habitat conservation plans (TxDOT 2016e). In addition, information was gathered from zoning maps, plat records and from questionnaires completed by representatives from cities and counties within the study area.

For purposes of this analysis, those projects included in the CAMPO 2035 Plan (the RTP in effect at the time of initiation of this environmental assessment) are considered reasonably foreseeable. In May 2015, the CAMPO Policy Advisory Committee adopted an updated RTP – the CAMPO 2040 Plan. Projects listed in the 2040 Plan would also be considered reasonably foreseeable. Although the two project lists (2035 and 2040) differ, when considering the scope, geographic extent and transportation planning horizon, the cumulative effects are anticipated to be similar whether 2035 or 2040 projects are considered.

Resource study areas (RSAs) are based on the geographic distribution of each specific resource; thus, RSAs differ from resource-to-resource. For purposes of data collection, a "combined RSA" was used (see **Figure 8** ). The combined RSA encompasses the individual RSA of each analyzed resource and includes approximately 426,137 acres. The combined RSA includes portions of Burnet, Williamson, Travis counties. Although the combined RSA was used for data collection, resource-specific analysis was performed within resource-specific RSAs. In all cases, the aerial extent of the resource-specific RSAs are equal to or less than the aerial extent of the combined RSA.

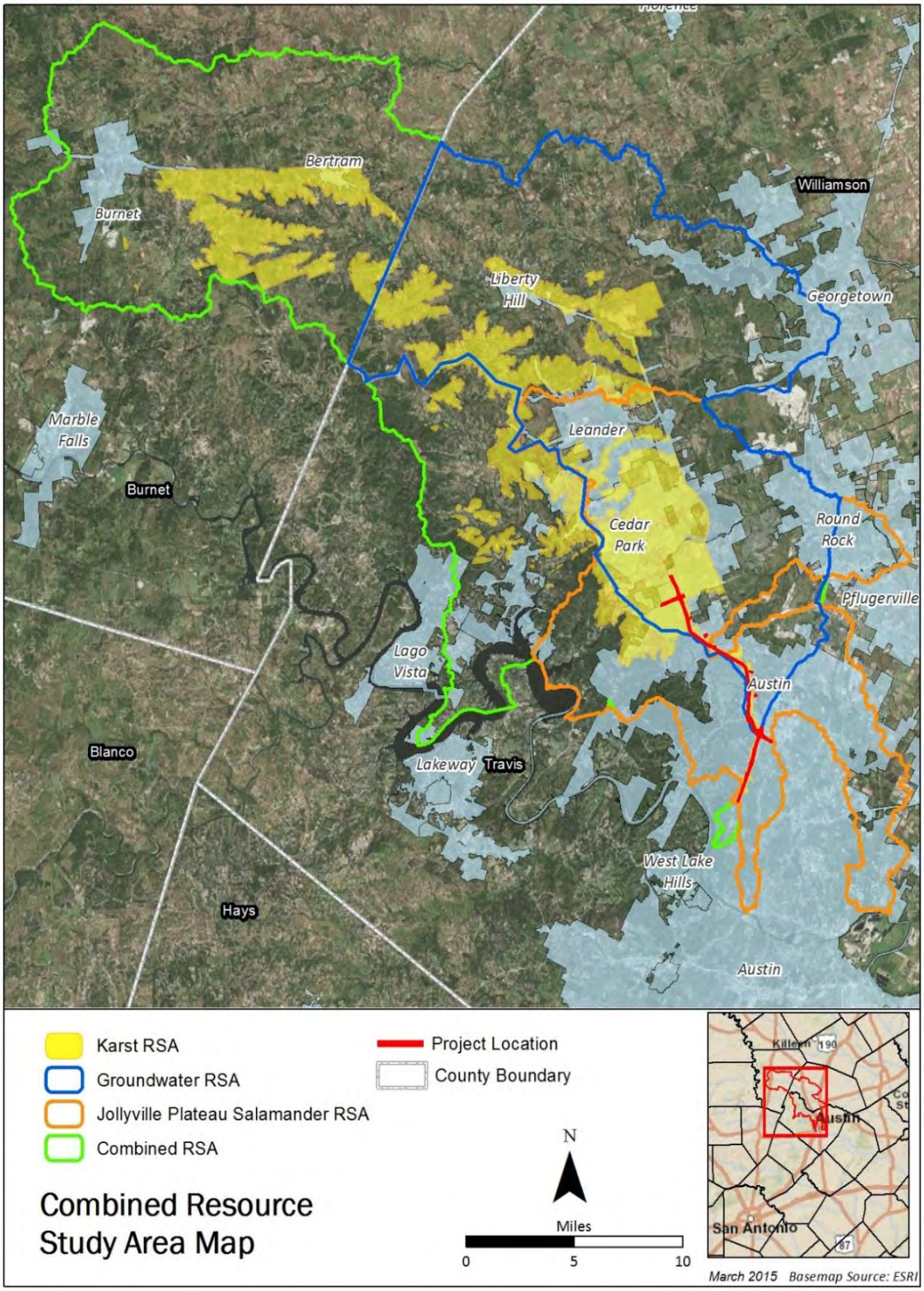
A combination of planner interviews, digital cartography analysis and technical expert research as well as data was used in order to assess the overall effects of the proposed project combined with other actions. The Cumulative Impact Technical Report provides more information on the selection of resources used for analysis.

### 6.2.1 IMPACTS TO THE HUMAN ENVIRONMENT

#### (a) LAND USE

The combined RSA covers approximately 426,137 acres. The portion of the RSA in Burnet County is approximately 121,933 acres, the portion of the RSA in Travis County covers approximately 120,535 acres, and the portion in Williamson County covers approximately 183,668 acres. The combined RSA is located within a rapidly growing region in central Texas. It stretches between Burnet, Williamson and Travis County.

Figure 8: Combined Resource Study Area



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The Cumulative Impacts Technical Report describes an increase in population and accompanying increase in new developments between 1979 and 2011.

Based on the input of local planners, no induced development is expected to result from the proposed project. The US 183 corridor in the vicinity of the proposed project is already highly developed. The proposed project would serve the needs of current residents and residential developments that are under construction, already planned, or would occur regardless of the project. As the trend for growth in the Austin area continues, the trend for continued development of the RSA would continue (see **Table 6-1** and **Table 6-2**).

*Table 6-1: Current and Historic Population in Burnet, Williamson and Travis Counties*

| County | Total Population by Year | | | | | % Change 1980-2014 |
|---|---|---|---|---|---|---|
| | 1980 | 1990 | 2000 | 2010 | 2014 | |
| Burnet | 17,803 | 22,677 | 34,147 | 42,753 | 44,943 | 152.4% |
| Williamson | 76,521 | 139,551 | 249,967 | 422,617 | 489,250 | 539.4% |
| Travis | 419,573 | 576,407 | 812,280 | 1,024,331 | 1,151,145 | 174.4% |
| Total | 513,897 | 738,635 | 1,096,394 | 1,489,701 | 1,685,338 | 228% |

Source: U.S. Census Bureau

*Table 6-2: Projected Population in Burnet, Williamson and Travis Counties*

| County | Total Population by Year | | | | % Change 2010-2040 |
|---|---|---|---|---|---|
| | 2010 | 2020 | 2030 | 2040 | |
| Burnet | 42,753 | 53,114 | 64,268 | 78,243 | 83% |
| Williamson | 422,617 | 632,433 | 794,478 | 987,495 | 134% |
| Travis | 1,151,145 | 1,273,260 | 1,508,642 | 1,732,860 | 51% |
| Total | 1,618,525 | 1,960,827 | 2,369,418 | 2,798,598 | 73% |

Source: TWDB (2015)

No Build Alternative: Under the No-Build Alternative, the proposed US 183 project would not occur; therefore, the capacity of US 183 North would not increase. Traffic congestion would remain unabated.

### 6.2.2 IMPACTS TO THE NATURAL ENVIRONMENT

#### (a) JOLLYVILLE PLATEAU SALAMANDER

The methodology for analysis included a comparison of land cover change using data from the National Land Cover Database. Ongoing research by the City of Austin on Jollyville Plateau Salamander habitat was used to assess current habitat conditions and population stability. The USFWS indicated that increases in impervious cover associated with the urbanization process is the primary threat to Jollyville Plateau salamanders. Interviews with planners from cities within the RSA indicate that the project will not induce development within the RSA. The Cumulative Impacts Technical Report emphasizes that there has been rapid population growth and increased development in central Texas since the late 1970s.

The geographic RSA for the cumulative impacts to the Jollyville Plateau salamander encompasses the entire range of the species in Travis and Williamson counties, approximately 131,301 acres. The Jollyville Plateau salamander was first listed on September 19, 2013 as threatened. Accordingly the temporal RSA boundary is 2013 through 2035, the horizon year of the CAMPO 2035 Plan.

Approximately, 12,493 acres of the geographic RSA are preserved through habitat conservation areas. In addition there are 9,680 acres of FEMA 100-year floodplain within the RSA that is excluded from development.

Direct effects to the Jollyville Plateau salamander would not occur because they are not known to occur within the Project Area. The discovery of previously unknown habitat areas is extremely unlikely according to the Technical Report – Potential for Impacts to the Jollyville Plateau Salamander from the Proposed 183 North Mobility Project (SWCA 2015d). No surface Critical Habitat Units occur within the project areas, therefore, the likelihood of encountering a Jollyville Plateau Salamander within this small area is negligible. Furthermore, the likelihood of project-related storm run-off reaching occupied Jollyville Plateau salamander surface habitat is very low.

#### (b) FEDERALLY LISTED KARST INVERTEBRATE SPECIES

Like the salamanders discussed above, endangered karst invertebrates species depend on the subsurface karst cavities for habitat. As a result, the study methodology was similar. A comparison of land cover change using data from the National Land Cover Database was used to examine the rates of imperviousness in 1992, 2001 and 2011. Surveys of caves within and adjacent to the project area were conducted.

The geographic RSA for the karst species covers 70,924 acres. The Bone Cave harvestman was listed as endangered in August 1993. The Bee Creek Cave harvestman, Tooth Cave Ground Beetle, and Tooth Cave Spider were first listed in September 1988. Therefore, the temporal RSA boundary is 1988 through 2035, the horizon year of the CAMPO 2035 Plan.

Approximately, 12,493 acres of the salamander RSA are protected lands. These protected areas total 19,445 acres. Within the RSA, 69 acres of karst zone 1 and 49 acres of karst zone 2 are preserved.

The proposed project would have no direct effect on endangered karst invertebrates. Much of the project area occurs within Karst Zone 1, which is an area that is known to contain listed karst invertebrates, the project area has been searched (following USFWS protocols for karst invertebrate presence/absence studies) for the presence of karst features that could represent habitat for endangered karst invertebrates. No such features were discovered within the project area.

### (c) WATER RESOURCES: GROUNDWATER, SURFACE WATER AND WETLANDS

The geographic RSA for cumulative impacts to groundwater includes the contributing and recharge zones of the northern segment of the Edwards Aquifer within the TWDB-mapped watersheds to which the project area and AOI drains.

The temporal RSA for groundwater extends from 1990, which is when the first regulations for the protection of the aquifer recharge and buffer zones in Travis and Williamson counties were implemented through 2035, the horizon year for the CAMPO 2035 Plan.

The geographic RSA for cumulative impacts to surface water includes the TWDB-mapped watersheds to which the project area and AOI drains. These 21 watersheds are located in Burnet, Williamson and Travis counties.

The temporal RSA for surface water extends from 1979, the earliest year that water quality data was collected by TCEQ, through 2035, the horizon year for the CAMPO 2035 Plan.

Mitigation for potential effects from proposed projects or actions is solely the responsibility of the entity implementing that project. Therefore, mitigation for cumulative effects as a result of the reasonably foreseeable actions is only a recommendation. Consideration of potential mitigation measures as specified in 40 CFR 1508.20 for this project include the following:

- Avoiding the impact altogether by not taking certain actions or parts of an action;
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment

- Reducing or eliminating the impact over time by preservation and maintenance operations during the action; and
- Compensating for the impact by replacing or providing substitute resources or environments.

Impacts to surface water quality due to other projects within the RSA would be the responsibility of the agencies and jurisdictions implementing those projects. Depending on the acreage of impacts, the quality of wetlands/waters of the U.S. and the presence of riparian areas or federally-listed species in the vicinity, coordination with the USACE may be necessary. If these impacts require an Individual Permit or pre-construction notification (PCN), a mitigation plan would be submitted to the USACE. BMPs, SW3P, and any necessary permits would be prepared, obtained, or implemented to minimize or mitigate impacts to any waters. In coordination with these resource agencies, the responsible agencies would need to employ efforts to minimize impacts to water quality in the RSA.

No direct impacts to groundwater resources are anticipated as a result of the proposed project. Approximately 24.8 acres of impervious cover would be added within the existing ROW. No karst features were identified within the project area, therefore, this increase in imperviousness is not anticipated to impede recharge of the Edwards Aquifer.

Indirect effects may occur to groundwater resources as a result of the proposed project and encroachment/alteration effects. During construction, the degradation of water quality could occur due to sedimentation of both surface and groundwater. Indirect hydrological impacts to surface and subsurface water could occur during the construction of the proposed improvements or due to accidental spills relating to vehicle collisions during normal use of the facility following project completion. The potential for these impacts from both project construction activities and from post-construction maintenance and spills on the proposed roadway would be minimized as run-off from the facility would be treated before entering surface water features. The development and implementation of a WPAP and the use of BMPs in accordance with the Edwards Rules would be used for the entire project area.

<u>Greenhouse Gases and Climate Change</u>

A discussion of greenhouse gases (GHG) and climate change was included in the Cumulative Impacts Assessment Technical Report (TxDOT 2016e). The report did not incorporate an analysis of the GHG emissions or climate change impacts of each of the action alternatives because the potential change in GHG emissions is very small in the context of the affected global environment. Because of the insignificance of the project-level GHG emission impacts, those impacts will not be meaningful to identification of the Preferred Alternative. FHWA is working to develop strategies to reduce transportation sector contribution to GHGs, particularly Carbon Dioxide ($CO_2$) emissions, and to assess the risks to transportation systems and services from climate change. FHWA will continue to pursue these efforts as productive steps to address this important issue.

## 6.3 CONCLUSION

Cumulative impacts analysis examined impacts associated with the proposed projection along with reasonably foreseeable projects. With the possible exception of water quality impacts to the Jollyville Plateau portion of the Edwards Aquifer and the Jollyville Plateau salamander which lives in it, no cumulative impacts are anticipated. Portions of the habitat for the Jollyville Plateau salamander will receive protection as a result of land acquisition activities associated with implementation of the BCCP and Williamson County RHCP. The salamander would be further protected as individual land development projects are coordinated with and permitted by the USFWS (in accordance with provisions on the ESA). Developers and project sponsors would also be required to install and maintain water quality BMPs in accordance with local, state and federal regulations. Required water quality BMPs would serve to preserve water quality while also benefiting the salamander. For these reasons, the cumulative impacts owing to the proposed 183 North Mobility Project are not anticipated to be substantial.

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# 7.0 CONSTRUCTION-PHASE IMPACTS

Construction-phase impacts are temporary (short-term; only occurring during actual construction) and potentially encompass a range of issues.

No Build Alternative: As the 183 North Mobility Project would not be constructed under the No Build Alternative, there would be no construction phase effects. For that reason, the No Build Alternative is not discussed further in this section.

## 7.1 NOISE IMPACTS – CONSTRUCTION PHASE

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

## 7.2 AIR QUALITY IMPACTS – CONSTRUCTION PHASE

Build Alternative: As detailed in the Traffic Air Quality Assessment and Quantitative Mobile Source Air Toxics Technical Report (TxDOT 2016c), the construction activity phase of this project may generate a temporary increase in air pollutant emissions. However, considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized, it is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area. Provisions would be included in the plans and specification that require the contractor to make every reasonable effort to minimize construction emissions through abatement measures such as watering of disturbed areas and the use of temporary vegetation to control dust.

## 7.3 WATER QUALITY IMPACTS – CONSTRUCTION PHASE

Build Alternative: NWP 14 (see **Section 9.0**) would be used for impacts to jurisdictional waters in the project area. During the construction phase, appropriate measures would be taken to maintain normal downstream flows to the maximum extent practicable. Construction activities would require compliance with the State of Texas Water Quality Certification Program. The 401 Certification requirements for a NWP 14 would be met by implementing BMPs from the TCEQ 401 Water Quality Certification Conditions for NWPs. Construction equipment, spoil material, supplies, forms, and buildings shall not be placed or stored in the floodway during construction activities. Any item that

may be transported by flood flows shall not be stored within the floodway. Any work within jurisdictional areas would be coordinated with USACE and permitted, as necessary.

## 7.4 BIOLOGICAL IMPACTS – CONSTRUCTION PHASE

Build Alternative: Temporary impacts to natural resources due to construction could result from the implementation of the proposed project. These include disturbances to wildlife and vegetative communities. Implementation of the Build Alternative would involve the removal of grasses, shrubs and trees during the construction phase, affecting the natural, erosion-inhibiting ground cover and resulting in the loss of habitat for both resident and migratory species. Disturbed areas would be restored, reseeded and re-contoured as necessary according to TxDOT specifications, making these effects largely temporary.

# 8.0 COMMENTS AND COORDINATION

To date, public involvement for the proposed project has included three public meetings, approximately 25 small group and/or individual stakeholder meetings, and a public hearing. The public meetings were held on January 28, 2014, July 8, 2014 and March 10, 2015. The public hearing was held on November 12, 2015. In addition, a technical working group was formed for the project. The technical working group included representatives from the cities of Austin and Cedar Park, Travis and Williamson Counties, and state and federal resource agencies. The technical working group met prior to each public meeting and the public hearing to review progress and provide input pertaining to their individual areas of expertise/jurisdiction. Summaries of the public meetings and technical working group meetings and a copy of the public hearing summary and analysis are on file and available for review at the offices of the Mobility Authority and TxDOT-Austin District, and at www.183North.com.

## 8.1 PUBLIC HEARING SUMMARY

The Public Hearing for the proposed project was held on November 12, 2015, at Westwood High School, 12400 Mellow Meadow Drive, Austin, TX 78750. The Public Hearing provided an opportunity for the public to review, discuss and provide input on results of the Draft Environmental Assessment and the Preferred Build Alternative for the 183 North Mobility Project, Express Lanes. The open house portion of the Public Hearing was held from 5-6 p.m., followed by a technical presentation. Members of the project team greeted the public as they signed in and served as personal guides.

Twenty-four informational boards were on display. A large conceptual map with cross streets designated was available. A looping video of the project was also displayed on a TV monitor. The video contained a virtual drive through component and footage of a staff member describing the project. Members of the project team were available to answer questions.

In addition, representatives from CAMPO were present to provide information and gather public input on the proposed 2040 RTP amendment regarding the 183 North Mobility Project.

Tables and chairs were provided so attendees could fill out comment forms. Speaker registration cards were handed out at the sign-in table and were also placed on a table in the presentation area for attendees that wanted to provide verbal comments. Those comments were transcribed and included in the Public Hearing report.

A technical presentation began at 6 p.m. The presentation was conducted by Mr. Sean Beal, PE. After Mr. Beal officially opened the hearing, he provided an overview of the hearing proceedings and the comment process. Next, Mr. Andy Atlas, AICP, provided a summary of the environmental

process and studies. Mr. Paul Schrader, PE, followed Mr. Atlas with a presentation on the engineering and design of the project. Mr. Beal adjourned the technical presentation.

After a short break, Mr. Beal began the public testimony portion of the Public Hearing. Attendees who registered to speak were invited to make public comment. Mr. Beal noted that comments would be responded to in the Public Hearing Summary Report and not during the hearing. Following the registered speakers' comments, Mr. Beal provided a final opportunity for members of the public to give testimony at the hearing.

A court reporter was in attendance to provide an official transcript of the technical presentation, as well as the public testimony. In addition, the court reporter was available to take individual verbal comments during the open house portion and following the hearing for individual verbal comment.

### *Legal Notices and Advertisements*

A Notice of Public Hearing was published in the *Austin American-Statesman* on October 12, 2015. Display advertisements were published in *Community Impact – Cedar Park/Leander* on October 15, 2015, *Community Impact – Northwest Austin* on October 22, 2015, and *Liberty Hill Independent* on November 5, 2015.

### *Additional Notification and Outreach Efforts*

In addition to legal notices and display advertisements in area newspapers, various methods were used to provide notice of the Public Hearing to the public.

#### Postcards

Postcards were sent to 459 adjacent property owners on October 13, 2015. The postcards provided information about the Public Hearing as well as the Virtual Public Hearing and the availability of the Draft Environmental Assessment.

#### Stakeholder Database E-Newsletters and Email Notices

An e-newsletter was distributed to 1,587 email addresses from the stakeholder database on October 13, 2015. The notice provided updates to the project and advertised the Public Hearing.

An email notice was also sent on November 3, 2015 to remind subscribers of the Public Hearing. The email was delivered to approximately 1,584 email addresses.

A final email advertising the Virtual Public Hearing was distributed to 1,581 addresses on November 19, 2015.

An email form the Mobility Authority was sent on October 28, 2015 to elected officials who represent constituents within the project study area, advising of the upcoming Public Hearing.

### Website and Twitter Information

The 183 North Mobility Project website (www.183North.com) was advertised in all outreach efforts as an additional source of information about the Public Hearing and Virtual Public Hearing, including the date, time, location and purpose of the meeting. The Draft Environmental Assessment and the associated resource-specific technical reports were also available on the website.

A Twitter outreach campaign ran from October 12 – November 20, 2015 and resulted in 4,900 impressions and more than 60 engagements.

Twitter defines Impressions as "The number of times users saw the Tweet on Twitter". Engagements are "Total number of times a user has interacted with a Tweet. This includes all clicks anywhere on the Tweet (including hashtags, links, avatar, username, and Tweet expansion) retweets, replies, follows, and likes".

### Other Outreach

Information was shared with various neighborhoods and stakeholder organizations to post to community calendars and share via email networks.

The Downtown Austin Alliance publicized the Public Hearing in their e-newsletter, *This Week in Downtown,* on October 26. 2015 and on November 2, 2105. The Austin Transportation Department e-newsletter, *Austin Mobility go!* advertised the Public Hearing on November 2, 2015.

### Media Alert and News Release

A media alert was issued to local TV stations, radio, and newspapers on November 11, 2015. A follow up news release was issued to the same recipients on November 13, 2015.

## *Registration and Handouts*

Upon arrival at the Public Hearing, attendees were asked to sign in and were offered a set of handouts which included:

- Comment Form
- 183 North Mobility Project Fact Sheet
- Bicycle and Pedestrian Improvements Fact Sheet
- Virtual Public Hearing Flyer
- Speaker Registration Card

## *Attendance*

A total of 70 individuals signed in from the general public. Jacob Cottingham, staff for Representative Donna Howard, attended the Public Hearing.

### *Draft Environmental Assessment*

The Notice of Public Hearing published in the *Austin American-Statesman* on October 12, 2015, notified the public that the Draft Environmental Assessment was available for public review and inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. for 30 days prior to and 10 days after the Public Hearing at the Mobility Authority, 3300 North I-35, Suite 300, Austin, Texas 78705, TxDOT, Austin District, 7901 North I-35, Austin, Texas, 78753, and Spicewood Springs Library, 8637 Spicewood Springs Rd, Austin, Texas 78759.

### *Virtual Public Hearing*

The Virtual Public Hearing was available on the project website (www.183north.com) from November 12 – November 22, 2015. The Virtual Public Hearing recorded 251 sessions. On average, visitors spent nearly seven minutes on the site.

Visitors to the Virtual Public Hearing were able to submit official comments online. The Virtual Public Hearing included PDFs of each exhibit that was available at the live Public Hearing. A report from the website's developer showed the exhibit downloads in order of popularity. The PowerPoint slides and an audio recording of the technical presentation given at the in-person Public Hearing were available on the Virtual Public Hearing. In addition, the videos shown in a loop at the in-person Public Hearing were also available for viewing on the Virtual Public Hearing.

### *Public Comment Summary*

The official public comment period opened on October 12, 2015 and ended on November 22, 2015. The public was able to provide official comments in multiple ways:

- Submit a written comment form at the Public Hearing
- Provide a verbal comment to the court reporter at the Public Hearing
- Provide a verbal public testimony during the Public Hearing testimony portion
- Mail a written comment to Central Texas Regional Mobility Authority, c/o 183 North Mobility Project, 3300 North I-35, Suite 300, Austin, Texas, 78705
- Fax a comment to 512-996-9784
- Submit a comment through the website at www.183North.com

A total of 374 public comments were received during the official comment period for the Public Hearing held on Nov. 12, 2015.

#### Bicyclist and Pedestrians

One hundred and eight comments submitted were for enhancing the Shared Use Paths for bicyclists and pedestrians. Several comments requesting extending the Shared Use Path the full length of the 183 North Mobility Project area, and to have connectivity to main cross streets. The Austin Bicycle Advisory Committee submitted a petition signed by 112 individuals supporting the inclusion of a Shared Use Path in each direction for the full length

of the 183 North Mobility Project area. Four comments were in agreement with the Shared Use Path improvements in the project design.

### Tolling and Variable Pricing

Six comments were against tolling in general. No one objected to variable pricing, but there were several questions about how variable pricing works.

### Other

- Several people asked when the project would be implemented, which portion of the project would be built first and how long it would take to complete.
- Several people expressed a desire to see the improvements built quickly.
- Several people expressed a desire for improvements on RM 620, and some asked if any impacts to right-of-way along RM 620 would be needed.
- Several people asked about the locations of access points to/from the Express Lanes.
- Some people expressed concerns about flooding in Lake Creek, which they blamed on new impervious surfaces added in the area east of US 183. They also expressed concern that the proposed facility could exacerbate that problem.
- Some people expressed concern that the proposed reduction in lane and shoulder widths to accommodate the project would compromise safety/comfort.
- A few people expressed concern that more safety devices for cyclists should be included at intersections, including building a bridge for intersection crossings.
- Some people asked if buses headed southbound from the Pavilion Park & Ride would have a hard time maneuvering across the general purpose lanes to reach the Express Lanes entrance located south of Duval.

All public comments received, along with responses to these comments provided by TxDOT and the Mobility Authority, can be found in **Appendix E**.

## *Agency Comment Summary*

The following agencies submitted comments regarding the Draft Environmental Assessment:

- Environmental Protection Agency
- City of Austin Transportation Department
- City of Austin Watershed Department

All agency received, along with responses to these comments provided by TxDOT and the Mobility Authority, can be found in **Appendix E**.

## *Design Revisions Resulting from Public/Agency Input*

The project team has thoroughly considered the comments received as a result of the public involvement process and the 183 North Mobility Project has changed as a result of public comment. Most notably, the following changes were made in response to input from the public:

- An additional (fourth) general purpose lanes was added in those areas where currently only three general purpose lanes exist;
- The Oak Knoll entrance ramp has been extended;
- Direct connectors were added at RM 620; and
- Additional bike and pedestrian improvements were incorporated into the proposed project (including the addition of a Shared Use Path in the vicinity of Barrington Way).

## 8.2 AGENCY COORDINATION

Archaeological and historic resource surveys have been conducted and survey reports have been prepared. Survey findings have been coordinated with tribal governments, the Texas Historical Commission, and ENV's Archaeological and Historical Branches (see **Appendix D**).

The proposed project includes work within a FEMA designated 100-year floodplain; therefore, coordination with the local Floodplain Administrator would be required.

Coordination with the TPWD was required because the proposed project would disturb habitat in an area equal to or greater than the area of disturbance indicated in the TxDOT-TPWD Threshold Table Programmatic Agreement, including over 0.10 acre of riparian vegetation. Additionally, coordination was required because the proposed project may impact SGCNs. Early coordination with TPWD was initiated on January 20, 2015 and completed on August 4, 2015 (see **Appendix D**).

Coordination with TCEQ was required due to the project's location over the Edwards Aquifer recharge zone and due to the project's proximity to a 303(d)-listed impaired stream (Walnut Creek). This coordination was completed on June 12, 2015 (see **Appendix D**).

# 9.0 PERMITS AND APPROVALS NEEDED

## 9.1 USACE SECTION 404 PERMIT

The placement of temporary or permanent dredge or fill material into these potentially jurisdictional waters would be authorized under a USACE Section 404 NWP 14 for Linear Transportation Projects. A PCN would be required if impacts to Lake Creek exceed 0.10 acre.

## 9.2 SECTION 401 WATER QUALITY CERTIFICATION

Since a NWP would be necessary, construction activities would require compliance with the State of Texas Water Quality Certification Program. The 401 Certification requirements for a NWP 14 would be met by implementing BMPs from the TCEQ 401 Water Quality Certification Conditions for NWPs.

## 9.3 EDWARDS AQUIFER RULES

The project is located over the Edwards Aquifer Recharge Zone. Accordingly, a WPAP is required. The WPAP will be prepared and submitted to TCEQ for review and approval prior to commencement of construction.

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# 10.0 COMMITMENTS

## 10.1 VEGETATION AND WILDLIFE HABITAT

Impacts to vegetation and wildlife habitat would be avoided or minimized by limiting disturbance to only those areas that are 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. A non-invasive native and locally-adapted seed mix would be used in the landscaping and re-vegetation of disturbed areas.

Upon completion of earthwork operations, disturbed areas would be restored and reseeded in accordance with TxDOT's vegetation management guidelines. Work would also comply with the intent of Executive Order 13112 on Invasive Species and the FHWA Executive Memorandum on Environmentally and Economically Beneficial Landscape Practices.

Appropriate measures would be taken to avoid adverse impacts on migratory birds. Such measures, which would be coordinated with the TxDOT-Austin District biologist in advance of implementation, would include the following:

- The removal or destruction of active migratory bird nests (nests containing eggs and/or young) at any time of the year would be prohibited until the nests become inactive, usually between October 1 and February 15.
- If colonial nesting (i.e. swallows) occurs on or in structures, nests would not be removed until all nests in the colony become inactive.
- Measures would be utilized, to the extent practicable, to prevent or discourage migratory birds from building nests within the project area scheduled for imminent construction.
- Inactive nests would be removed from the project area to minimize the potential for reuse by migratory birds.
- When practicable, vegetation clearing, demolition of existing structures and other activities with a greater potential for disturbance of migratory birds would be scheduled outside the typical (February 15 to October 1) nesting season. However, it is recognized that the provisions of the Migratory Bird Treaty Act apply year-around.

## 10.2 PROTECTED SPECIES

The proposed project would not affect any federally-listed species and would not impact state-listed threatened or endangered species. Although surveys for protected species did not reveal habitat in the project area (existing and proposed ROW and existing easements), four endangered karst invertebrates are known to occur in the general vicinity of the project. If during construction a karst void (potential habitat for endangered karst species) is encountered, work in the vicinity of the void would immediately cease, and TxDOT and the Mobility Authority would be notified. The void would

be evaluated in accordance with USFWS survey protocols and, if warranted, coordination with USFWS would be initiated. No construction activity would be allowed in the vicinity of the void until approved by TxDOT and the Mobility Authority.

The project may impact four SGCNs (a damselfly, two species of mayfly; and the Texas garter snake). All four species could potentially occur in the riparian areas adjacent to the creeks and around the wetlands in the project area. Contractors would be advised of potential occurrence of the Texas garter snake in the project area and to avoid harming the species if encountered. No BMPs have been established to ensure avoidance of the other three species.

## 10.3 WATER QUALITY

During the final design phase of project development, a storm water pollution prevention plan (SW3P) would be developed. The SW3P would identify a system of temporary BMPs to be employed during construction to mitigate construction-related water quality impacts. The SW3P would be site-specific and tailored to project-area conditions. The SW3P would utilize the temporary control measures/BMPs outlined in TxDOT's Standard Specification for the Construction of Highways, Streets and Bridges. Construction phase quality BMPs could include, but would not be limited to, the following:

- Temporary vegetation
- Soil retention blankets/mats
- Silt fences
- Filter dams
- Rock gabions
- Vegetated filter strips
- Water quality (detention) ponds

Because the proposed project involves construction over the Edwards Aquifer recharge zone, a WPAP would be prepared and submitted to the TCEQ. TCEQ approval of the WPAP would be obtained prior to initiation of construction. In addition to temporary water quality BMPs, such as those listed above, the WPAP would identify permanent water quality controls to be implemented with the project. Except in the area between Hunter Chase and McNeil Road, the permanent controls would be designed to achieve at least an 80 percent reduction in the increased TSS load discharging from the improved facility. In the area between Hunters Chase and McNeil Road, controls would be designed to achieve at least an 85 percent reduction.

The proposed project would disturb more than one acre; thus, it is subject to the Texas Pollutant Discharge Elimination System (TPDES) General Permit for Construction Activity. The proposed project would disturb more than five acres; therefore, a notice of intent would be filed and posted on-site. TPDES permit requirements would be met by implementing approved erosion controls, sediment controls and post-construction TSS controls. Temporary erosion controls would be

installed, per the construction plans, prior to commencement of construction. Controls would be subject to regular inspections and replaced/maintained as needed. The proposed project is located within the boundaries of the City of Austin and TxDOT's Municipal Separate Storm Sewer System (MS4) Phase I permits. Compliance with applicable MS4 regulations would apply.

The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policy and standards. The facility would permit conveyance of the design year flood levels, inundation of the roadway being acceptable, without causing substantial damage to the roadway, stream or other property. The proposed project would not increase the base flood elevation to a level that would violate the applicable floodplain regulations or ordinances. Coordination with the local floodplain administrator would be required.

## 10.4 ARCHAEOLOGICAL RESOURCES

In the unlikely event that cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the Texas Historical Commission could arrive on site and assess the discovery's significance and the need, if any, for additional investigation.

## 10.5 HAZARDOUS MATERIALS

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

## 10.6 CONSTRUCTION

The contractor would observe proper maintenance and idling of construction equipment to control emissions of particulate matter. The contractor would control the generation of dust by site watering.

Disruptions would be minimized to the extent possible by the timely notification of affected residents and business owners through posted notices, personal contact, or other notification procedures. These procedures would include rerouting traffic, barricading, using traffic cones, or any other measures deemed necessary and prudent by TxDOT and the construction contractor to comply with all local, state and federal traffic and safety regulations.

Signage and barrier placement should be alert to the inevitable reordering of travel patterns, both during construction and in the long term, as drivers find cut-through routes to shorten travel times. During construction, procedures to minimize traffic congestion, noise, dust, and risk to public safety should be specifically adapted to the circumstances of the proposed project.

Provisions would be included in the project plans and specifications that require the contractor to make every reasonable effort to minimize construction impacts through abatement measures such as work-hour controls and proper maintenance of muffler systems.

# 11.0 REFERENCES


Cambrian Environmental

-2015a. Groundwater Technical Report for the Central Texas Regional Mobility Authority 183 North Mobility Project

-2015b.Technical Report- Potential for Impacts to Endangered Karst Invertebrates from the Proposed 183 North Mobility Project

City of Austin

2012. Imagine Austin – City of Austin Comprehensive Plan

2015. Traffic Congestion Action Plan

TxDOT

-2015a. Biological Evaluation Form

-2015b. Community Impact Assessment Technical Report

-2015c. Historic Resource Project Coordination Request

-2015d. Report for Historic Studies Survey

-2015e. Traffic Noise Technical Report

-2015f. Purpose and Need Technical Memorandum

TxDOT

-2016a. Alternatives Analysis Technical Memorandum

-2016b. Water Resources Technical Report

-2016c. Traffic Air Quality Assessment and Quantitative Mobile Source Air Toxics Technical Report

-2016d. Indirect Impacts Technical Report

-2016e. Cumulative Impacts Assessment Technical Report

HDR Engineering, Inc.

-2015. Hazardous Materials Initial Site Assessment

-2016. Hazardous Materials Technical Report for the 183 North Mobility Project

SWCA Environmental Consultants

-2015a. Intensive Cultural Resources Study for the 183 North Improvement Project

-2015b. Archaeology Background Study

-2015c. Geologic Assessment of the 183 North Mobility Project

-2015d. Technical Report- Potential Impacts to the Jollyville Plateau Salamander from the Proposed 183 North Mobility Project

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## Appendix A:

Project Plan View

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Texas Department of Transportation

US 183
1 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

N

LAKELINE BLVD

BEGIN IMPROVEMENT
183 NORTH

LAKELINE MALL DR

775+00 780+00 785+00 790+00 183A TOLL 795+00 800+00 805+00 810+00 815+00

EXHIBIT 2

S BELL DR

183

LAKELINE BLVD

LAKELINE MALL DR

PECAN PARK BLVD

183 NORTH
MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 1 OF 20

LEGEND

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

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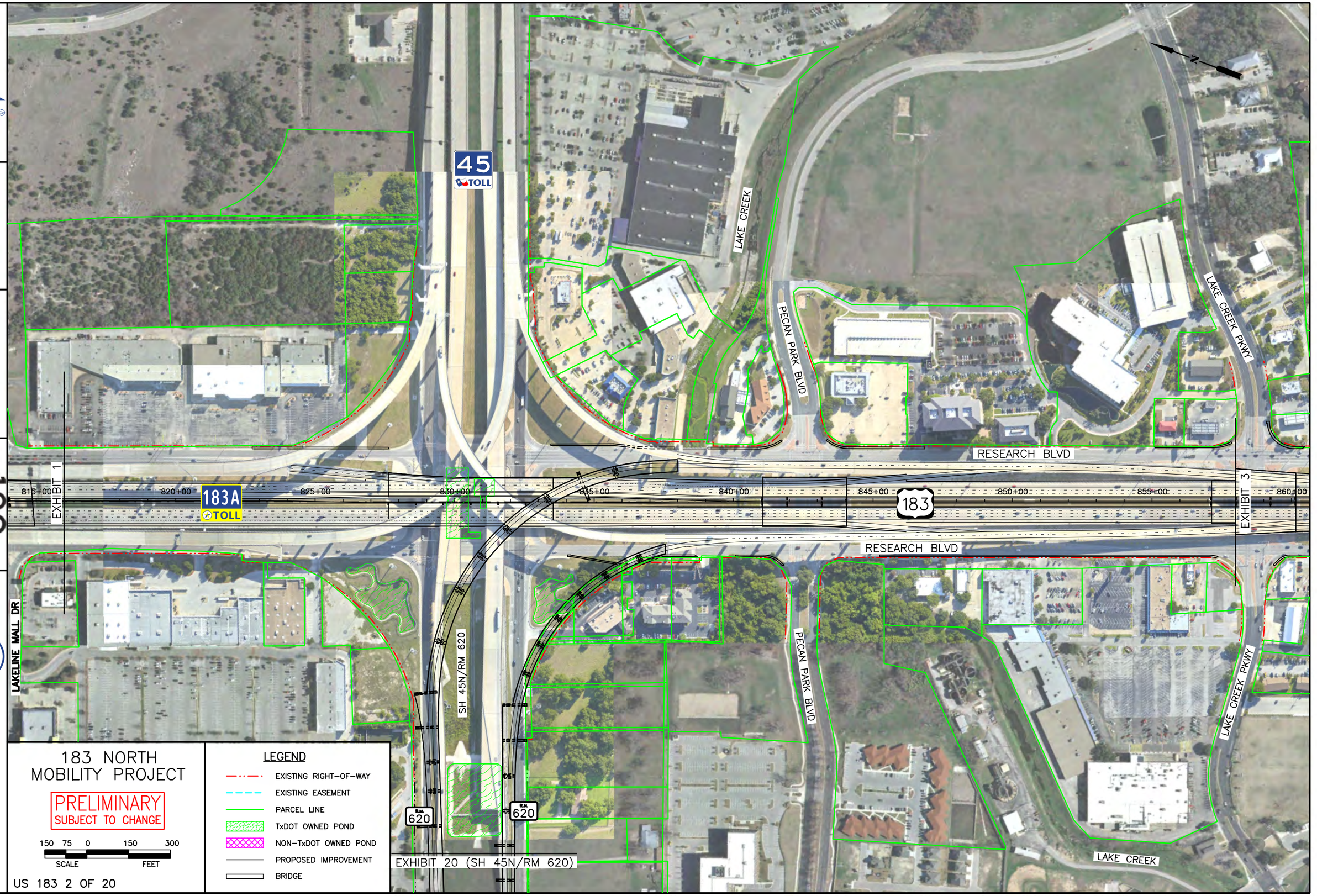
Texas Department of Transportation

US 183
2 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority




183 NORTH
MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 2 OF 20

LEGEND

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

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Texas Department of Transportation

US 183
3 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

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BEGIN PROPOSED SHARED USE PATH

END PROPOSED SHARED USE PATH

LAKE CREEK PKWY

HYMEADOW DR

RESEARCH BLVD

POND SPRINGS RD

EXHIBIT 2

EXHIBIT 4

860+00 865+00 870+00 875+00 880+00 885+00 890+00 895+00 900

183

CALDWELL DR

WOODLAND VILLAGE DR

HIDDEN MEADOW DR

HYMEADOW DR

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 3 OF 20

LEGEND

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

Texas Department of Transportation

US 183
4 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 4 OF 20

## LEGEND

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

ANDERSON MILL RD
ANDERSON MILL RD
BOARDWALK DR
ROXIE DR
RESEARCH BLVD
RESEARCH BLVD
BALCONES CLUB DR
183
EXHIBIT 3
EXHIBIT 5
895+00
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00
940+00
945+00
N

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Texas Department of Transportation

US 183
5 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 5 OF 20

## LEGEND

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

POND SPRINGS RD
SAN FELIPE BLVD
HUNTERS CHASE DR
RESEARCH BLVD
BALCONES CLUB DR
OCEANAIRE BLVD
FATHOM CIR
SPICEWOOD SPRINGS RD
183
EXHIBIT 4
EXHIBIT 6
945+00
950+00
955+00
960+00
965+00
970+00
975+00
980+00
985+00

N

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Texas Department of Transportation

US 183
6 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

SAN FELIPE BLVD
MCNEIL DR
TECHNOLOGY BLVD
OAK KNOLL DR
BEGIN PROPOSED SHARED USE PATH
POND SPRINGS RD
RESEARCH BLVD
EXHIBIT 5
EXHIBIT 7
985+00
990+00
995+00
0+00
5+00
10+00
15+00
20+00
25+00
30+00
183
RESEARCH BLVD
SPICEWOOD SPRINGS RD
BARRINGTON WAY
JOLLYVILLE RD
END PROPOSED SHARED USE PATH
ARGONNE FOREST TRAIL
BROAD OAKS DR
OAK KNOLL DR

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 6 OF 20

LEGEND

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

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Texas Department of Transportation

US 183
7 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

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Texas Department of Transportation

US 183
8 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS Regional Mobility Authority


183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 8 OF 20

LEGEND

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

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Texas Department of Transportation

PLAN VIEW

US 183
9 OF 20

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 9 OF 20

## LEGEND

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

N

BALCONES WOODS DR

SETON CENTER PKWY

BRAKER LN

RESEARCH BLVD

183

110+00 115+00 120+00 125+00 130+00 135+00 140+00 145+00 150+00 155+0

EXHIBIT 8

EXHIBIT 10

HAMILTON RD

JOLLYVILLE RD

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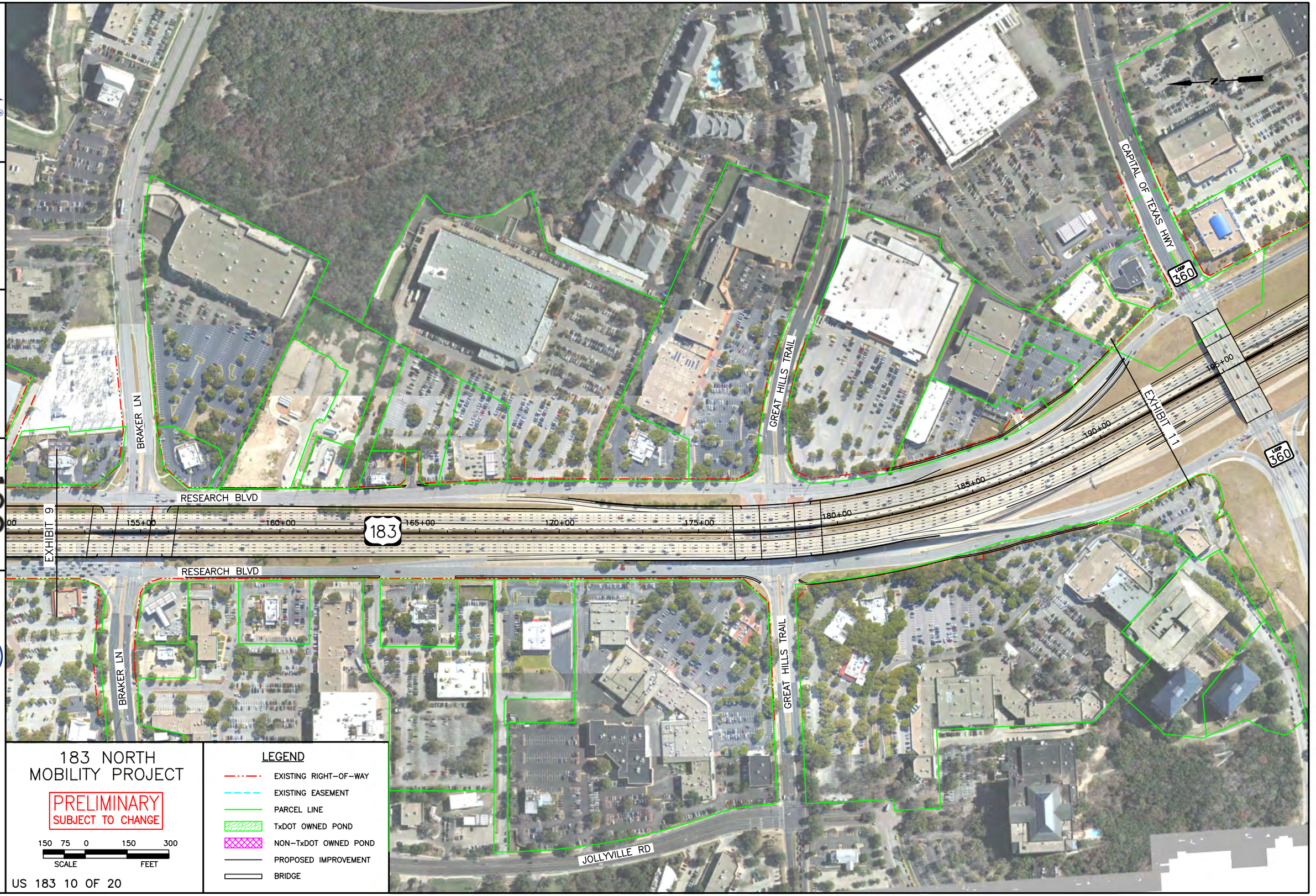
Texas Department of Transportation

US 183
10 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority




183 NORTH
MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 10 OF 20

LEGEND

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

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Texas Department of Transportation

US 183
11 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

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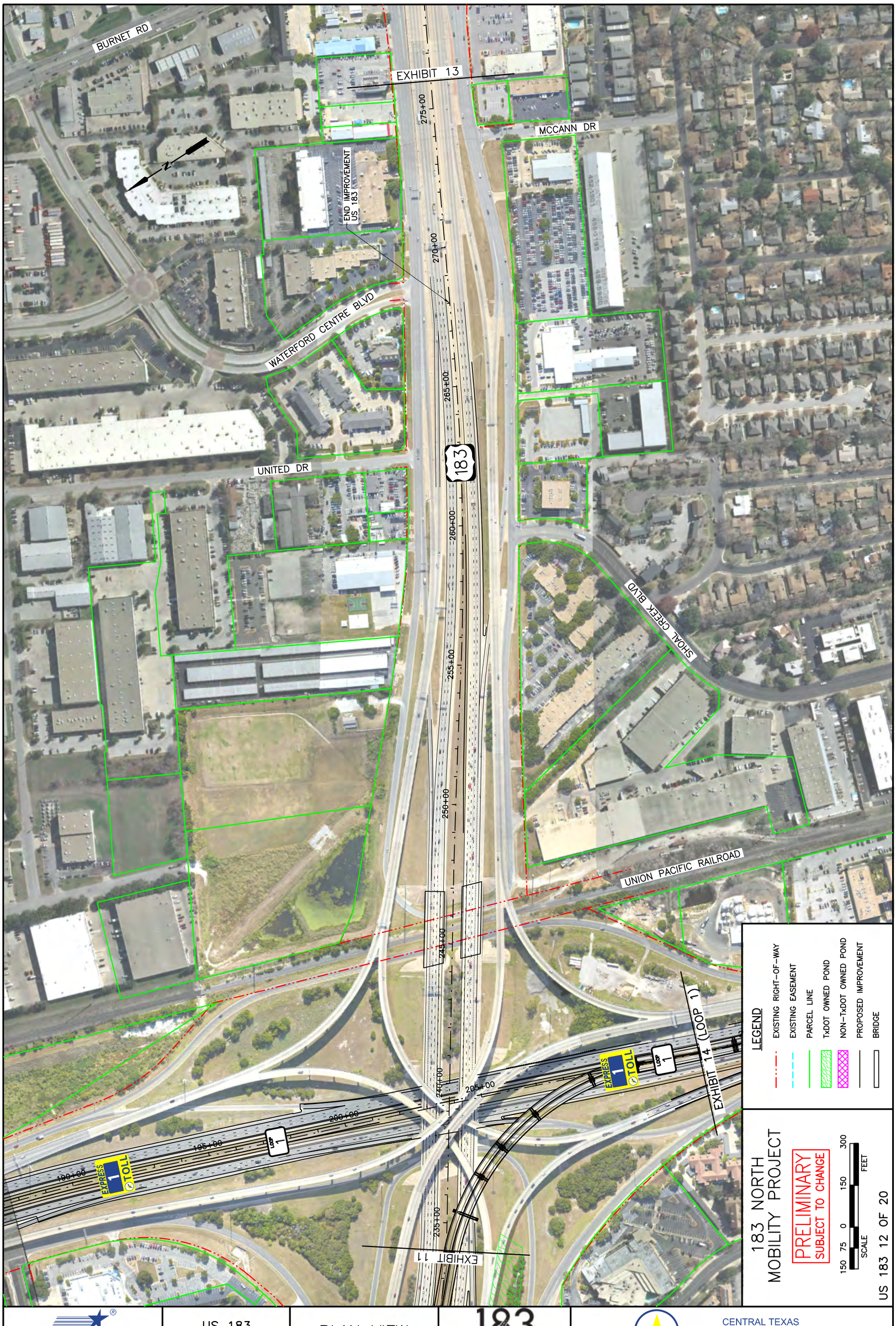


Texas Department of Transportation

US 183
12 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

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Texas Department of Transportation

US 183
13 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

BURNET RD

METRIC BLVD

183

CAPITAL METRO RAILROAD

275+00

280+00

EXHIBIT 12

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

US 183 13 OF 20

## LEGEND

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

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Texas Department of Transportation

LOOP 1
14 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

LOOP 1 14 OF 20

## LEGEND

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

BEGIN IMPROVEMENT LOOP 1

EXHIBIT 12 (US 183)

EXHIBIT 11 (US 183)

EXHIBIT 15

SHOAL CREEK BLVD

UNION PACIFIC RAILROAD

MOPAC SERVICE RD

TUDOR BLVD

RESEARCH BLVD

JOLLYVILLE RD

BUSINESS PARK DR

TALLWOOD DR

HYDRIDGE DR

180+00 185+00 190+00 195+00 200+00 205+00 210+00 215+00 220+00 225+00 230+00 235+00 240+00 245+00 250+00 255+00

LOOP 1 | EXPRESS 1 TOLL

183

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Texas Department of Transportation

LOOP 1
15 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

SHOAL CREEK BLVD
UNION PACIFIC RAILROAD
MOPAC SERVICE RD
STECK AVE
HYRIDGE DR
WESTCHESTER AVE
MAYFAIR DR
EXHIBIT 14
EXHIBIT 16
LOOP 1
EXPRESS 1 TOLL
225+00
230+00
235+00
245+00
250+00
255+00
260+00
265+00

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

LOOP 1 15 OF 20

## LEGEND

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

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Texas Department of Transportation

LOOP 1
16 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

SHOAL CREEK BLVD
W ANDERSON LN
GREAT NORTHERN BLVD
UNION PACIFIC RAILROAD
EXHIBIT 15
EXHIBIT 17
265+00
270+00
275+00
280+00
285+00
290+00
295+00
300+00
305+00
LOOP 1
EXPRESS 1 TOLL
LOOP 1
MOPAC SERVICE ROAD
SPICEWOOD SPRINGS RD
EXECUTIVE CENTER DR
GREYSTONE DR
WOOD HOLLOW DR

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

LOOP 1 16 OF 20

## LEGEND

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

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Texas Department of Transportation

LOOP 1
17 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

LOOP 1 17 OF 20

## LEGEND

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

GREAT NORTHERN BLVD
UNION PACIFIC RAILROAD
BALCONES DR
AUSTIN CENTER BLVD
FAR WEST BLVD
NORTH HILLS DR
HART LN
EXHIBIT 16
EXHIBIT 18
305+00
310+00
315+00
320+00
325+00
330+00
335+00
340+00
345+00
350
LOOP 1
LOOP 1
TOLL

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Texas Department of Transportation

LOOP 1
18 OF 20

PLAN VIEW

EXHIBIT 17

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

GREAT NORTHERN BLVD

UNION PACIFIC RAILROAD

END IMPROVEMENT LOOP 1

RM 2222

HANCOCK DR

BALCONES DR

PARKCREST DR

350+00
355+00
360+00
365+00
370+00
375+00
380+00
385+00
390+00

EXPRESS 1 TOLL

LOOP 1

N

183 NORTH
MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

LOOP 1 18 OF 20

LEGEND

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

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Texas Department of Transportation

SH 45N/
RM 620
19 OF 20

PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS
Regional Mobility Authority

# 183 NORTH MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

SH 45/RM 620 19 OF 20

## LEGEND

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

LAKELINE MALL
RIDGELINE BLVD
GREAT VALLEY DR
BLUE RIDGE DR
END IMPROVEMENT
RM 620
R.M. 620
EXHIBIT 20
LAKE CREEK PKWY
DEERBROOK TRAIL
PECAN PARK BLVD

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PLAN VIEW

183 NORTH MOBILITY PROJECT

CENTRAL TEXAS Regional Mobility Authority

LAKELINE MALL

LAKELINE MALL DR

EXHIBIT 1 (US 183)

PECAN PARK BLVD

LAKE CREEK PKWY

N

820+00

825+00

830+00

835+00

RM 620

EXHIBIT 19

PECAN PARK BLVD

RESEARCH BLVD

183

840+00

845+00

PECAN PARK BLVD

EXHIBIT 2 (US 183)

45 TOLL

183 NORTH
MOBILITY PROJECT

PRELIMINARY
SUBJECT TO CHANGE

150 75 0 150 300
SCALE FEET

SH 45/RM 620 20 OF 20

LEGEND

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

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# Appendix B:

Project Planning and Programming Documentation

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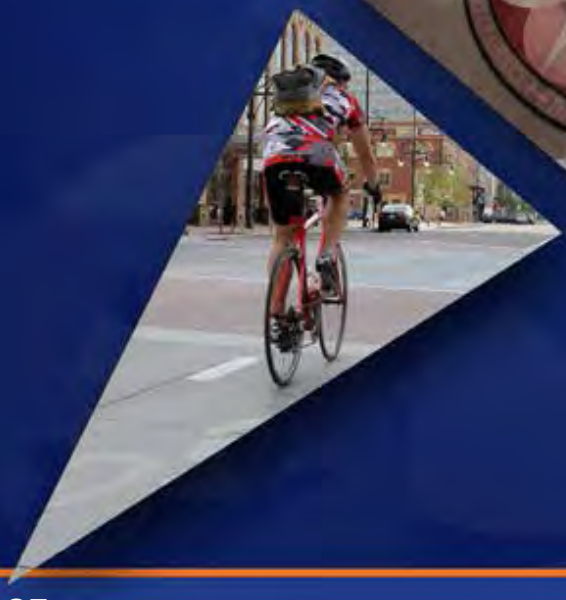
# CAMPO 2040 REGIONAL TRANSPORTATION PLAN

Adopted May 11, 2015
as amended
February 8, 2016

**CAMPOTexas.org**
**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**
Bastrop • Burnet • Caldwell • Hays • Travis • Williamson Counties

**Table 32:** Road Projects

This is the list of road projects in the fiscally constrained portion of the *CAMPO 2040 Regional Transportation Plan*. These projects are expected to be funded between 2015 and 2040, with local and regional (state and federal) funds, as noted.

| ID | Sponsor | Cosponsor | County | Project | Limits/Location | Description | Let Year | YOE Cost (Millions) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 81 | TxDOT | | Hays | IH 35 - Hays County | SH 45 SE - Posey Road | IH 35 Improvement Projects | 2020 | $1,500.0 | Regional |
| 82 | TxDOT | | Travis | IH 35 - Travis County | SH 45 N - SH 45 SE | IH 35 Improvement Projects | 2020 | $1,940.0 | Regional |
| 83 | TxDOT | | Williamson | IH 35 - Williamson County | SH 45 N - SH 195 N | IH 35 Improvement Projects | 2020 | $815.0 | Regional |
| 84 | Buda | | Hays | IH 35 / OSR Connector | Old San Antonio Rd - IH 35 | New 2-lane undivided | 2018 | $0.1 | Local |
| 89 | Round Rock | | Williamson | US 79 | IH 35 - A. W. Grimes Boulevard | Reconstruct to a 6 lane divided roadway with sidewalks | 2030 | $14.4 | Regional |
| 90 | Williamson | | Williamson | US 183 N | FM 970 - FM 3405 | Widen from 4 lanes to 4 lanes with median (future frontage roads) | 2018 | $17.1 | Local |
| 91 | Williamson | | Williamson | US 183 N | FM 3405 - SH 29 | Widen from 4 lanes to 4 lanes with median (future frontage roads) | 2018 | $40.9 | Local |
| 92 | CTRMA | | Travis | US 183 N | Loop 1 N - SH 45/RM 620 | 2 Express Lanes in each direction: an additional fourh general purpose lane | 2019 | $650.0 | Regional |
| 93 | CTRMA | TxDOT | Travis | US 183 S | US 290 - Boggy Creek | Completion of environmental document, traffic and revenue studies, final engineering, ROW acquisition, utility relocation and construction for 6 tolled mainlanes and 4 to 6 continuous, non-tolled access road lanes, project may be phased. | 2016 | $332.3 | Regional |
| 94 | CTRMA | TxDOT | Travis | US 183 S | Boggy Creek - SH 71 | Completion of environmental document, traffic and revenue studies, final engineering, ROW acquisition, utility relocation and construction for 6 tolled mainlanes and 4 to 6 continuous, non-tolled access road lanes and operational improvements on SH 71. | 2018 | $319.7 | Regional |
| 95 | TxDOT | | Bastrop | US 290 E Hurricane Evacuation Route | 1 mile east of FM 696 - Lee County Line | Reconstruct existing 4-lane undivided rural principal arterial to a 4 lane divided rural principal arterial. | 2018 | $57.1 | Regional |
| 96 | CTRMA | TxDOT | Travis | US 290 W | West of RM 1826 - Loop 1 | Construct 6-lane tolled turnpike with frontage roads | 2018 | $529.0 | Regional |
| 97 | Hays | | Hays | US 290 W | Blanco County Line - RM 165 | MAD-4 | 2030 | $25.9 | Local |
| 98 | Hays | | Hays | US 290 W | RM 165 - NF 2 | MAD-4 | 2030 | $25.9 | Local |
| 99 | Hays | | Hays | US 290 W | RM 12 - Nutty Brown Rd | MAD-6 | 2035 | $21.8 | Local |
| 100 | Travis | | Travis | US 290 W | RM 1826 - Nutty Brown Rd | Widen to MAD-6 | 2040 | $17.5 | Regional |

**FY 2015-2018 Transportation Improvement Program (TIP)**

**Appendix C**

Projects in this list are anticipated to be constructed after the current TIP timeframe, but are currently undergoing environmental evaluation.

| District | Project Sponsor | Project Name | Project County | Project City | CSJ Number (if available) | Limits | | Project Description | Revision Date | Project History (if applicable) |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | From | To | | | |
| Austin | TxDOT | IH 35 | Williamson, Travis, Hays | various | unknown | SH 130 | Posey Road | study for various operational improvements on mainlanes and frontage roads, plus potential future transportation corridor (added capacity) | | |
| Austin | TxDOT | US 183 N | Williamson, Travis | Austin | 0151-05-100 | Lp 1 | SH 45/RM620 | managed lane study | | |
| Austin | TxDOT | Loop 1 S | Travis | Austin | 3136-01-015 | Cesar Chavez | Slaughter Ln | ROW acquisition and construction of managed lanes | | |
| Austin | TxDOT | FM 2304 | Travis | Austin | 2689-01-023 | RAVENSCROFT | FM 1626 | RECONSTRUCT 5 LANE URBAN ROADWAY | | |
| Austin | TxDOT | RM 1431 | Williamson | Cedar Park | 1378-02-038 | COTTON WOOD CREEK TR IN CEDAR PARK | FM 734 (RONALD REAGAN) | WIDEN TO 6-LN DIVIDED ROADWAY | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

# Appendix C:

Visual Impact Assessment Technical Memorandum

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# Memo

| | |
|---|---|
| Date: | April 13, 2015 |
| Project: | US 183 Mobility Study |
| To: | CP&Y |
| From: | HDR Engineering, Inc. |
| Subject: | **Visual Resources Memo** |

**VISUAL AND AESTHETIC RESOURCES**

Highways and major transit facilities can affect the aesthetic character of surrounding landscapes and subsequently the perceptions of the individuals who live within and visit these environments. The Federal Highway Administration (FHWA) has recently released their report titled *Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA, 2015)[i] which provides instructions for conducting a Visual Impact Assessment (VIA) for vehicular transportation projects. The VIA process is carried out in four phases, with the level of effort required tailored to fit the project's complexity. The US 183 Mobility Study project utilized an Abbreviated VIA format.

The four VIA phases include:

1. **Establishment** – Define the Area of Visual Effect. This is the area of project visibility determined by the physical constraints of the environment and the limits of sight.
2. **Inventory** – Identify the affected environment and the viewers. Viewers include neighbors or those people adjacent to the highway who have views of the road, as well as travelers which are people using the highway and have views from the road. Inventory also includes examining the visual quality or what people like and dislike seeing.
3. **Analysis** – Evaluate and analyze potential project impacts on the visual resources and viewers. Level of impact can be either beneficial, adverse or neutral.
4. **Mitigation** – Define the project design's mitigation and enhancement.

Descriptions of the four project phases and associated maps are included in the following sections.

**<u>Establishment Phase</u>**

Following FHWA guidance, the establishment of the project area within the landscape is described below. As shown on Figure 1, the project corridor is generally oriented north-south along Loop 1 (Mopac) and angles northwest-southeast along US 183. Within the project area Mopac typically consists of three 12-foot travel lanes in each direction with auxiliary lanes, within an existing right-of-way (ROW) of 300-600 feet. Two-lane frontage roads are present along both sides of the facility. The center median is generally maintained grass with a cable

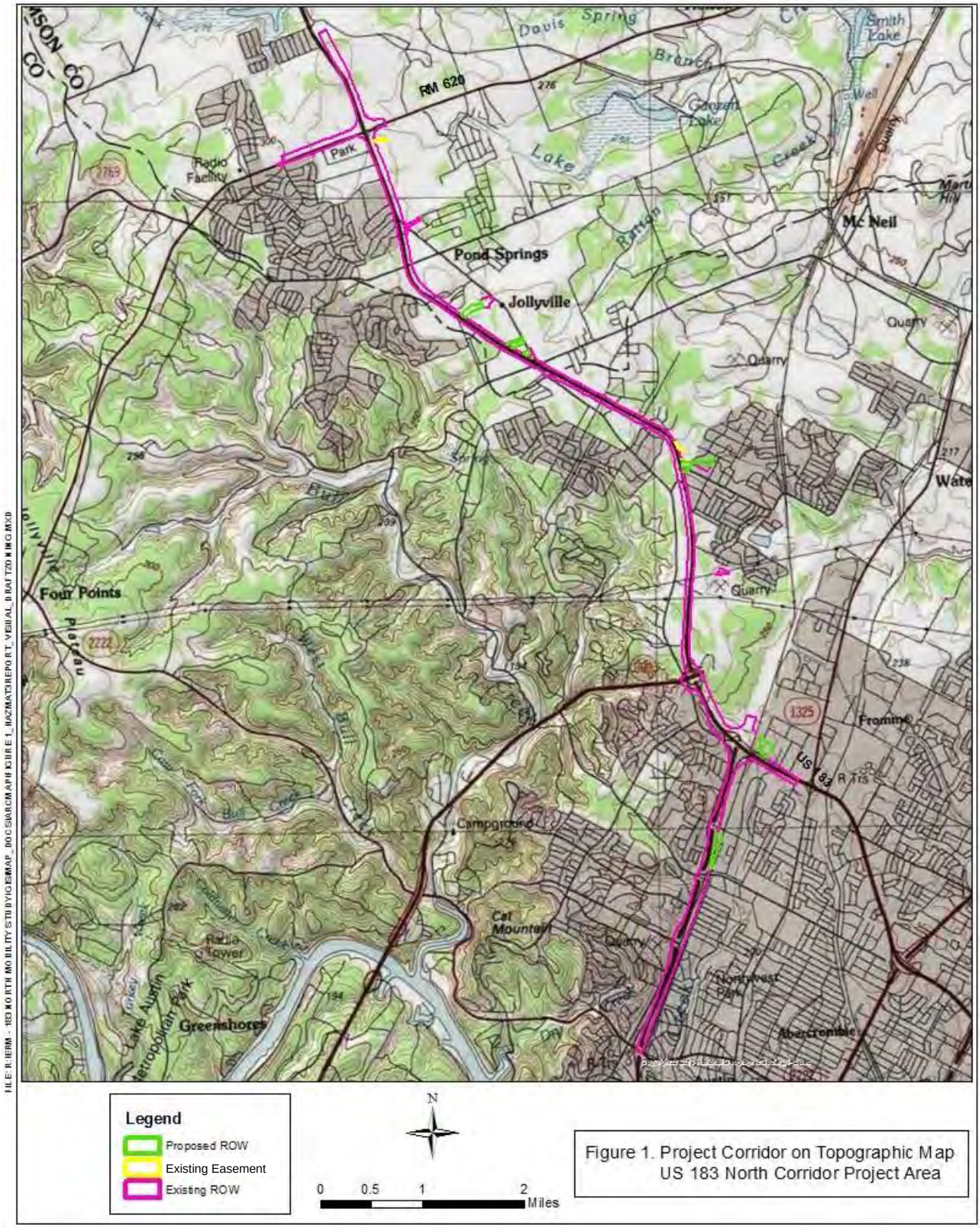


Figure 1. Project Corridor on Topographic Map

barrier and the Missouri-Pacific railroad parallels the eastern side of the facility. There are currently seven grade-separated direct connector ramps at the intersection of Mopac and US 183. The Central Texas Regional Mobility Authority is currently constructing the Mopac Improvement Project in the center median of Mopac within the project area; this project will add an Express Lane in each direction.

The ROW for US 183 through the project area varies from approximately 300 feet to over 1,000 feet at some intersections. The facility generally consists of three 12-foot travel lanes in each direction with auxiliary lanes. Two to three lane frontage roads are present along both sides of US 183. A minimum 30-foot center median is divided by a cable barrier. A three-level interchange with four direct connector ramps is present at the intersection of US 183 and RM 620 (SH 45).

With little exception, the ROW consisted of maintained grass with little tree cover. Exceptions include the area within the traveler's viewshed west of the Mopac facility and in the far northern portion of the project area along RM 620 across from Deerbrook Trail. Typical TxDOT freeway guide signs and overhead lighting were present along the project corridor. Topographically the project corridor is generally flat. Wide views of the facility are not available from the surrounding area, or vice versa. Hills are present on the western side of Mopac in the southern portion of the corridor. Climatologically the project area experiences hot summers and mild winters with an average of approximately 300 sunny days per year.[ii] The dynamic landscape is predominantly manmade and not a natural occurrence. No national parks, scenic rivers or other officially designated scenic areas are present within the project area.

**Inventory Phase**

*Affected Environment*

The project corridor is situated on the boundary between the Edwards Plateau and the Blackland Prairie physiographic regions (shown on Figure 2). The western Edwards Plateau is characterized by the Texas Hill County which has been heavily dissected by stream erosion. By contrast, the eastern Blackland Prairie is general characterized as having a gently undulating surface topography. Elevations are generally higher and the terrain hillier on the western side of the existing facility with slopes generally occurring towards the east-southeast. No major water features or parks/recreation areas are present within or adjacent to the project corridor and manmade developments dominate the landscape.

City of Austin zoning information shows Mopac along the southern portion of the project corridor is dominated by single-family residential, community commercial, general and limited office, and multi-family residential land uses. Limited industrial, neighborhood plan, and limited office were the primary land uses near the intersection of Mopac and US 183. Community commercial, multifamily and commercial services were the primary land uses adjacent to the majority of the US 183 corridor with residential, industrial and commercial land uses set back from this facility. Commercial development becomes increasingly dense as you travel north on US 183, with limited tree cover and natural vegetation. Numerous large


Figure 2. Ecoregions on Aerial Photograph

shopping developments, smaller strip centers, car dealerships, gas stations, a hospital, utilities (including electrical transmission lines, overhead power lines, and detention ponds, railroad) and some single- and multi-family residential were the primary visual resources in the project corridor. The project corridor, along with major land use types based on City of Austin zoning is shown in Figure 3.

*Affected Population*

The second task of the inventory phase is to determine the population affected by the proposed project, or the "viewers." The viewers consist of neighbors (those people who are adjacent to the highway and have views of the road) and travelers (those people who are using the highway and have views from the road). Based on the City of Austin zoning shown on Figure 3 and site visits to the project corridor, the neighbors to the project corridor are generally residential neighbors along the far southern portion of the corridor, and commercial or retail neighbors along the remainder of the corridor.

*Visual Quality*

The third task of the inventory phase is to define visual quality. Visual quality is what viewers like and dislike about the visual character of the Affected Visual Environment (AVE). Visual quality serves as a baseline for determining whether visual impacts are adverse, beneficial or neutral. Additionally, visual quality also provides a design and management goal for determining the need to mitigate adverse impacts and the potential for incorporating beneficial impacts into the design of the project. According to the FHWA Guidelines (FHWA, 2015), visual quality is a result of the interaction of a viewer and their environment. Different viewers are expected to evaluate visual resources in different ways as a consequence of their particular location and views.

For an Abbreviated VIA the Professional Observational Approach is the appropriate method to establish the visual preferences of the viewers (FHWA, 2015). This approach utilizes assumptions about the visual preferences of viewers based on why people have chosen to occupy a certain location. Residential neighbors are more resistant to change and show greater interest in cultural order and natural harmony. Commercial and retail neighbors prefer heightened visibility and visual clarity so they can both be seen and can easily see their destinations with few distractions. The travelers of the facility include motoring travelers who tend to focus less on the view outside the vehicle.[iii] Vividness is a term used to describe the memorability of a project corridor. The proposed project corridor is not described as highly vivid because it does not contain unique or memorable resources.

**Analysis Phase**

*Key Views*

Two locations were selected to illustrate key views within the corridor; these include Deerbrook Trail at RM 620 and the US 183 northbound frontage road near Pond Springs Road. These key view locations are identified on Figure 2 above. In general the project corridor lacks vividness

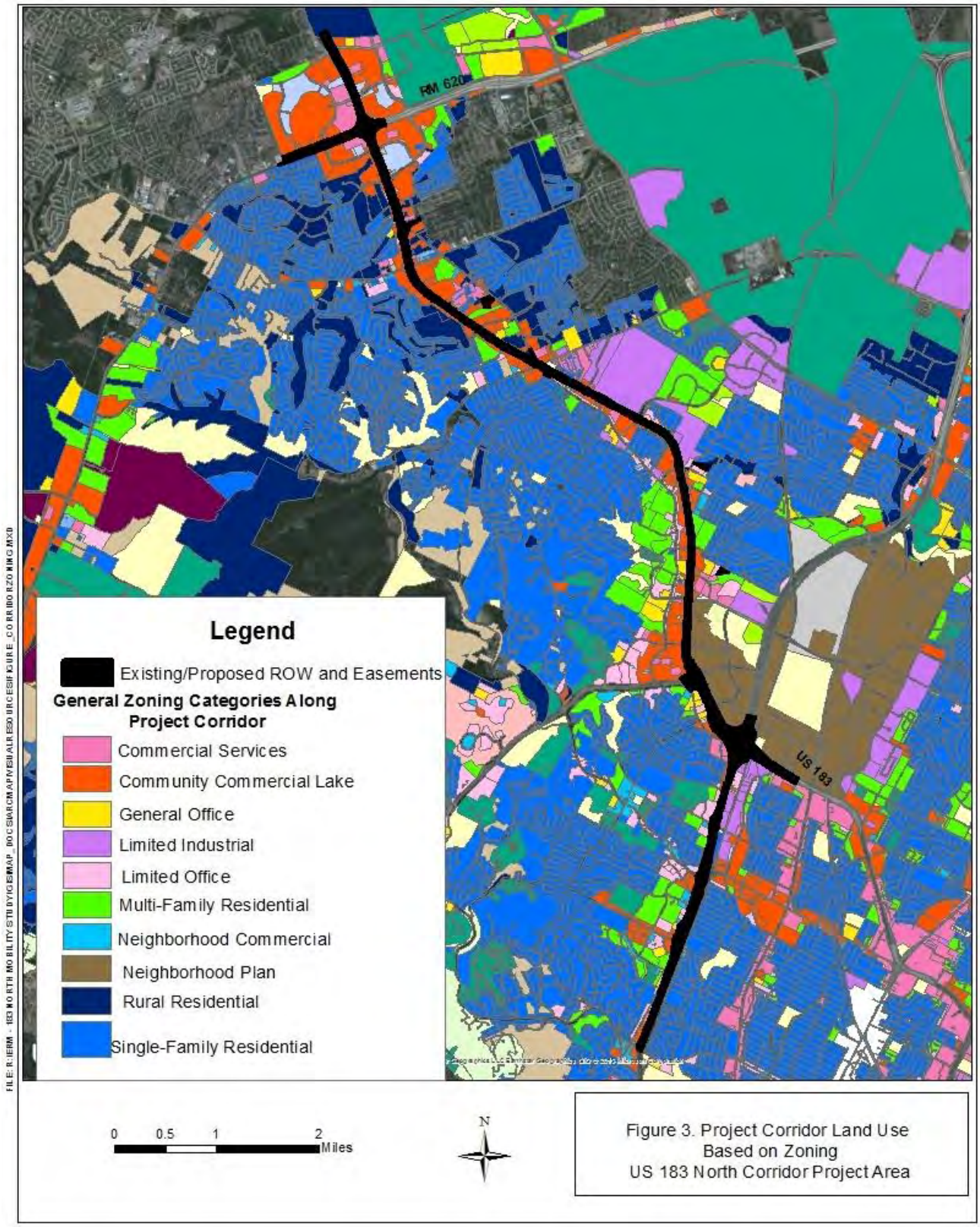


Figure 3. Project Corridor Land Use Based on Zoning

because the cultural and limited natural components are not unique or memorable within the overall area.

***Deerbrook Trail Intersection***

The Deerbrook Trail intersection was chosen as a key view because in the proposed plan the existing direct connector from northbound US 183 to westbound RM 620 would be extended over Ridgeline Blvd. on a new location to form a button-hook exit at Deerbrook Trail. This roadway extension would alter the height of the facility and modify the natural environment by removing trees on the north side of RM 620 west of US 183. This action could alter both the static and dynamic viewsheds. Figures 4 and 5 show the existing conditions near this location from a birds-eye and street level view, respectively.

Figure 4. Existing Condition: Google Earth image birds-eye view facing northeast along RM 620 from the intersection of Deerbrook Trail. US 183 is shown in the background.


Figure 5. Existing Condition: Google Earth image (street view) from the southwest corner of the intersection of Deerbrook Trail and RM 620.

***US 183 Near Pond Springs Road***

US 183 near Pond Springs Road was selected as a key view point location because the proposed project would add elevated Express Lane braided exit/entrance rampsin this area. These ramps would create a new level and could impact the static and dynamic viewsheds. Figures 6 and 7 show the existing conditions near this location as a birds-eye and street level view, respectively.

Figure 6. Existing Condition: Google Earth image (birds-eye view) facing north-northwest of the northern intersection of US 183 frontage road and Pond Springs Road. Direct connectors to RM 620 are in the background.


Figure 7. Existing Condition: Google Earth image (street view) on Research Blvd. (Frontage Road to US 183 northbound) near Pond Springs Road.

*Build Alternative*

Figures 8 and 9 depict artist's renderings of the proposed improvements at the Key View locations. The scale, form and project materials of the proposed improvements would be compatible with the existing environment, as shown on Figures 8 and 9. Travelers along the corridor would be expected to experience a neutral visual impact from the new button-hook exit and the extended direct connector ramp, however, residential neighbors of the facility (on the south side of RM 620) would likely experience an adverse visual impact as the existing trees would be removed replaced by maintained grasses.


Figure 8. Build Alternative: Artist rendering (birds-eye view) of new button-hook exit from northbound US 183 direct connector ramp to RM 620 west.

As shown on Figures 10 and 11, the proposed addition of elevated Express Lane braided exit/entrance ramps would be compatible with the existing visual character of the cultural and project environment. The scale, form and project materials of the proposed improvements would be compatible with the existing environment. The viewers (primarily commercial neighbors in this area and travelers) would not be sensitive to changes in the visual character of these resources as they are not unique within the project area. The proposed improvements would be expected to cause a neutral visual impact.

Figure 9. Build Alternative: Artist rendering (street-level view) proposed button-hook exit ramp at RM 620 and Deerbrook Trail


Figure 10. Build Alternative: Artist's rendering (birds-eye view) at US 183 near Pond Springs Road facing north-northwest, showing the proposed elevated Express Lanes.

Figure 11. Build Alternative: Artist's rendering (street-level view) at US 183 near Pond Springs Road facing north-northwest, showing the proposed elevated Express Lanes.

**Mitigation**

It is expected that the proposed project would have a neutral effect on the visual resources within the project corridor. The corridor is predominantly a cultural landscape and the proposed improvements would be compatible with the current conditions. The proposed project included public involvement events where the public was encouraged to submit comments, including those regarding the aesthetics of the project corridor. The proposed project would involve some landscaping and erosion control, and would use native vegetation when reasonable and feasible. Additionally, aesthetic design treatments would be used on structures (grade separations and bridges) and appropriate colors and materials would be selected. These will allow the project to blend in with the surrounding build and natural environment, and compliment the area landscape.

[i] FHWA, 2015. Guidelines for the Visual Impact Assessment of Highway Projects. Accessed online http://www.environment.fhwa.dot.gov/guidebook/documents/VIA_Guidelines_for_Highway_Projects.pdf on March 31, 2015.
[ii] Austin, 2015. Austin Weather. http://www.austintexas.org/visit/plan-your-trip/weather/ accessed April 6, 2015.
[iii] FHWA, 2015. Guidelines for the Visual Impact Assessment of Highway Projects. Accessed online http://www.environment.fhwa.dot.gov/guidebook/documents/VIA_Guidelines_for_Highway_Projects.pdf on March 31, 2015.

# Appendix D:

Agency Coordination Letters

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**TEXAS HISTORICAL COMMISSION**
*real places telling real stories*

2 September 2015

Dr. Mark Brown
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

*Re: Project review under Section 106 of the National Historic Preservation Act of 1966 and the Texas Antiquities Code*
*Proposed modifications to US 183 N from RM 620 to Loop 1, Round Rock/Austin, Williamson/Travis counties, Texas*
*(FHWA/TxDOT CSJ 0151-05-100)*

Dear Dr. Brown,

Thank you for submitting information for our review of the above-referenced project, which involves adding lanes on US 183 in Travis and Williamson counties. This letter serves as official comment from Texas' State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff led by Linda Henderson reviewed the materials, which included a survey of pre-1974 properties within the project's Area of Potential Effect. We concur that Resources 001, 003, 008, 009, 010, 011, and 012 are not eligible for listing in the National Register of Historic Places. There is not conclusive evidence in the information we received to concur there is a lack of integrity for Resource 006, the William Henry and John Finis Thompson House. We find it to have significance under Criterion A at the local level for its role as a stagecoach stop but also as a good example of a home associated with the earliest years of the Jollyville community. We offer the Onion Creek Post Office and Stagecoach Stop in Buda (Hays County) as a similar example of a property used for multiple purposes and demonstrating significance throughout its evolution from the 1860s through the 1950s. Additional documentation might also point to significance for Resource 006 under Criterion C as an example of vernacular architecture and construction methods. We do not think additional research on Resource 006 is necessary at this time, though, given its already-compromised setting and the nature of the proposed construction.

Despite our lack of concurrence on the NRHP eligibility of Resource 006, we do **concur** that there will be **no effect** to historic properties from this project based on the current information provided to our office.

Thank you for helping identify and protect Texas' cultural and architectural resources. Please contact us with any questions: linda.henderson@thc.state.tx.us or 512/463-5851.

Sincerely,

Linda Henderson, Historian
For: Mark Wolfe, State Historic Preservation Officer

Cc: Patrick Stevens, Williamson County Historical Commission

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8580 | WWW.TXDOT.GOV

August 14, 2015

**SECTION 106 REVIEW: DETERMINATION OF NRHP ELIGIBILITY AND EFFECT**
Travis and Williamson Counties (Austin District)
183 North From: SH 45/ RM 620 to: Loop 1 (MoPac)
CSJ: 0151-05-100

Linda Henderson
History Programs
Texas Historical Commission
Austin, Texas 78711

Ms. Henderson:

**Regulatory Environment and Introduction**
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. In accordance with 36 CFR 800 and our existing consulting party agreement, this letter initiates Section 106 consultation on eligibility and effect of the proposed undertaking with respect to historic properties located within the project's area of potential effects (APE). As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

**Introduction**
TxDOT's Austin District proposes the following at the above location:

The Build Alternative would include the construction of two dynamically-priced (tolled) express lanes in each direction. The express lanes would extend from SH 45/RM 620 (on the north) to MoPac (on the south). Transitions between the express lanes and existing roadways would occur along US 183 (extending 2,800 feet north of SH 45/RM 620 and 2,000 feet south of MoPac), SH 45/RM 620 (extending 0.9 mile west of US 183), and MoPac (extending 3 miles south to RM 2222). The directional express lanes pairs would diverge at the transition points with a single express lane originating / terminating on each leg of the transition. The length of the proposed project, including all transitions, is approximately 13 miles.

The proposed express lanes would be constructed in the center median of US 183. Each express lane would be 11-feet-wide. A four-foot-wide buffer would separate the express lanes from the general purpose lanes. A concrete median barrier and four-foot-wide inside shoulders would separate express lane directions of travel.

Access to and from SH 45/RM 620 to the US 183 express lanes and the general purpose lanes would be provided via direct connectors (also known as "flyovers") to be

constructed as an element of the proposed project. Access to and from MoPac to the US 183 express lanes would be provided via direct connectors to be constructed as an element of the proposed project. The direct connectors would be 26-feet-wide and would accommodate a single 14-foot-wide lane and four-foot-wide inside shoulders and eight-foot-wide outside shoulders. Additional access to the express lanes would be provided from the general purpose lanes via entrance/exit ramps. Entrance/exit ramps would be located at each end of the project and at various locations along the corridor. In total, 14 entrance/exit ramps are proposed.

The direct connectors would be elevated; the express lanes and additional general purpose lanes would be built at the grade of the existing general purpose lanes.

The project would include construction of a fourth (non-tolled) general purpose lane, northbound and southbound, in those areas where only three general purpose lanes currently exists: northbound between Braker Lane and McNeil Drive/Spicewood Springs Road; southbound between one mile north of McNeil Drive/Spicewood Springs Road and MoPac and southbound between Lake Creek Parkway and the southbound entrance ramp from SH 45. All general purpose lanes and auxiliary lanes would be 11-feet-wide. In general, ten-foot-wide outside shoulders would be adjacent to the general purpose lanes.

To complement the capacity improvements described above, a 1,300-foot-long auxiliary lane would be added at the southbound entrance ramp from Oak Knoll (addressing an existing bottleneck).

A shared use (bicycle/pedestrian) path would be constructed from Jollyville Road to Pond Springs Road, crossing under US 183 at McNeil Drive/Spicewood Springs Road. This shared use path would connect the existing bike lanes on Jollyville Road to the existing bike lanes on Pond Springs Road. Another shared use path would be constructed along the northbound frontage road from Pond Springs Road to Lake Creek Parkway. This path would connect the existing bike lanes on Pond Springs Road to the existing bikes lanes on Lake Creek Parkway. Gaps in existing sidewalks along the frontage roads would be filled throughout the project limits. Additionally, with the exception of Braker Lane, Lake Creek Parkway, and Loop 360 (which already have bike lanes), all cross streets would be restriped to include bike lanes under US 183.

To achieve desired water quality treatment goals, existing storm water detention ponds would be expanded and/or new ponds would be constructed. The size and location of ponds would be determined during the final design of the proposed improvements. For purposes of environmental study, several potential (candidate) pond sites have been identified.

The total amount of proposed right-of-way is 8.0 acres required for water quality ponds.

See attached location maps in *Attachment E* of the historic resources survey report included with this correspondence as the project design has been revised since the completion of the report. The revisions include 1) addition of a fourth, non-tolled general purpose lane, 2) elimination of proposed easements, and 3) reduction in the amount of new ROW for water quality ponds.

**Survey and Survey Findings**

A review of the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that

no historically significant resource has been previously documented within the APE. It has been determined through consultation with the State Historic Preservation Officer (SHPO) that the APE for the proposed project is:

1) Existing ROW where no new ROW or no conversion from non-transportation use is proposed and where the total amount of proposed pavement within the ROW will not be doubled.
2) 150 feet from existing ROW at proposed easements for detention ponds to be constructed on non-TxDOT-owned lands or any conversion from non-transportation use on TxDOT-owned lands;
3) 150 feet from existing ROW, where proposed construction would be more than 5 feet above existing ground level, in order to take into account possible visual effects to historic resources.

A site visit revealed that there are 8 historic-age resources (built prior to 1974), located within the project area of potential effects. Of these, 2 are residential, 2 are residences converted to commercial uses, 1 is a multi-family building, 1 is a commercial strip shopping center, 1 is an office building, and 1 is restaurant. See schematics, maps, inventory, and photosheets of the attached survey report and ignore references to Resources # 002, 004, 005, and 007a-h in the survey report as they are no longer in the APE.

*Resources not NRHP Eligible*
Resource #s 001, 003, 008, 009, 010, 011, and 012 are historically and architecturally undistinguished. Most have significant losses of integrity. See more detailed discussions of these resources on pages 35-44 of the attached survey report.

Resource #006, the William Henry and John Finis Thompson House, is a two-story, side-gabled, single-family frame house with a two-story, full façade front-porch and two rear additions. Its overall visual impression is of an awkward, ill-proportioned, I-House influenced residence with a Saltbox. TxDOT historians ***disagree*** with the survey report's recommendation that the house is NRHP eligible under Criterion C for property type and method of construction and under Criterion A for settlement and transportation.

Based on construction and framing details, the attached survey suggests a c. 1885 construction date for the first floor. The second floor and the additions, however, appear to date to the 1930s. The full width, two story main elevation porch is not historic age. A former farmhouse, it is now part of a nursery in a highly suburbanized neighborhood. While farmhouses surviving from the 1880s are rare in Williamson County, the second story addition and non-historic age porch on the *main façade* means it does not (per NPS Bulletin 15, p 47) retain the "essential physical features that enable it to convey its historic character." Resource #006 retains only integrity of location as it lacks integrity of design, setting, materials, workmanship, feeling, and association. Thus, it lacks sufficient integrity to convey its significance under Criterion C as an example of a style or as a building type from either the 1880s or the 1930s.

Resource #006 retains hand-hewn juniper studs, juniper planks, and mortise and tenon joinery *on the north side* (HRSR, p. 51) of the original c. 1885 William Thompson portion of the house that was incorporated into the larger 1930s dwelling. According to the survey, there is reason to believe that that this method of construction was significant for rural construction in Williamson County in the last quarter of the 19th century. For method of construction, integrity is assessed with emphasis on design, workmanship, and materials. Resource #006 retains integrity of workmanship and materials, but in limited amounts. NPS Bulletin 15 states (p. 47) that to be eligible, an interior contained within an ineligible exterior

property it must "yield significant information about a specific construction technique or material," Bulletin 15 also sets the threshold for integrity of design by noting (p. 46) that a "construction technique must retain most of the physical features that constitute that style or technique." Along with the loss of framing on three walls, missing 1885 window framing and loft floor framing represent a major part of the original one-and-a-half story William Thompson house. Further, hand forged nails are only seen "in places" (HRSR p, 50). Opening the living space to the roof by removing the loft floor dramatically distorts the feeling of the original structural expression. In sum, and contrary to the survey's recommendations, Resource #006 does not retain the required majority of features and thus lacks sufficient integrity of design to illustrate the construction method.

TxDOT historians have determined that Resource #006 does not retain sufficient integrity of design, setting, materials, workmanship, feeling, or association to be NRHP eligible under Criterion A for associations with William Thompson's occupation or as a stagecoach stop. Originally a one-and-half story frame residence, the second story and the new full-front two-story porch create a false sense of history and as such the building is neither recognizable as an early settlement structure, nor as stagecoach stop, nor as that last remaining structure associated with the settlement of Jollyville. Aerial photography from 1921 – 1973 shows the out-buildings are no longer extant. Together with the sizable loss of acreage and conversion to commercial use; the property no longer reflects the agricultural traditions alluded to in the survey. These losses of integrity of setting and feeling further precludes it from Criterion A eligibility as a rare surviving example of Jollyville, Texas.

**Determinations of National Register Eligibility**
TxDOT historians evaluated the surveyed properties through the application of the Criteria of Eligibility for listing in the National Register of Historic Places and determined that ***none*** of the historic-age resources are known to be associated with a significant historical event, or associated with a person of transcendent importance, or embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master. Therefore, all historic-age resources in the APE are determined **not eligible** for listing in the National Register of Historic Places.

**Consultation with the Williamson County Historical Commission**
TxDOT historians consulted with the Williamson County Historical Commission (CHC) under 36 CFR 800.2. See attached copy of an email dated August 11, 2015 from the CHC's committee that reviewed the coordination package. On August 11, 2015 committee members agreed with TxDOT's conclusions about NRHP eligibility.

**Determination of Effects**
In accordance with 36 CFR 800.5, TxDOT Historians applied the *Criteria of Adverse Effect* and determined that the proposed project **poses no effects** to historic resources as there are none in the APE.

- Direct Effects: The project would not cause direct effects because no there are no historic properties in the APE.
- Indirect Effects: Project activities pose no indirect effects because are no historic properties in the APE.
- Cumulative Effects: Per TxDOT's official guidance, "if a project will not cause direct or indirect impacts on a resource, it will not contribute to a cumulative impact on the resource."

**Conclusion**
In accordance with 36 CFR 800, I hereby request your signed concurrence with TxDOT's findings of eligibility and effect. Please return a signed copy of this correspondence for our files within **20** days.

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.

Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (512) 416-2600.

Sincerely,

Mark M. Brown, Historian
Historical Studies Branch
Environmental Affairs Division

Initials: _____
Bruce Jensen, Director Cultural Resources Management

**CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS**
No NRHP Eligible Resources Present

NO EFFECTS TO HISTORIC PROPERTIES

NAME: _____ DATE:_____
*for* Mark Wolfe, State Historic Preservation Officer

cc: Shirley Nichols, TxDOT Austin District; ECOS

## Mark Brown

**From:** Llomatt@aol.com
**Sent:** Tuesday, August 11, 2015 12:39 PM
**To:** Mark Brown
**Cc:** pjstevens@stegerbizzell.com
**Subject:** us 183 response

Hi Mark. I have canvassed our committee on the project and all agree with TxDot's conclusions to go forward with the project. One member remarked that the Thompson House was the only site that could be considered of historical significance but still concurred with TxDot. Have a good day. Lloyd Mattingly

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8580 | WWW.TXDOT.GOV

July 21, 2015

**SECTION 106 REVIEW: DETERMINATION OF NRHP ELIGIBILITY AND EFFECT**
Travis and Williamson Counties (Austin District)
183 North From: SH 45/ RM 620 to: Loop 1 (MoPac)
CSJ: 0151-05-100

Patrick Stevens, Chair
Williamson County Historical Commission
508 River Chase Blvd.
Georgetown, TX 78508

Mr. Stevens:

**Regulatory Environment and Introduction**
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. In accordance with 36 CFR 800 and our existing consulting party agreement, this letter initiates Section 106 consultation on eligibility and effect of the proposed undertaking with respect to historic properties located within the project's area of potential effects (APE). As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

**Introduction**
TxDOT's Austin District proposes the following at the above location:

> The Build Alternative would include the construction of two dynamically-priced (tolled) express lanes in each direction. The express lanes would extend from SH 45/RM 620 (on the north) to MoPac (on the south). Transitions between the express lanes and existing roadways would occur along US 183 (extending 2,800 feet north of SH 45/RM 620 and 2,000 feet south of MoPac), SH 45/RM 620 (extending 0.9 mile west of US 183), and MoPac (extending 3 miles south to RM 2222). The directional express lanes pairs would diverge at the transition points with a single express lane originating / terminating on each leg of the transition. The length of the proposed project, including all transitions, is approximately 13 miles.
>
> The proposed express lanes would be constructed in the center median of US 183. Each express lane would be 11-feet-wide. A four-foot-wide buffer would separate the express lanes from the general purpose lanes. A concrete median barrier and four-foot-wide inside shoulders would separate express lane directions of travel.

Access to and from SH 45/RM 620 to the US 183 express lanes and the general purpose lanes would be provided via direct connectors (also known as "flyovers") to be constructed as an element of the proposed project. Access to and from MoPac to the US 183 express lanes would be provided via direct connectors to be constructed as an element of the proposed project. The direct connectors would be 26-feet-wide and would accommodate a single 14-foot-wide lane and four-foot-wide inside shoulders and eight-foot-wide outside shoulders. Additional access to the express lanes would be provided from the general purpose lanes via entrance/exit ramps. Entrance/exit ramps would be located at each end of the project and at various locations along the corridor. In total, 14 entrance/exit ramps are proposed.

The direct connectors would be elevated; the express lanes and additional general purpose lanes would be built at the grade of the existing general purpose lanes.

The project would include construction of a fourth (non-tolled) general purpose lane, northbound and southbound, in those areas where only three general purpose lanes currently exists: northbound between Braker Lane and McNeil Drive/Spicewood Springs Road; southbound between one mile north of McNeil Drive/Spicewood Springs Road and MoPac and southbound between Lake Creek Parkway and the southbound entrance ramp from SH 45. All general purpose lanes and auxiliary lanes would be 11-feet-wide. In general, ten-foot-wide outside shoulders would be adjacent to the general purpose lanes.

To complement the capacity improvements described above, a 1,300-foot-long auxiliary lane would be added at the southbound entrance ramp from Oak Knoll (addressing an existing bottleneck).

A shared use (bicycle/pedestrian) path would be constructed from Jollyville Road to Pond Springs Road, crossing under US 183 at McNeil Drive/Spicewood Springs Road. This shared use path would connect the existing bike lanes on Jollyville Road to the existing bike lanes on Pond Springs Road. Another shared use path would be constructed along the northbound frontage road from Pond Springs Road to Lake Creek Parkway. This path would connect the existing bike lanes on Pond Springs Road to the existing bikes lanes on Lake Creek Parkway. Gaps in existing sidewalks along the frontage roads would be filled throughout the project limits. Additionally, with the exception of Braker Lane, Lake Creek Parkway, and Loop 360 (which already have bike lanes), all cross streets would be restriped to include bike lanes under US 183.

To achieve desired water quality treatment goals, existing storm water detention ponds would be expanded and/or new ponds would be constructed. The size and location of ponds would be determined during the final design of the proposed improvements. For purposes of environmental study, several potential (candidate) pond sites have been identified.

The total amount of proposed right-of-way is 8.0 acres required for water quality ponds.

See attached location maps in *Attachment E* of the historic resources survey report included with this correspondence as the project design has been revised since the completion of the report. The revisions include 1) addition of a fourth non-tolled general

purpose lane, 2) elimination of proposed easements, and 3) reduction in the amount of new ROW for water quality ponds.

**Survey and Survey Findings**

A review of the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that no historically significant resource has been previously documented within the APE. It has been determined through consultation with the State Historic Preservation Officer (SHPO) that the APE for the proposed project is:

1) Existing ROW where no new ROW or no conversion from non-transportation use is proposed and where the total amount of proposed pavement within the ROW will not be doubled.
2) 150 feet from existing ROW at proposed easements for detention ponds to be constructed on non-TxDOT-owned lands or any conversion from non-transportation use on TxDOT-owned lands;
3) 150 feet from existing ROW, where proposed construction would be more than 5 feet above existing ground level, in order to take into account possible visual effects to historic resources.

A site visit revealed that there are 8 historic-age resources (built prior to 1974), located within the project area of potential effects. Of these, 2 are residential, 2 are residences converted to commercial uses, 1 is a multi-family building, 1 is a commercial strip shopping center, 1 is an office building, and 1 is restaurant. See schematics, maps, inventory, and photosheets of the attached survey report and ignore references to Resources # 002, 004, 005, and 007a-h in the survey report as they are no longer in the APE.

*Resources not NRHP Eligible*

Resource #s 001, 003, 008, 009, 010, 011, and 012 are historically and architecturally undistinguished. Most have significant losses of integrity. See more detailed discussions of these resources on pages 35-44 of the attached survey report.

Resource #006, the William Henry and John Finis Thompson House, is a two-story, side-gabled, single-family frame house with a two-story, full façade front-porch and two rear additions. Its overall visual impression is of an awkward, ill-proportioned, I-House influenced residence with a Saltbox. TxDOT historians ***disagree*** with the survey report's recommendation that the house is NRHP eligible under Criterion C for property type and method of construction and under Criterion A for settlement and transportation.

Based on construction and framing details, the attached survey suggests a c. 1885 construction date for the first floor. The second floor and the additions, however, appear to date to the 1930s. The full width, two story main elevation porch is not historic age. A former farmhouse, it is now part of a nursery in a highly suburbanized neighborhood. While farmhouses surviving from the 1880s are rare in Williamson County, the second story addition and non-historic age porch on the *main façade* means it does not (per NPS Bulletin 15, p 47) retain the "essential physical features that enable it to convey its historic character." Resource #006 retains only integrity of location as it lacks integrity of design, setting, materials, workmanship, feeling, and association. Thus, it lacks sufficient integrity to convey its significance under Criterion C as an example of a style or as a building type from either the 1880s or the 1930s.

Resource #006 retains hand-hewn juniper studs, juniper planks, and mortise and tenon joinery *on the north side* (HRSR, p. 51) of the original c. 1885 William Thompson portion of the house that was incorporated into the larger 1930s dwelling. According to the survey, there is reason to believe that that this method of construction was significant for rural construction in Williamson County in the last quarter of the 19th century. For method of construction, integrity is assessed with emphasis on design, workmanship, and materials. Resource #006 retains integrity of workmanship and materials, but in limited amounts. NPS Bulletin 15 states (p. 47) that to be eligible an interior contained within an ineligible exterior property it must "yield significant information about a specific construction technique or material," Bulletin 15 also sets the threshold for integrity of design by noting (p. 46) that a "construction technique must retain most of the physical features that constitute that style or technique." Along with the loss of framing on three walls, missing 1885 window framing and loft floor framing represent a major part of the original one-and-a-half story William Thompson house. Further, hand forged nails are only seen "in places" (HRSR p, 50). Opening the living space to the roof by removing the loft floor dramatically distorts the feeling of the original structural expression. In sum, and contrary to the survey's recommendations, Resource #006 does not retain the required majority of features and thus lacks sufficient integrity of design to illustrate the construction method.

TxDOT historians have determined that Resource #006 does not retain sufficient integrity of design, setting, materials, workmanship, feeling, or association to be NRHP eligible under Criterion A for associations with William Thompson's occupation or as a stagecoach stop. Originally a one-and-half story frame residence, the second story and the new full-front two-story porch create a false sense of history and as such the building is neither recognizable as an early settlement structure, nor as stagecoach stop, nor as that last remaining structure associated with the settlement of Jollyville. Aerial photography from 1921 – 1973 shows the out-buildings are no longer extant. Together with the sizable loss of acreage and conversion to commercial use; the property no longer reflects the agricultural traditions alluded to in the survey. These losses of integrity of setting and feeling further precludes it from Criterion A eligibility as a rare surviving example of Jollyville, Texas.

### Determinations of National Register Eligibility

TxDOT historians evaluated the surveyed properties through the application of the Criteria of Eligibility for listing in the National Register of Historic Places and determined that ***none*** of the historic-age resources are known to be associated with a significant historical event, or associated with a person of transcendent importance, or embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master. Therefore, all historic-age resources in the APE are determined **not eligible** for listing in the National Register of Historic Places.

### Consultation with SHPO

TxDOT historians will convey Williamson County Historical Commission's comments when coordinating eligibility and effect with SHPO under 36 CFR 800 and our 2005 Programmatic Agreement for Transportation Undertakings.

### Determination of Effects

In accordance with 36 CFR 800.5, TxDOT Historians applied the *Criteria of Adverse Effect* and determined that the proposed project **poses no adverse effects** to historic resources as there are none in the in the APE.

**Conclusion**
In accordance with 36 CFR 800, I hereby request your signed concurrence with TxDOT's findings of eligibility and effect. Please return a signed copy of this correspondence for our files within **30** days.

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.

Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (512) 416-2600.

Sincerely,

Mark M. Brown, Historian
Historical Studies Branch
Environmental Affairs Division

Initials: _____

Bruce Jensen, Director Cultural Resources Management

**CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS**
No NRHP Eligible Resources Present

NO ADVERSE EFFECTS TO HISTORIC PROPERTIES

NAME: _____ DATE:_____

*for* Williamson County Historical Commission

cc: Shirley Nichols, TxDOT Austin District; ECOS

CP&Y
REGISTRATION NO: 1741

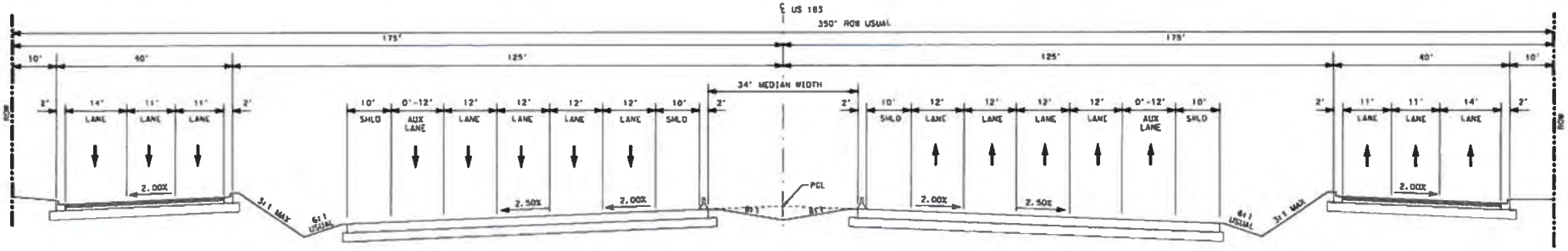
US 183

EXISTING TYPICAL SECTIONS

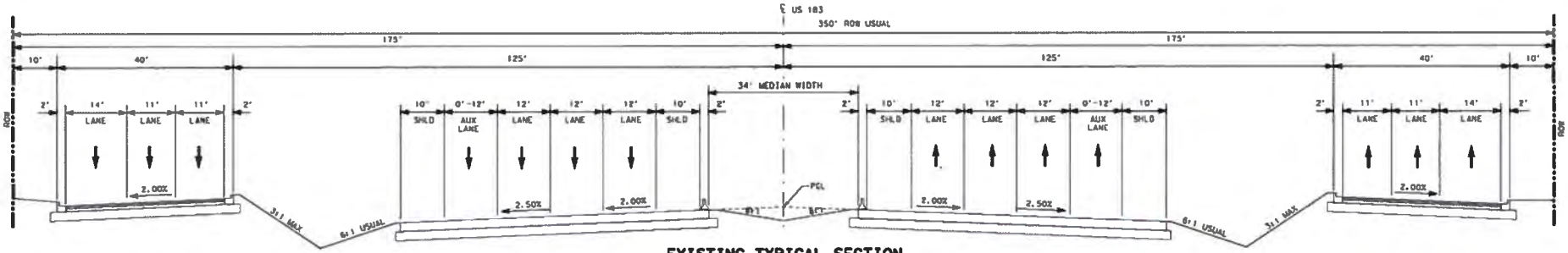
183 NORTH
PROJECT PROJECT

CENTRAL TEXAS
Regional Mobility Authority

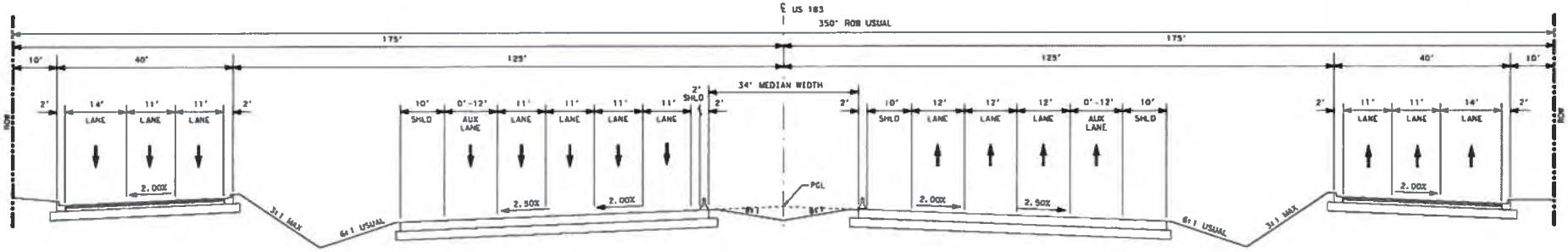
Texas Department of Transportation




**EXISTING TYPICAL SECTION**
US 183 - SH 45N TO MCNEIL DR



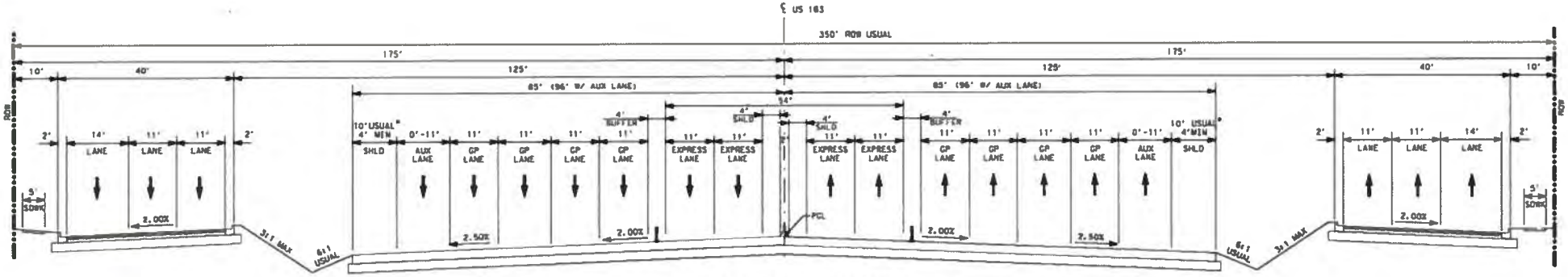

**EXISTING TYPICAL SECTION**
US 183 - MCNEIL DR TO BRAKER LN




**EXISTING TYPICAL SECTION**
US 183 - BRAKER LN TO LOOP 1

PRELIMINARY
SUBJECT TO CHANGE

# Figure 3 – Proposed Typical Section




**PROPOSED TYPICAL SECTION**

US 183 – SH 45N TO LOOP 1

* OUTSIDE SHOULDER IS TYPICALLY 10' WIDE BUT NARROWS TO 4' AT ISOLATED LOCATIONS

PRELIMINARY
SUBJECT TO CHANGE

CTRMA PROPOSED 183 CENTRAL TEXAS


183 North Mobility Project
Effects: Resource #006
CSJ 0151-05-100
Legend
#006
220 feet radius
#006
Pond Springs Rd
Research Blvd
Google earth
400 ft
N

Texas Department of Transportation®
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

July 23, 2015

RE: Antiquities Code of Texas: TxDOT Request for THC Acceptance of the SWCA Environmental Consultants' Draft Final Report Entitled, "Intensive Cultural Resources Survey for the 183 North Improvement Project, Travis and Williamson Counties": Austin District
CSJ: 0151-05-100
Texas Antiquity Permit No. 7186

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

Dear Ms. Mercado-Allinger:

In accord with the Memorandum of Understanding (MOU) between TxDOT and Texas State Historical Preservation Officer (TSHPO), we are continuing Antiquities Code of Texas consultation for the proposed undertaking. Your office previously issued Texas Antiquities Permit No7186 to SWCA Environmental Consultants (SWCA) to conduct an intensive archeological survey for the 183 North Improvement Project, Travis and Williamson Counties.

SWCA has recently submitted a copy of their draft final report. No archeological sites were observed or recorded within the undertaking's area of potential effects. TxDOT reviewed the SWCA report and found it acceptable. As allowed under the current Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the TSHPO, and the Advisory Council on Historic Preservation, TxDOT reviewed this project and completed internal Section 106 review.

The purpose of this correspondence to allow for TSHPO review of SWCA's draft report TxDOT seeks THC concurrence that no State Antiquities Landmarks will be affected, that the report is adequate, and that the stipulations of Texas Antiquities Permit No. 7186 have been fulfilled. Please signify your concurrence by signing on the line provided below. Thank you for your consideration in this matter. If you have any questions, please contact me at (512) 416-2640.

Sincerely,

Jon Budd, TxDOT Staff Archeologist

Concurrence by; _____ Date: 7/24/15
For Mark Wolfe, State Historic Preservation Officer and Executive Director

Texas Department of Transportation
P.O. DRAWER 15426 | AUSTIN, TEXAS 78761 | (512) 832-7000 | WWW.TXDOT.GOV

August 4, 2015

Jessica E. Schmerler
Texas Parks and Wildlife Department
Wildlife Division - Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744

RE: TXDOT-TPWD MOU Early Coordination
US 183 CSJ: 0151-05-100
TPWD project ID #34184
Travis County

Ms. Schmerler:

This letter provides the Texas Department of Transportation's (TXDOT) response to Texas Parks and Wildlife Department (TPWD) comments received June 8, 2015 via email. TXDOT has committed to the following actions to avoid and minimize impacts to the State's fish and wildlife resources and their habitats:

- The Bird BMPs from the TXDOT-TPWD BMP PA will be implemented to avoid or minimize impacts to all birds protected by the Migratory Bird Treaty Act.
- The proposed project will be in compliance with Executive Order 13112 on Invasive Species.
- Re-vegetation of disturbed areas would be in compliance with the Executive Order on Invasive Species (EO 13112). Regionally native and non-Invasive plants will be used to the extent practicable in landscaping and re-vegetation.

TXDOT will be implementing the following Vegetation BMPs from the BMP PA Section 2: Standard Recommendations:

- Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided to the greatest extent practicable. Wherever practicable, impacted vegetation should be replaced with in-kind on-site replacement/restoration of native vegetation.
- To minimize adverse effects, activities should be planned to preserve mature trees, particularly acorn, nut or berry producing varieties. These types of vegetation have high value to wildlife as food and cover.
- The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
- The use of seed mix that contains seeds from only locally adapted native species is recommended.

TXDOT will be implementing the following Water Quality BMPs from the BMP PA Section 2: Standard Recommendations:

- Once construction is complete and disturbed areas have been revegetated, remove silt fence and accumulated sediment to reduce wildlife barriers and hazards.
- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- Rubbish found near bridges on TXDOT right of way should be removed and disposed of properly to minimize the risk of pollution. Rubbish does not include brush piles or snags.

In accordance with TXDOT-TPWD BMP PA, contractors would be advised of the potential occurrence of the Texas garter snake and will avoid harming the species if encountered.
As stated in the Jollyville Plateau Salamander Technical Report, "Development of the proposed Project would adhere at a minimum to the current water quality standards of the TCEQ Edwards Aquifer Rules."
As stated in the Water Resources Technical Memorandum, "Measures would be taken to ensure that there is project-wide awareness and education about the need to report void discoveries and implement protection measures."

Discussion and Recommendations on Karst, Water Quality, and Salamanders

The Karst Invertebrate Technical Report states that "Construction activities are expected to include the reconfiguration of existing road surfaces and the addition of new lanes. This work will involve reconfiguration of some existing structures; surface grading (generally to a depth of three to four feet below existing grade); excavation for piers to support bridges, overpasses, or flyovers (generally to depths of between 10 and 45 feet); construction of new road surfaces and ancillary structures; the expansion or improvement of existing water quality controls; and the addition of new water quality controls, as needed.

*Jollyville Plateau Salamander*

The Biological Evaluation Form states "There is critical habitat for the Jollyville Plateau salamander close to the project along Mopac near Spicewood Springs Road: however, it lies outside of the Mopac ROW and this project Is not anticipated to affect it." The Biological Evaluation Form also concludes that the project would not affect any federally listed species and TXDOT will not be coordinating this project with the USFWS based on the "no effect" call. Table 4 in the Jollyville Plateau Salamander (JPS) Technical Report lists the USFWS JPS Critical Habitat Units within 2 miles of the project area. This table lists several Critical Habitat Units that would either be likely to or would possibly receive groundwater from the project area. Chapter 5 of the JPS Technical Report states:

*In general, effects on the JPS or its critical habitat, or both, are conceptually possible by way of surface and subsurface pathways involving either direct physical contact with*

*salamanders or their habitats, or indirect effects via changes to the quality or quantity of water they depend on.*

Section 5.1.2 of the JPS Technical Report also states the following:

*Indirect surface effects are conceptually possible if stormwater runoff attributable to the proposed Project reaches an occupied site and changes JPS habitats so that the breeding, feeding, or sheltering behaviors of JPS individuals using those sites are adversely modified. This type of effect could be relevant to downstream or downslope JPS surface localities that are outside of the Project Area. Stormwater from the proposed Project leaving the Project Area will pass through various water quality controls designed to meet or exceed all applicable water quality standards prior to being released. These controls are designed to achieve or exceed the non-degradation water quality standard set by TCEQ and would prevent adverse effects to three of the PCEs [Primary Constituent Elements] of JPS surface critical habitat by preventing changes to water quality such that it remains consistent with local aquifer chemistry, maintaining interstitial space within habitat substrate by preventing sedimentation, and by maintaining a spring environment conducive to healthy populations of invertebrates that the JPS utilize for food. (Underlined emphasis added by TXDOT)*

TPWD does not agree with the "no effect" call for the JPS. The implementation of water quality BMPs does not guarantee that adverse effects to water quality would be avoided. Occasional severe storm events could result in failure of BMPs as the storage capacity of temporary controls are overwhelmed and result in a significant amount of pollutants entering the aquifer either through karst features within or adjacent to the ROW or through streams and springs in the project area. As stated in the USFWS letter on the SH 45SW DEIS "Complete elimination of water quality impacts would require the retention of all runoff from the site, during construction, and roadway, once the project in completed. Water quality monitoring is needed pre-construction to establish baseline conditions, then during and post-construction in [streams, springs, caves and other recharge features near the project area], to evaluate and monitor effects of the project." As previously mentioned, groundwater flowing from the project area is likely to flow into JPS critical habitat.

**TPWD Recommendation:**
TPWD recommends coordinating this project with the USFWS to review the "no effect" determination.

**TXDOT Response:**
No coordination is necessary. Based on all of the information in the JPS technical report particularly that cited above with underlined emphasis added TXDOT has determined through extensive investigation and analysis of the best available science along with consideration of the type of construction proposed and the context of the project that the project will have no effect upon the JPS or critical habitat. The JPS technical report does outline the conceptual situation in which the project effects might reach the critical habitat and conceptually affect the JPS, yet in the same paragraph cited above the report also

discusses why BMP measures will prevent the effects. Based on the information considered for any effects from this project to reach the JPS or critical habitat no effects are reasonably certain to occur.

TXDOT is not required to guarantee that there will be zero impacts to water quality and any species present in the water in order to appropriately make a no effect determination under the Endangered Species Act (ESA). Section 7(a)(2) requires a federal agency avoid jeopardizing the continued existence of a listed species or adversely modifying their critical habitat. Rather, TXDOT must not speculate; it must use the best scientific and commercial data available. *See Bennett v.Spear*, 520 U.S. 154 (1997).

*Karst*

As previously stated, the Biological Technical Memorandum states, "The project would not affect any federally listed species, including the Jollyville Plateau salamander and the listed karst invertebrates." Page 3 of the Karst Invertebrate Technical Report states, "Even though the Project Area is generally heavily urbanized, unexpected impacts to karst fauna are possible occur due to the cryptic nature of their subterranean habitat." The majority of the project area is located within Karst Zone 1 (Areas known to contain endangered cave species).

Page 14 in the Karst Invertebrate Technical Report states "SWCA professional geologists conducted a karst terrain feature survey within Project Area between September 2013 to February 2014; with follow-up surveys in October 2014 and March 2015. The pedestrian survey was completed where right of entry was granted..." Page 14 also states:

*The Project Area is highly developed and no potential karst features were observed during the field survey. Construction is currently underway along MoPac Expressway between FM 2222 to US 183. Nearly all land surfaces observed were paved, graded or otherwise previously disturbed and virtually no bedrock outcrop could be seen. However, several nearby karst features were identified during a literature review, including several caves occupied by endangered karst invertebrates.*

**TPWD Recommendation:**
It is not clear where SWCA was not able to survey for karst features. Since the majority of the project is located within Karst Zone 1 and there are several caves nearby occupied by endangered karst invertebrates, TPWD recommends that the entire project area be surveyed for karst features.

**TXDOT Response:**
Since the original Early Coordination package was submitted, the amount of ROW needed for the project has been reduced from 40 acres to approximately 8 acres. All 8 acres were surveyed in accordance with the USFWS Karst Survey Protocol.

**TPWD Recommendation:**
As stated in the Karst invertebrate Technical Report, Construction activities associated with the Proposed Project—including grading, boring, and any other soil disturbing activities—should be designed and conducted to minimize and mitigate potential impacts to the extent practicable.

**TXDOT Response:**
The above recommendation is standard operating procedure when projects occur over the Edwards Aquifer or karst zones.

**TPWD Recommendation:**
As stated in the Karst invertebrate Technical Report, karst voids encountered during construction should be immediately reported to scientists permitted by the USFWS for karst invertebrate biota surveys. Work should be suspended in the vicinity of karst voids until it can be evaluated by permitted scientists. Efforts may then be directed by the permitted scientist to minimize impacts to possible karst invertebrates within the feature following USFWS protocols for evaluating features discovered during construction. If endangered karst invertebrates are identified within a discovered void, a treatment plan should be developed to minimize take. The treatment plan may include modifications to proposed construction or realignment of utilities or other infrastructure.

**TXDOT Response:**
The above recommendation is standard operating procedure when projects occur over the Edwards Aquifer or karst zones.

TPWD does not concur with the statement that "The project would not affect any federally listed species, including the Jollyville Plateau salamander and the listed karst invertebrates". TPWD would like to reiterate that the implementation of water quality BMPs does not guarantee that adverse effects to water quality would be avoided. Occasional severe storm events, much like the rain events that have occurred in Austin and the surrounding areas throughout May 2015, could result in failure of BMPs as the storage capacity of temporary controls are overwhelmed and result in a significant amount of pollutants entering the aquifer either through karst features within or adjacent to the ROW or through streams and springs in the project area.

**TPWD Recommendation:**
TPWD recommends coordinating this project with the USFWS to review the "no effect" determination.

**TXDOT Response:**
No coordination with USFWS is necessary. If a storm event occurs that is so large that it overwhelms the BMPs, how would it be determined that some other source of stormwater runoff recharging to the aquifer from the much larger surrounding developed area rather

than from the project area, is not the cause of any detectable adverse effects to salamanders or their habitat?

Other TPWD Recommendations/Concerns

As stated in the Biological Evaluation Form "Swallows nests were observed under the US 183 bridges and overpasses in the project area, although at the time of the field survey in October 2014, the nests were unoccupied." TPWD notes that these bridges and overpasses may also provide suitable roosting habitat for bats. TPWD recommends TXDOT implement the Bridge Bat BMPs stated in the BMP PA and add this commitment to the EPIC sheet.

**TXDOT Response:** The Bridge Bat BMPs will be included in the EPIC.

**TPWD Recommendation:**

TPWD recommends the judicious use and placement of sediment control fence to exclude wildlife from the construction area and away from areas of potential vehicle-wildlife collisions. In many cases, sediment control fence placement for the purposes of controlling erosion and protecting water quality can be modified minimally to also provide the benefit of excluding wildlife access to construction areas. The exclusion fence should be buried at least six inches and be at least 24 inches high or following TXDOT's sediment control fence installation specifications. The exclusion fence should be maintained for the life of the project and only removed after the construction is completed and the disturbed site has been revegetated. Construction personnel should be encouraged to examine the inside of the exclusion area daily to determine if any wildlife species have been trapped inside the area of impact and provide safe egress opportunities prior to initiation of construction activities.

**TXDOT Response:**

The project will be surrounded by silt fence as required by TXDOT and TCEQ policy and regulations. This will include the majority of the project. In addition, the existing roadway and project are in a completely developed, urban location with very little habitat adjacent to the roadway.

**TPWD Recommendation:**

TPWD recommends that any open trenches or excavation areas be covered overnight and/or inspected every morning to ensure no wildlife species have been trapped. Also, inspect excavation areas for trapped wildlife prior to refilling.

**TXDOT Response:**

Contractors must follow the OSHA requirements for trench safety which include:

- safe access and egress to all excavations, including ladders, steps, ramps, or other safe means of exit for employees working in trench excavations 4 feet or deeper. These devices must be located within 25 feet of all workers.
- Inspect trenches at the start of each shift.
- Inspect trenches following a rainstorm.

Contractors are very diligent about these items and if reptiles or other wildlife are present, they usually don't want to be working in a trench with them and will physically remove the species from the trench. It's also common practice for contractors to limit the trenching to what they can cover in a day's works as it limits their liability with people who may trespass onto the construction site after work hours. For all other excavation types, contractors will generally grade these features to drain before day's end in case of rainfall or other water sources so animal entrapment is usually not an issue.

**TPWD Recommendation:**
For soil stabilization and/or revegetation of disturbed areas within the proposed project area, TPWD recommends that TXDOT utilize erosion and seed/mulch stabilization materials that avoid entanglement hazards to snakes and other wildlife species. The netting found in many erosion control blankets or mats poses an entanglement hazard to wildlife, particularly snakes; therefore TPWD recommends the use of hydromulching and/or hydroseeding to reduce entanglement risks to wildlife. If erosion control blankets or mats will be used during this project, tot should utilize products that contain no netting or contain loosely woven, natural fiber netting in which the netting design allows the threads to move, therefore allowing expansion of the netting openings. Plastic netting should be avoided.

**TXDOT Response:**
As to erosion control products, we will define the type of slope protection in classes in the plan set, i.e. Type A for Slopes <3:1 on clay soils or Type C >3:1 on clay soils, but cannot tell the contractor which product to use. Some of these will be a traditional woven matrix, while others are hydromulch products that can achieve the same result. Unfortunately, because of the appearance of product bias, we cannot tell them which product to use. More info about our Approved Product list can be found here http://ftp.dot.state.tx.us/pub/txdot-info/mnt/erosion/product_evaluation/approved.pdf
Thank you for your review and comments.

Sincerely,

Cal Newnam, Ph.D.
Austin District Biologist

cc: Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT
Shirley Nichols, Environmental Coordinator, Austin District, TxDOT
Sean Beal, P.E., Engineering Manager, Central Texas Regional Mobility Authority

**From:** Jon Geiselbrecht <Jon.Geiselbrecht@txdot.gov>
**Sent:** Monday, June 08, 2015 5:18 PM
**To:** Andy A. Atlas; Darren Dodson; Sean Beal (sbeal@mobilityauthority.com)
**Cc:** Heather Ashley-Nguyen
**Subject:** FW: Request for Early Coordination US 183 #0151-05-100

Fyi.

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**From:** Jessica Schmerler [mailto:Jessica.Schmerler@tpwd.texas.gov]
**Sent:** Monday, June 08, 2015 4:26 PM
**To:** Jon Geiselbrecht
**Cc:** Laura Zebehazy
**Subject:** Request for Early Coordination US 183 #0151-05-100

Hi Jon,

Thank you for providing the 183 North Mobility Project from SH 45/RM 620 to Loop 1 (Mopac) in Travis and Williamson Counties (CSJ 0151-05-100) for early coordination with TPWD. I really appreciate your efforts to provide me with as much detail as possible to facilitate my review of the proposed project. Based on the Biological Evaluation Form and other associated project documents, TPWD offers the following information, comments, and recommendations to avoid or minimize impacts to fish and wildlife resources.

**TxDOT Commitments**

TxDOT has committed to the following actions to avoid and minimize impacts to the State's fish and wildlife resources and their habitats:

- The Bird BMPs from the TxDOT-TPWD BMP PA will be implemented to avoid or minimize impacts to all birds protected by the Migratory Bird Treaty Act.
- The proposed project will be in compliance with Executive Order 13112 on Invasive Species.
- Re-vegetation of disturbed areas would be in compliance with the Executive Order on Invasive Species (EO 13112). Regionally native and non-Invasive plants will be used to the extent practicable In landscaping and re-vegetation.
- TxDOT will be implementing the following Vegetation BMPs from the BMP PA Section 2: Standard Recommendations:

  ➢ Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided to the greatest extent practicable. Wherever practicable, impacted vegetation should be replaced with in-kind on-site replacement/restoration of native vegetation.

  ➢ To minimize adverse effects, activities should be planned to preserve mature trees, particularly acorn, nut or berry producing varieties. These types of vegetation have high value to wildlife as food and cover.

  ➢ The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.

  ➢ The use of seed mix that contains seeds from only locally adapted native species is recommended.
- TxDOT will be implementing the following Water Quality BMPs from the BMP PA Section 2: Standard Recommendations:

- Once construction is complete and disturbed areas have been revegetated, remove silt fence and accumulated sediment to reduce wildlife barriers and hazards.
- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- Rubbish found near bridges on TXDOT ROW should be removed and disposed of properly to minimize the risk of pollution. Rubbish does not include brush piles or snags.

- In accordance with TxDOT-TPWD BMP PA, contractors would be advised of the potential occurrence of the Texas garter snake and will avoid harming the species if encountered.
- As stated in the Jollyville Plateau Salamander Technical Report, "Development of the proposed Project would adhere at a minimum to the current water quality standards of the TCEQ Edwards Aquifer Rules."
- As stated in the Water Resources Technical Memorandum, "Measures would be taken to ensure that there is project-wide awareness and education about the need to report void discoveries and implement protection measures."

**Discussion and Recommendations on Karst, Water Quality, and Salamanders**

The Karst Invertebrate Technical Report states that "Construction activities are expected to include the reconfiguration of existing road surfaces and the addition of new lanes. This work will involve reconfiguration of some existing structures; surface grading (generally to a depth of three to four feet below existing grade); excavation for piers to support bridges, overpasses, or flyovers (generally to depths of between 10 and 45 feet); construction of new road surfaces and ancillary structures; the expansion or improvement of existing water quality controls; and the addition of new water quality controls, as needed.

*Jollyville Plateau Salamander*

The Biological Evaluation Form states "There is critical habitat for the Jollyville Plateau salamander close to the project along Mopac near Spicewood Springs Road: however, it lies outside of the Mopac ROW and this project Is not anticipated to affect it." The Biological Evaluation Form also concludes that the project would not affect any federally listed species and TxDOT will not be coordinating this project with the USFWS based on the "no effect" call. Table 4 in the Jollyville Plateau Salamander (JPS) Technical Report lists the USFWS JPS Critical Habitat Units within 2 miles of the project area. This table lists several Critical Habitat Units that would either be likely to or would possibly receive groundwater from the project area. Chapter 5 of the JPS Technical Report states:

*In general, effects on the JPS or its critical habitat, or both, are conceptually possible by way of surface and subsurface pathways involving either direct physical contact with salamanders or their habitats, or indirect effects via changes to the quality or quantity of water they depend on.*

Section 5.1.2 of the JPS Technical Report also states the following:

*Indirect surface effects are conceptually possible if stormwater runoff attributable to the proposed Project reaches an occupied site and changes JPS habitats so that the breeding, feeding, or sheltering behaviors of JPS individuals using those sites are adversely modified. This type of effect could be relevant to downstream or downslope JPS surface localities that are outside of the Project Area. Stormwater from the proposed Project leaving the Project Area will pass through various water quality controls designed to meet or exceed all applicable water quality standards prior to being released. These controls are designed to achieve or exceed the non-degradation water quality standard set by TCEQ and would prevent adverse effects to three of the PCEs [Primary Constituent Elements] of JPS surface critical habitat by preventing changes to water quality such that it remains consistent with local aquifer chemistry, maintaining interstitial*

*space within habitat substrate by preventing sedimentation, and by maintaining a spring environment conducive to healthy populations of invertebrates that the JPS utilize for food.*

TPWD does not agree with the "no effect" call for the JPS. The implementation of water quality BMPs does not guarantee that adverse effects to water quality would be avoided. Occasional severe storm events could result in failure of BMPs as the storage capacity of temporary controls are overwhelmed and result in a significant amount of pollutants entering the aquifer either through karst features within or adjacent to the ROW or through streams and springs in the project area. As stated in the USFWS letter on the SH 45SW DEIS "Complete elimination of water quality impacts would require the retention of all runoff from the site, during construction, and roadway, once the project in completed. Water quality monitoring is needed pre-construction to establish baseline conditions, then during and post-construction in [streams, springs, caves and other recharge features near the project area], to evaluate and monitor effects of the project." As previously mentioned, groundwater flowing from the project area is likely to flow into JPS critical habitat.

**TPWD Recommendation:**

- TPWD recommends coordinating this project with the USFWS to review the "no effect" determination.

*Karst*

As previously stated, the Biological Technical Memorandum states, "The project would not affect any federally listed species, including the Jollyville Plateau salamander and the listed karst invertebrates." Page 3 of the Karst Invertebrate Technical Report states, "Even though the Project Area is generally heavily urbanized, unexpected impacts to karst fauna are possible occur due to the cryptic nature of their subterranean habitat." The majority of the project area is located within Karst Zone 1 (Areas known to contain endangered cave species).

Page 14 in the Karst Invertebrate Technical Report states "SWCA professional geologists conducted a karst terrain feature survey within Project Area between September 2013 to February 2014; with follow-up surveys in October 2014 and March 2015. The pedestrian survey was completed where right of entry was granted…" Page 14 also states:

*The Project Area is highly developed and no potential karst features were observed during the field survey. Construction is currently underway along MoPac Expressway between FM 2222 to US 183. Nearly all land surfaces observed were paved, graded or otherwise previously disturbed and virtually no bedrock outcrop could be seen. However, several nearby karst features were identified during a literature review, including several caves occupied by endangered karst invertebrates.*

**TPWD Recommendation:**

- It is not clear where SWCA was not able to survey for karst features. Since the majority of the project is located within Karst Zone 1 and there are several caves nearby occupied by endangered karst invertebrates, TPWD recommends that the entire project area be surveyed for karst features.

Listed karst invertebrate species have been found in caves and voids under developed urban areas. TPWD is concerned that despite the highly developed nature of the project area, it is possible, although not certain, that any currently undiscovered caves or voids within the project area could be occupied by listed karst invertebrates.

The Karst invertebrate Technical Report describes the vulnerable nature of karst invertebrates to activities that may breach the architecture of a cave system. Disruptions to the structure of a cave system has the potential to interrupt the relative status of temperature and humidity required by troglobites. The Karst invertebrate Technical Report also describes direct effects to karst invertebrates associated with a roadway project. These direct effects include direct mortality of individuals resulting from rockfall, collapse, vibration, or penetration of a cavern ceiling or wall. Any break in the cave ceiling or wall may also create the potential for the introduction of surface contaminants, including sediment, dust, and stormwater runoff into caves and other connected karst features.

**TPWD Recommendation:**

- As stated in the Karst invertebrate Technical Report, Construction activities associated with the Proposed Project—including grading, boring, and any other soil disturbing activities—should be designed and conducted to minimize and mitigate potential impacts to the extent practicable.

The Karst invertebrate Technical Report states that previous geotechnical investigations in the Project Area indicate the potential to encounter karst voids at depth. The likelihood of such an event during construction would be highest where the deepest subsurface structures would be required to support elevated roadway sections. It is possible that an unanticipated void containing habitat for listed species could be encountered during construction.

**TPWD Recommendation:**

- As stated in the Karst invertebrate Technical Report, karst voids encountered during construction should be immediately reported to scientists permitted by the USFWS for karst invertebrate biota surveys. Work should be suspended in the vicinity of karst voids until it can be evaluated by permitted scientists. Efforts may then be directed by the permitted scientist to minimize impacts to possible karst invertebrates within the feature following USFWS protocols for evaluating features discovered during construction. If endangered karst invertebrates are identified within a discovered void, a treatment plan should be developed to minimize take. The treatment plan may include modifications to proposed construction or realignment of utilities or other infrastructure.

TPWD does not concur with the statement that "The project would not affect any federally listed species, including the Jollyville Plateau salamander and the listed karst invertebrates". TPWD would like to reiterate that the implementation of water quality BMPs does not guarantee that adverse effects to water quality would be avoided. Occasional severe storm events, much like the rain events that have occurred in Austin and the surrounding areas throughout May 2015, could result in failure of BMPs as the storage capacity of temporary controls are overwhelmed and result in a significant amount of pollutants entering the aquifer either through karst features within or adjacent to the ROW or through streams and springs in the project area.

**TPWD Recommendation:**

- TPWD recommends coordinating this project with the USFWS to review the "no effect" determination.

**Other TPWD Recommendations/Concerns**

- As stated in the Biological Evaluation Form "Swallows nests were observed under the US 183 bridges and overpasses in the project area, although at the time of the field survey in October 2014, the nests were unoccupied." TPWD notes that these bridges and overpasses may also provide suitable roosting habitat for bats. TPWD recommends TxDOT implement the bridge bat BMPs stated in the BMP PA and add this commitment to the EPIC sheet.
- TPWD recommends the judicious use and placement of sediment control fence to exclude wildlife from the construction area and away from areas of potential vehicle-wildlife collisions. In many cases, sediment control fence placement for the purposes of controlling erosion and protecting water quality can be modified minimally to also provide the benefit of excluding wildlife access to construction areas. The exclusion fence should be buried at least six inches and be at least 24 inches high or following TxDOT's sediment control fence installation specifications. The exclusion fence should be maintained for the life of the project and only removed after the construction is completed and the disturbed site has been revegetated. Construction personnel should be encouraged to examine the inside of the exclusion area daily to determine if any wildlife species have been trapped inside the area of impact and provide safe egress opportunities prior to initiation of construction activities.
- TPWD recommends that any open trenches or excavation areas be covered overnight and/or inspected every morning to ensure no wildlife species have been trapped. Also, inspect excavation areas for trapped wildlife prior to refilling.

- For soil stabilization and/or revegetation of disturbed areas within the proposed project area, TPWD recommends that TxDOT utilize erosion and seed/mulch stabilization materials that avoid entanglement hazards to snakes and other wildlife species. The netting found in many erosion control blankets or mats poses an entanglement hazard to wildlife, particularly snakes; therefore TPWD recommends the use of hydromulching and/or hydroseeding to reduce entanglement risks to wildlife. If erosion control blankets or mats will be used during this project, TxDOT should utilize products that contain no netting or contain loosely woven, natural fiber netting in which the netting design allows the threads to move, therefore allowing expansion of the netting openings. Plastic netting should be avoided.

Please confirm that TxDOT's commitments are correctly identified above and respond to indicate whether TxDOT will commit to implementing the additional recommendations provided. Again, thank you for coordinating with TPWD regarding your project. Please do not hesitate to call me if you have any questions regarding these recommendations.

Thanks!
Jessica

Jessica E. Schmerler
Texas Parks and Wildlife Department
Wildlife Division - Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744

Phone: (512)389-8054
Fax: (512)389-4599
**Jessica.schmerler@tpwd.texas.gov (Please note new email address)**

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**From:** WHAB_TxDOT
**Sent:** Wednesday, January 21, 2015 3:04 PM
**To:** Jon Geiselbrecht; WHAB_TxDOT
**Cc:** Jessica Schmerler
**Subject:** RE: Request for Early Coordination US 183 #0151-05-100

Good afternoon,

The TPWD Wildlife Habitat Assessment Program has received your request for Early Coordination and has assigned it project ID #34184. The Habitat Assessment Biologist who will complete your project review is copied on this email.

***Thank you,***
***Gloria Garza***
***Administrative Assistant***
***Texas Parks and Wildlife Dept***
***Wildlife Division*** - Habitat Assessment Program
***4200 Smith School Rd***
***Austin, TX 78744***

***Office: (512) 389-4571***
***Fax: (512) 389-4599***

***gloria.garza@tpwd.texas.gov***

**Texas Parks and Wildlife is Celebrating 50 Years of Making Life Better Outside. Join Us!:**
http://bit.ly/TPW50

**From:** Jon Geiselbrecht [mailto:Jon.Geiselbrecht@txdot.gov]
**Sent:** Tuesday, January 20, 2015 1:21 PM
**To:** WHAB_TxDOT
**Subject:** Request for Early Coordination US 183 #0151-05-100

I am trying to initiate Early Coordination for the above project, but the attachments are too large to email. Can you assign someone this project and email me their contact or should I FTP the materials to the WHAB email address? Thanks,

Jon Geiselbrecht
TxDOT Austin District
512.832.7218

Drive Smart in Winter Weather

**From:** NEPA <NEPA@tceq.texas.gov>
**Sent:** Friday, June 12, 2015 9:49:59 AM
**To:** Sonya Hernandez; TxDot
**Subject:** RE: MOU Coordination - 183 North Mobility Project (CSJ 0151-05-100)

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: **183 North Mobility Project (CSJ 0151-05-100)**

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

Water

No Comment.

Edwards Aquifer

In Section 2.4.2. Water Quality, there is the following statement; "A Water Pollution Abatement Plan (WPAP) would be implemented." It would be preferable for this statement to be replaced with "The proposed project would require the completion and implementation of a TCEQ approved WPAP which would authorize discharges over the Edwards Aquifer recharge zone from the project during and after construction."

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please feel free to contact Elizabeth McKeefer, CAPM, NEPA Coordinator at (512) 239-2997 or NEPA@tceq.texas.gov.

**From:** Sonya Hernandez [mailto:Sonya.Hernandez@txdot.gov]
**Sent:** Monday, May 18, 2015 10:32 AM
**To:** TxDot
**Subject:** MOU Coordination - 183 North Mobility Project (CSJ 0151-05-100)

Hello,
TxDOT requests the TCEQ evaluate the 183 North Mobility Project (CSJ 0151-05-100) in Travis and Williamson Counties per 43 TAC 2.305.

The project would involve adding two express lanes in each direction from 4,000 feet north of its intersection with SH 45 to 3,000 feet south of its intersection with MoPac, with a transition continuing to the south within the existing ROW of MoPac to its

intersection with RM 2222. Planned improvements are mostly confined to the existing ROW; however, additional ROW and permanent drainage easements along US 183 would be required to accomplish the work.

The project is upstream within five stream miles of an impaired waterbody. The project is also located over the Edwards Aquifer Recharge Zone; therefore, we are requesting TCEQ review since the project meets MOU triggers related to water quality.

An electronic version of the Water Resources technical report will be transmitted to your office using our FTP system (TxDOT Drop Box). The draft being transmitted is for coordination purposes only. Please let me know if you have any questions.
Thanks,
Sonya Y. Hernandez

Sonya Hernandez, P.G.
Project Delivery Manager
Environmental Affairs Division
Texas Department of Transportation

512-416-2579
Sonya.Hernandez@txdot.gov

Talk. Text. Crash.

Talk. Text. Crash.

# Appendix E:

Public Hearing Comments and Responses

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| # | Last Name | First Name | Method | Date | Comment (verbatim) | Response |
|---|---|---|---|---|---|---|
| 1 | Abell | Hill | Verbal Public Testimony | 11/12/15 | Good evening. My name is Hill Abell. I'm a business owner and have had a business on 183 for past 28 years, one of them at 183 and Anderson Mill for 10 years, its current location just north of Braker Lane on 183 for the balance of those 28 years. I'm here to speak about the lack of connectivity between the proposed bicycle/pedestrian facilities will be on this section of 183 and the 130 Toll Road where CTR has built a pretty amazing facility; although, it still needs expansion, as well. And with the $15 million that has been spent on MoPac, there is no connectivity between any of these facilities; and I think that's a gross oversight on the part of CTR, which effectively makes none of these facilities a system that a cyclist in Austin can use effectively. The fact there are no real facilities on the north side or the east side of 183 I think is a gross oversight and the fact that only $5 million of $630 million is being spent on pedestrian/bicycle facilities, less than 1 percent of the total budget of this project, is, again, proof of a lack of attention to bicycle and pedestrian accessibility. When we're seeing over 3 percent of the Austin population today using bicycles for transportation, I think that it is wholly appropriate for the CTR to be spending at least 3 percent on bicycle and pedestrian facilities for this infrastructure that's going to be put in. Thank you. | The Express Lanes alternative includes more than $5 million in proposed upgrades for safe bicycle and pedestrian connectivity throughout the corridor. The improvements would close existing gaps to provide a network of continuous bike lanes between SH 45N and MoPac. Improvements would include:<br>• An 8-foot wide Shared Use Path to connect the existing Jollyville Road bike lanes to the existing bike lanes on Pond Springs Road (a distance of approximately 1,600 feet). This would occur at the McNeil Drive / Spicewood Springs Road intersection.<br>• An 8-foot wide Shared Use Path from existing bike lanes on Pond Springs Road to the existing bike lanes on Lake Creek Parkway adjacent to the US 183 northbound frontage road (a distance of approximately 2,600 feet).<br>• Approximately ten miles of new sidewalks along the US 183 northbound and southbound frontage roads from RM 620/SH 45N to Loop 360 in locations where sidewalks do not currently exist.<br>• Cross street connections for bicyclists consisting of 5-foot bike lanes in each direction, created by re-striping the existing cross street pavement to narrow the traffic lanes.<br><br>The right-of-way available for bicycle and pedestrian improvements in the 183 North corridor is very limited. The width between the back of curb and existing right-of-way boundary is typically approximately 9 feet. The minimum width for a shared use path is 10 feet behind the back of curb, plus additional width to the right-of-way boundary for grading or landscaping walls. The corridor is also constrained by existing utilities, walls, driveways, steep slopes and drainage features between the frontage road and right-of-way boundary.<br><br>Continuous shared use paths would either require the purchase of additional right-of-way and movement of utilities, or the reduction of frontage road widths throughout the corridor. The project team was granted approval from TxDOT, the entity that owns and operates US 183, to reduce the outside frontage road lane by up to two feet in limited areas only (not for the full length of the corridor). The cost of acquiring additional right-of-way and relocating utilities would be prohibitive.<br><br>The proposed project includes sidewalks throughout both sides of the US 183 corridor from SH 45 North to Loop 360, which addresses the needs of all ages and abilities of pedestrians. In accordance with TxDOT policies on bicycle and pedestrian facilities, project planners determined that a Shared Use Path throughout the corridor would not be feasible because the high number of driveways that have direct access to the frontage roads would create a safety hazard for users of a Shared Use Path crossing these driveways. The driver expectancy accessing the one-way frontage roads from these driveways is to only look left prior to accelerating. Shared Use Paths are two-way facilities; therefore, users of the Shared Use Path that are coming from the opposite direction of the drivers' view would be at risk of colliding with the vehicle. Providing the additional right-of-way necessary to set back the Shared Use Path enough to safely accommodate the users would result in an excessive amount of impacts to businesses and residences (i.e., removal of parking spaces, building displacements) and would be in conflict with the project goal of maximizing use of existing right-of-way and infrastructure.<br><br>Continuous Shared Use Paths were constructed as part of the 183A and 290 East/Manor Expressway projects because there was sufficient right-of-way that provided for safe design and operation.<br><br>The 183 North Mobility Project would not preclude future construction of continuous shared use paths north and south of the 183 North project area, or along the US 183 frontage roads with the acquisition of additional right-of-way width. That work could be accomplished under separate projects.<br><br>The Central Texas Regional Mobility Authority is pursuing a bicycle and pedestrian connection to the Brushy Creek Regional Trail as part of a separate project. All efforts will be made in the 183 North Mobility Project to avoid any construction that could limit the viability of this connection. |
| 2 | Abrams | John | Virtual Public Hearing Comment | 11/13/15 | I'm totally disappointed that this project does not include a continuous and physically separate bike path. What a missed opportunity. :( | See response to comment #1. |

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| 3 | Albright | Shannon | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 4 | Alsmeyer | David | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 5 | Andersen | Hilary | Virtual Public Hearing Comment | 11/19/15 | I support a shared use - bike / ped path throughout the entire project, from SH45 to Mopac. | See response to comment #1. |
| 6 | Anderson | Hilary K | Comment Form | 11/12/15 | I strongly urge the 183 North Mobility Project to build complete shared lanes throughout the entire project, from Mopac to 45. This area will benefit from walking/biking infrastructure and employs the mobility of safe routes to schools. | See response to comment #1. |
| 7 | Anderson | Hillary | Verbal Public Testimony | 11/12/15 | My name is Hilary Anderson. Thank you so much for doing this. It looks like a really amazing project and an awesome opportunity to build more bicycle and pedestrian facilities, particularly in north Austin. So I was vocalizing my support for a complete shared-use path from MoPac to 45. This area has a lot of businesses and, you know, other entities so people can get to their jobs; and it will increase safety for kids on route to school, as well. So thank you for your time and for setting this up tonight. | See response to comment #1. |
| 8 | Anderson | Leo | Comment Form | 11/12/15 | The 5 million for bike ped improvements is not even enough. Please expand the shared use path to a much longer and wider portion of 183. Get rid of a traffic if that is what it takes! I want to see a more aggressive plan for bike and ped!!!<br><br>I support the bicycle & pedestrian plan improvements along 183. Since the shared use path crosses many driveways, I will probably ride in the traffic lane as I do today. I think bike sharos would be a great addition to the outside traffic lane to let drivers know that bikes will be in that lane. The five million for bike & ped improvements is not enough. Increase the funding to further improve bike & ped facilities. I use the bus to go to and from the airport. One problem is the "last mile" issue. I live 1.1 miles from the Pavilion Park & ride. That is quite a distance to carry & pull luggage. Have a few long term parking spots would allow me to more easily get luggage to the bus. The parking spot could be tolled. | The purpose of the 183 North Mobility Project is to facilitate congestion management in the corridor, provide a reliable route for transit and facilitate reliable emergency response.<br><br>The 183 North Mobility Project would not preclude future construction of continuous shared use paths along the US 183 frontage roads with the acquisition of additional right-of-way width. That work could be accomplished under a separate project.<br><br>The proposed improvements include re-striping existing cross streets to include bike lanes throughout the corridor. The 183 North Mobility Project team coordinated with the City of Austin, TxDOT, and bicycle advocacy groups and determined that bicycle lanes on high speed frontage roads would not be desirable. As a result, sharrows (shared lane markings) are not included in the proposed bicycle and pedestrian accommodations.<br><br>In addition to the existing Lakeline Station Park & Ride and Pavilion Park & Ride, the 183 North Mobility Project team has been working with Capital Metro to explore options for additional Park & Ride capacity in the corridor, and to optimize transit access to the facility and the frequency of transit service in the corridor.<br><br>Your comments regarding transit and long term parking spots will be shared with Capital Metro. |
| 9 | Anderson | Leo | Webmail | 11/18/15 | In addition to my earlier notes, here is lighted crosswalk example that you may be familiar with regarding the ped -bike crossings proposed at jollyville, Barrington way and the 183 south boung frontage road.<br><br>67<br>IMAGE 13. Ok I can't copy the image but the crosswalk lights up white and yellow light point in the direction of oncoming traffic to warn of a pedestrian on crosswalk<br><br>The schematic shows how the flashers work. As a pedestrian enters the crosswalk, flashing LEDs embedded into the pavement start flashing to warn drivers. Image used with permission from the Pedestrian and Bicycle | If the 183 North Mobility Project is approved for construction, details related to crosswalk designs and lighting elements will be determined during the final design phase of the project. |

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| | | | | | Information Center. Older adults are more likely to suffer from serious injuries from a particular accident than people from younger age cohorts.1 Thus, when designing and planning for our aging population, accident prevention is the best practice. Some municipalities have installed lighting mechanisms to highlight the areas, namely crosswalks, where pedestrians come into conflict with vehicles (IMAGE 13). There are several approaches to highlighting crosswalks. The most common method is the installation of flashing lights denoting the presence of a crosswalk; they include: flashing lights on the sign to warn of people crossing, a flashing overhead beacon, or ground flashers.<br>Signage and crosswalk improvements will not only address the needs of our aging population but will be beneficial to all pedestrians. Additionally, more people will experience the physical changes associated with aging because of the rise in life expectancy. It is important that the walking environment is addressed now in order to allow people of all ages and abilities the opportunity to use the streets and sidewalks safely. It is also vital that these safety measures be incorporated to prevent potentially dangerous vehicular-pedestrian conflicts. 1 Bailey, Aging Americans: Stranded Without Options. | |
| 10 | Anderson | Leo | Virtual Public Hearing Comment | 11/18/15 | Regarding the bike/ pedestrian crossing at Jollyville and 183, I like the crossing detailed on the North side of 183 where Jollyville road continues further north from 183. Each traffic crossing that a pedestrian or bike rider has to navigate the intersection has traffic from only one side. I don't remember if "walk" lights exist but they would be useful to assist crossing especially by slower pedestrians or riders. On the south side of 183 where Barrington Way "Ts" into the frontage road, that crossing does not work from a pedestrian or bike rider crossing parallel to the frontage road because traffic is crossing that cross walk from two different directions. Lights should be put at that intersection such that the north bound traffic on Barrington way (and Jollyville) is stopped from turning right onto the frontage road when a pedestrian or bike rider enters the crossing. In addition, another light needs to be added to stop south bound frontage road traffic from turning right onto Barrington way when a person is in the cross walk. One way to make it easier for the pedestrian or bike rider to cross is to place an island in the middle of Barrington way where it Ts into the frontage road so the pedestrian or bike rider can make it to a safe area before having to deal with traffic from the other direction. Presently the Barrington way road (going north) is very wide where it Ts into the frontage road with a stop sign more or less between two lanes sort of. The curb should be extended to the stop sign so there is only one lane to the frontage from the northbound Barrington way. The island should be large enough to severely narrow the right hand turn from the frontage road to Barrington way south. There should also be an island in the middle of jollyville where it Ts into Barrington way. The right hand turn lane should be eliminated so that you have only one lane to turn left or right onto Barrington way. Make the island big enough so that there is only one lane to enter jollyville south. Since this will likely cause traffic backups, consider putting traffic lights on the frontage road south just before Barrington way and a traffic light at the end of Jollyville so traffic can clear in an orderly manner. Pedestrians and Bike riders can also now cross more safely at the designated crossing times. It is time car drivers started paying the time price on this screwed up intersection. Today pedestrians and bike riders are not only paying a time price but the higher probably of injury and death trying to get through this intersection. Let's stop the cars and allow orderly support of peds and bike riders. Cars are used to stop lights on frontage roads so one more won't make any difference on frontage road traffic but will greatly assist pedestrians and bike riders. | If the 183 North Mobility Project is approved for construction, details related to crosswalk designs and lighting elements will be determined during the final design phase of the project.<br><br>As a result of public input, the Shared Use Path along the southbound US 183 frontage road will be extended west along the north side of Barrington Way so that southbound cyclists and pedestrians would have only one street crossing to access southbound Jollyville Road. Further, area roadways will be signed and striped so that drivers will be aware of the presence of bicyclists and pedestrians. If the project is approved for construction, additional modifications to improve safety at this intersection could be made during the final design phase of the project. |

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| 11 | Anderson | Sue | Comment Form | 11/12/15 | I ride this 183 corridor weekly and I fully support your plans to add as much connectivity from Jollyville to Pon Springs as possible.<br><br>Share use path at Barrington/Jollyville/183 SB service road (roll 3 of 8) (drawing included on original comment form) The end of the shared use path (on the service road side of Jollyville) leaves a cyclist or pedestrian with 4 lanes to cross unprotected (no stops or lights) to continue south on Jollyville. | See response to comment #10. |
| 12 | Anderson | Zach | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 13 | Andrews | Kay | Email | 11/22/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 14 | Andrus | Craig | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 15 | Appleman | Mary | Virtual Public Hearing Comment | 11/20/15 | I urge the CTRMA to include a shared-use path on the entire corridor, which will give folks a safe place to walk and bike on both sides of the street. | See response to comment #1. |
| 16 | Armistead | David | Virtual Public Hearing Comment | 11/20/15 | The plan absolutely must include continuous bike and hike trails throughout the whole expansion. Not to do so will interrupt the expansion and inclusion of these features in all Austin transportation expansion and improvement. Failure to include these features will accelerate Austin's drift toward being just another fast growing 'metroplex-as-usual.' These are not just recreational features. These are future load reducing features that increase in value as density increases. They also pay off in public health benefits and they preserve and expand Austin's green and healthy cultural ethos which is critical to preserve Austin's desirability. | See response to comment #1. |
| 17 | Aulick | Michael | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 18 | Baade | Heather | Virtual Public Hearing Comment | 11/20/15 | Would just like to voice my support for the bicycle and pedestrian accommodations. It is important to have safe, accessible areas for bikes, walkers, and wheelchairs. Thank you. | See response to comment #1. |
| 19 | Baird | Peter | Virtual Public Hearing Comment | 11/17/15 | I think this project should include shared use bike and pedestrian paths along its entire length, from MoPac to SH45. Commitment to providing a connected network across this entire project is critical to making meaningful improvement to pedestrian and bike facilities in this part of Austin. | See response to comment #1. |
| 20 | Ballew | Doug | Virtual Public Hearing Comment | 11/17/15 | Please include shared-use paths along the entire 183 North Mobility Project. Mobility means transporting people, not just motor vehicles. | See response to comment #1. |

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| 21 | Barksdale | John | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 22 | Barrett | Jacob | Virtual Public Hearing Comment | 11/17/15 | Make a separated bike highway like is going on in South Austin alongside Mopac and across Barton Creek! | See response to comment #1. |
| 23 | Bartlett | Adam | Virtual Public Hearing Comment | 11/13/15 | I would like to see changes to the shared pathway interconnects around Jollyville/Barrington/McNeil/Spicewood Springs/Pond Springs. The designed interchange has a significant number of complex interactions with traffic, especially at the Jollyville/Barrington interchange where southbound traffic would have to cross both Barrington & Jollyville in a limited sight area. An alternative would to split the NB and SB portions of the pathway so that SB traffic would only need to cross Barrington and would enter on the cycle lane. The interchange at Pond Springs meets a similar fate for SB traffic and could be better resolved by having SB traffic use a cycle lane under the main lanes and join the shared use path via a curb cut & markings on the SB frontage road. Also, I think consideration should be given to routing the shared pathway along the NB frontage road from Oak Knoll, where traffic volumes are lower & less complex interchanges may be required for the user, however I do realize there are some engineering and traffic interface (due to a large number of existing curb cuts & Technology Blvd) issues that may arise. | See response to comment #10. |
| 24 | Beaver | Howell | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 25 | Beck | Chris | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 26 | Bedell | Catherine | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 27 | Bedell | Stephen | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 28 | Bell | Justin | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 29 | Benner | Sophia | Comment Form | 11/12/15 | The best way this project can enhance access and mobility is by providing safe, contiguous & connected, and attractive pedestrian and bicycle facilities. | See response to comment #1. |

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| 30 | Benner | Sophia | Verbal Public Testimony | 11/12/15 | Hi. I'm Sophia Benner and I'm on the Bicycle Advisory Council and I'm here to speak for the Bike Council and residents. I'm in favor of bicycle and pedestrian facilities, particularly the shared-path design. I encourage this project to follow the guidelines of the Urban Trails Plan and coordinate this Urban Trails Program with the City of Austin. I noticed on the maps over here there are segments that have a shared-use path. They're not contiguous, and they're also only 8 feet wide. This plan is for trails to be at least 12 feet wide. So working with the Urban Trails Program staff would be great in terms of design guidelines. Thank you. | See response to comment #1.<br><br>The 183 North Mobility Project team has coordinated with the City of Austin and bicycle/pedestrian advocates throughout the course of this study. The proposed bicycle/pedestrian infrastructure is a result of this coordination and includes improvements for bicycles at each existing crossing throughout the project corridor as well as improvements for pedestrians throughout the length of the corridor. Bicycle and Pedestrian outreach for the 183 North Mobility Project included:<br>• Dec. 9, 2013 – Meeting with City of Austin Bicycle and Pedestrian Program Staff, City of Austin Bicycle Advisory Council, Bike Texas and a representative from former Council Member Chris Riley's office.<br>• Feb. 18, 2014 – Open House #1. Input was solicited on bicycle/pedestrian needs in the corridor.<br>• July 7, 2014 – Meeting and corridor ride-along with COA Bicycle Advisory Council, City of Austin, Bike Austin and cycleSMARTER.<br>• July 8, 2014 – Open House #2. Attendees were asked to provide input about where they walk and bike to in the corridor.<br>• Feb. 17, 2015 – Bicycle and Pedestrian Workshop with representatives from Hill Country Conservancy, City of Austin Bicycle Advisory Council, City of Austin Pedestrian Advisory Council, Sierra Club, City of Austin and Bike Austin.<br>• Mar. 10, 2015 – Open House #3. A summary of proposed bicycle/pedestrian improvements was provided for review and feedback. |
| 31 | Benoit | Adam | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 32 | Bensman | Salina | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 33 | Benz | Allison | Webmail | 11/22/15 | My neighbors and I are concern about the increase noise that will be caused by the new lanes and flyover to Mopac. The noise from the roads has got increasing louder since the homes in the area were built in the late 1960s. When this neighborhood developed 360 was not built, Mopac was not built out, and 183 was 2 lanes. Now with our windows closed we can hear the roar of the vehicles, the noise level varies through out the day and night and seasons.. But for example when it is Rot Rally (motorcycle rally). We cannot enjoy are back patios. I don't think noise wall will improve situation, and may increase the noise level for homes in the middle of the neighborhood. Because freeway noise will bounce off the walls, therefore increasing level in the middle of the neighborhood. We would prefer no flyover be built to Mopac. Because we think this will increase the noise level for Westover Hills and will make the new toll unavailable (to expensive) for the user on Mopac, because the high volume of 183 traffic that will use the new express lanes on Mopac. We would like the 183 express lanes only directly connect to IH 35 and not Mopac. What will be done reduce the noise levels for Westover Hills back to late 1960 level? Westover Hills is located between 360/Mopac/Spicewood Spring Road. | Sound walls are not proposed as part of the 183 North Mobility Project.<br><br>A noise analysis was conducted as part of the environmental study. Two receiver locations were modeled at apartment complexes in Westover Hills at the southwest corner of MoPac and US 183, in the area of the proposed direct connection.<br><br>At one of the receivers (northwest corner of Tallwood Drive and southbound MoPac frontage road), the analysis determined that the proposed project would increase traffic noise levels by 2 decibels (from 68 decibels in 2015 to 70 decibels in 2035).<br><br>A noise barrier at this location was determined feasible because it would reduce noise levels by 5 decibels at greater than 50% for first row receivers (the property immediately adjacent to the project), and would reduce noise levels at one or more receivers by at least 7 decibels. However, the barrier was determined to be not reasonable because the cost of constructing the barrier exceeded the $25,000 per benefitted receiver guidelines established by the Federal Highway Administration.<br>At the other receiver (southwest corner of Tallwood Drive and southbound MoPac frontage road), the analysis determined that the proposed project would increase traffic noise levels by 6 decibels (from 65 decibels in 2015 to 71 decibels in 2035). A noise barrier was determined to be not feasible because it would not achieve the minimum noise level reduction required by the Federal Highway Administration.<br><br>The study area is an eight-mile section of US 183 between SH 45 North and MoPac. A direct connection from the 183 North Mobility Project to I-35 is not proposed as part of this project because I-35 is outside the study area.<br><br>Detailed traffic and operational studies conducted as part of the project revealed that the inclusion of a direct connection between the MoPac North Express Lanes and the 183 North Mobility Project as shown in the conceptual |

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| | | | | | | layouts provides the best overall operational results not only for the Express Lanes, but also for the general purpose lanes on US 183 and MoPac. Therefore, this direct connection is proposed to maximize safety and reduce delay as much as feasible.<br><br>See response to comment #8.<br><br>Traffic can be managed in the Express Lanes by using variable toll pricing. The price of the toll would fluctuate based on the amount of traffic in the Express Lanes. The toll would be lower when demand for the Express Lanes is lower; the toll would be higher when demand for the Express Lanes is higher. If traffic slows in the Express Lanes, the price of the toll would go up to discourage additional drivers from entering the Express Lanes.<br><br>Public transit buses, registered vanpools and emergency responders would be ensured a reliable trip, even during peak periods, without paying a toll. The remaining capacity in the Express Lanes would be available to drivers who choose to pay a toll to use them. While the Express Lanes would provide an option for drivers who would like a reliable trip, drivers would always have a choice whether or not to use them.<br><br>We anticipate that toll rates in the Express Lanes would be set at a level during peak periods that would only make them an attractive option when drivers have a true need to get to their destination quickly (for example, when they are late for a business meeting, need to get to the airport to catch a flight, or need to pick their child up from daycare). |
| 34 | Benz | Eric | Verbal Public Testimony | 11/12/15 | I'm Eric Benz. I apologize for the funny clothes, but I came from work. My main concern is that with the current design, the vast majority of pedestrians and cyclists can't pass safely through the corridor. My wife and kids would not be able to move between Lakeline Mall and the Arboretum unless they used a car. We need a shared-use path along this corridor. The current bike and ped facilities don't address the young, the old, and anyone but the experienced and fearless cyclists. Note that there are no other viable routes through this area. It's the nature of the canyon land that we don't have other routes, and this is the main corridor. So I think that we should modify the design to include a shared-use path along the entire route. The current plan is not sufficient for people to walk or bike along the corridor. We're spending 650 million. I think putting another 10 million in the project and recognizing the needs of all the users is critical and I think we really need to address crossing the high speed and wide lanes, which the current plan makes attempts at but I think we can see there are obvious places where it's just not sufficient. Thank you. | See response to comment #1.<br><br>See response to comment #30. |
| 35 | Benz | Erick | Comment Form | 11/12/15 | The main concern I have with the current proposed design is that the vast majority of pedestrians and cyclists can not pass safely along the proposed cooridor. My wife and my kids are not able to move between Lakeline Mall and the Arboretum unless they use a car. We need a shared use path all along this cooridor. The current bike/ped facilities do not addres young, old, and anyone but experienced "fit & fearless" bike riders. Also please note their is no other viable 8-80 bike/ped facility anywhere else in the area. This project should modify the current design to include a shared use path all along the entire route. The the current plan is not sufficient to be safe for people who walk or bike along this corridor. We are spending $650M and we don't want to put another $10M into doing this project right that recognize the needs of all type of user along this critical corridor. Improvements are needed to the many times bikes and peds are required to cross roads with high speed traffic.<br><br>Please make sure that any of the aesthetic design or design elements are not in a position to compromise motorist, bicycle riders, or pedestrians sight lines. There needs to be sufficient time for motorist to see bike riders or pedestrians with enough time to avoid a collision. Limiting these height to 30" or less is still too high and children can and would be hidden from view creating an unacceptably unsafe condition. | See response to comment #1.<br><br>See response to comment #10.<br><br>All aesthetic design elements would be planned in accordance with TxDOT roadway safety standards. |

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| | | | | | The proposed bike/ped crossing from the 183 frontage across Barrington is not safe or reasonable. Traffic control or some other modification is need to get people from Jollyville Road to the shared use path along the frontage. | |
| 36 | Berman | Michael | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 37 | Beuerlein | Laura | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 38 | Bierschwale | James | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 39 | Binkley | Ron | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 40 | Blackmar | James | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 41 | Bland | Joe | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 42 | Blood | Bill | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 43 | Boatwright | Yvette | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 44 | Borgelt | Roger | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build | See response to comment #68. |

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| | | | | | this as quickly as possible. We support your efforts to take on traffic in our region. | |
| 45 | Bowden | Rachel | Virtual Public Hearing Comment | 11/18/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. | See response to comment #1. |
| 46 | Boyt | Jeb | Webmail | 11/18/15 | Thank you for this opportunity to comment on the 183 North Project. Generally, I am in support of the recommended express lane proposal. I do have two specific comments:<br><br>- Bicycle/Pedestrian Accessibility. I would prefer to see bike paths added along the length of the project and improvements at each intersection to improve bicycle and pedestrian crossings of 183.<br><br>- Collector/Distributor at 360. I am in favor of the addition of a collector/distributor lane at 360 that would allow traffic exiting from 183 to bypass the light at 360 and to continue on to Great Hills. The back up of traffic from the light at 360 on the northbound frontage road creates dangerous conditions. Allowing the cars northbound to Great Hills a way to bypass the light would reduce congestion at the light. | See response to comment #1.<br><br>A separate study is being conducted by TxDOT's Austin District to define safety and mobility problems on Loop 360, and plan for interim and long-term solutions. That study includes the interchange at US 183. More information about that effort is available online at http://www.txdot.gov/content/txdot/en/inside-txdot/projects/studies/austin/loop-360.html<br><br>This comment has been shared with TxDOT. |
| 47 | Bradley | Denise | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 48 | Bratton | Pam | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 49 | Bratton | Tracy | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 50 | Bray | Terry | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 51 | Brenneman | Rebecca | Email | 11/21/15 | I am expressing my concern with this project. It is not being presented to people in an completely transparent/fair manner. Many people I've spoken to do not even understand the stage this project is in. They just think it is going to be built, and that they are being asked about design options.<br><br>I and my family, and several of my fellow neighbors wish for the NO BUILD option.<br>High speed rail along the center of the highway and dramatically improved bicycle pathways would be a much better solution.<br><br>One of my neighbors car broke, and he had to walk 40 minutes and then take the bus to get downtown. He actually liked it, and felt with a few improvements he would be doing this every day even when he gets another car.<br><br>Let's plan for the growth and increased traffic by getting cars OFF the roads. Traffic is already SO terrible. I would rather be walking with and amongst my healthier, walking neighbors to the train than being isolated and angry, sitting in my car.<br>No BUILD, PLEASE!<br>Let's change the old way of thinking. It does not work.<br>Sincerely,<br>Rebecca Brenneman | The problem the 183 North Mobility Project aims to address is that Increasing congestion is causing unreliable operations.<br><br>See response to comment #8.<br><br>The 183 North Mobility Project proposes adding two new variable priced toll lanes in each direction in the existing median of US 183 between SH 45N and MoPac.<br><br>See response to comment #33.<br><br>Studies have not been conducted to determine how mass transit use in the 183 North corridor specifically would impact congestion. However, it has been reported that on I-85 in Atlanta, GA, approximately 2% of the vehicles in the Express Lane during the morning rush hour are commuter buses, but they make up around 26% of the people moving through the lane.<br><br>See response to comment #1.<br><br>Regarding rail, Capital Metro runs a Metro Rail line from Leander to downtown Austin at a route parallel to US 183. Capital Metro has also developed the Project Connect long range transit plan that outlines the roles of Express Buses, commuter rail, light rail, Bus Rapid Transit, and local bus service. You can learn more about their North Corridor study here: http://www.projectconnect.com/north-corridor In the Project Connect North Corridor plan, the existing commuter rail line would be upgraded and double-tracked in order to serve more riders.<br><br>For a regional rail line, Lone Star Rail is currently conducting an environmental study to build a by-pass around Austin for freight trains so that the rail line along MoPac could be used more effectively for passenger rail. You can find out more about that effort here: http://lonestarrail.com/index.php/freight-rail-relocation/<br><br>Public involvement has been a critical element of the environmental study process for the 183 North Mobility Project launched in August 2013. 625 official comments have been received from members of the public. A summary of the project team's public outreach effort can be found in Section 8.0 of the Environmental Assessment. |
| 52 | Bromley | Keith | Webmail | 11/19/15 | Hello. I had heard that you plan to create a new toll lane for HWY 183. I want to know what technical alternatives you considered (not the do nothing alternative), as a toll lane proposal only addresses part of the problem and won't actually "fix" the real problem. The real fix is to design (re-design) the road correctly. Why are you not doing that? While increased drivers are contributing to the problem (and a new lane will eventually be needed - although it should not be toll), the real problem was the idiotic design of the original road. It was designed with multiple, unnecessary choke points. These chokepoints cause traffic to slow down or come to a standstill even at non-rush hour times (I've actually see it happen Saturday afternoons). The choke points happen primarily because the access road entries to the highway dead-end into the highway instead of looping up along the highway for about a 1/2 mile or so to allow vehicles to enter/exit the freeway before the access loops should go back down to the access road. For example, on the southbound side of 183 this happens at least 4 times (the entry onto the highway from the access road from Anderson Rd where the 4 freeway lanes condense into 3 lanes, just before the Oak Knoll entry/exit (where the 4 freeway lanes collapse to 3 lanes), the access road entry onto 183 before the Braker lane exit/entry (where the entry ramp from the access road just dead ends into the freeway), and somewhere near the Ohlen road exit (again where the on ramp from the access road just dead ends into the freeway). At each one of these points, traffic stops during rush hour for the lane on the far right and the lane that it merges into on its left. The next lane over to the left then begins to slow to a crawl (or stops) because people in the lane to right swerve into that lane at the last minute to avoid the traffic stop. This then cascades to the next lane on the left. It happens northbound as well. One | The 183 North Mobility Project considered alternatives including General Purpose Lane(s), High Occupancy Vehicle (HOV) Lane(s), Express Lane(s), Transportation System Management (TSM), Transportation Demand Management (TDM), and the No-Build, or "do nothing" Alternative.<br><br>See response to comment #8.<br><br>See response to comment #51.<br><br>See response to comment #33.<br><br>In addition to adding two new variable priced toll lanes in each direction in the existing median of US 183 between SH 45N and MoPac, the project proposes extending the fourth non-tolled general purpose lane where only three exist now (southbound from south of Pecan Park Boulevard to MoPac and northbound from Braker Lane to McNeil Drive). This enhancement is designed to address bottlenecks caused by the reduction in the number of general purpose lanes from four to three, creating four continuous general purpose lanes in each direction continuously between MoPac and SH 45 North. Approximately eight lane miles total would be extended (three miles northbound and five miles southbound).<br><br>The project would extend the auxiliary/merge lane from the southbound entrance ramp between Oak Knoll Drive and Duval Road in order to improve traffic operations at the on ramp.<br><br>While it was considered by this study, the High Occupancy Vehicle (HOV) lanes alternative was not carried forward because HOV lanes would not maximize use of the available roadway capacity. Research revealed that on roads where HOV access is limited to vehicles with three or more passengers, the lanes are under-utilized. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either Express Lanes or High Occupancy Toll lanes. Furthermore, when HOV lanes were |

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| | | | | | example is just past the 360 merge into 183 where the lanes collapse from 4 lanes to 3 lanes. There are multiple examples for the northbound side as well.<br><br>This is the problem you need to fix. Dallas had a similar problem as well on US HWY 75 in the North Dallas, Richardson and Plano areas where they had to redesign the on ramp/off ramp and lane condensing situation. Once they did, traffic improved immensely. I know because I drove the highway before and after the improvement. They also added a new lane, made it HOV (not toll) to address the increased traffic situation. You should refer to what they did and COMPLETELY SCRAP your toll road concept. We pay enough taxes already, we don't need to pay you more. Please fix the real problem instead of finding ways to tax us more. If you want to talk, my email is [redacted]. While I do have an engineering degree, this is not a technically difficult solution. | evaluated against Express Lanes for the 183 North corridor, HOV lanes were projected to transport 59% (11,379) fewer people in 2035 than the Express Lane alternative during peak periods. (CDM Smith, 2015) Reliability on HOV lanes cannot be assured without a variable toll pricing component to ensure a minimum average speed or without limiting vehicles to three or more passengers, which would result in an under-utilized facility.<br><br>State and federal fuel taxes are the primary funding source for roads and bridges in Texas. However, this funding source has remained static since 1991 even though fuel costs have tripled. Because this is an incremental revenue source, decreases in consumer demand due to people driving less and/or driving more fuel efficient vehicles, will also affect revenue generation through the fuel tax. When you factor in the state's significant population growth and demand on the roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Because of this, innovative financing options (such as Express Lanes) are considered viable solutions to funding new projects. |
| 53 | Buratti | Dewayne | Virtual Public Hearing Comment | 11/18/15 | I own a house in Rattan Creek and have ridden my bike in that area frequently. The suggested improvements will drastically help bicycle commuters and drivers by dedicating a path for cyclists and getting them of the streets in those busy areas. I suggest that McNeil Road have its bike lanes extended from where they abruptly end to Mcneil, as well. | The 183 North Mobility Project study area is an eight-mile section of US 183 between SH 45 North and MoPac. The improvements you have suggested are outside the limits of the project. Your comment has been shared with the City of Austin, the entity who owns and operates McNeil Drive. |
| 54 | Burdette | Carol | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 55 | Burton | Robert | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 56 | Byrnes | Richard | Webmail | 11/10/15 | I support an 8-mile shared use path along 183 North, between MoPac and SH45. I understand that currently, the plans for the toll road project include only marginal accommodations for bicycles. Surely a small amount of funding can be set aside to provide safe riding. More and more bicycle riders commute to work. | See response to comment #1. |
| 57 | Callahan | Brendan | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 58 | Campbell | Daniel | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 59 | Cantu | Andy | Verbal Public Testimony | 11/12/15 | Hi, my name is Andy Cantu. I am the Regional Mobility Director for the Austin Chamber of Commerce. The Chamber represents over 3,000 area businesses, civic organizations, non-profits, and educational institutions. Together, our members and their employees keep Austin's economic engine running. They have invested in the long-term health of our community, and they are instrumental in helping solve present concerns. It's no secret that they identify traffic congestion as one of the main threats to our quality of life. Austin has attracted and is home to the world's best and brightest. One | Comment noted. |

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| | | | | | of the greatest challenges we face is how to accommodate those who want to bring their passion and ideas here. To keep Austin strong and prosperous, we must meet this challenge head on with every tool we have available. That is why the Chamber supports all of the above strategies that include making improvements to critical corridors, filling in gaps to our existing road system, and investing in active transportation and high-capacity transit. The 183 North Mobility Project touches on all of these matters. The Chamber is especially supportive of the Mobility Authority's commitment to provide multi-modal solutions and for developing an inclusive public engagement platform. There are no silver bullets or perfect plans when it comes to solving Austin's mobility problems. Alone, improving 183 North will not solve congestion; but it is a crucial step in reducing commute times via practical, reliable transportation alternatives. We all benefit from improved transportation infrastructure. It's time to step up and work to make it better. Thank you. | |
| 60 | Cantu | Javier Lopez | Virtual Public Hearing Comment | 11/17/15 | Build it right the FIRST TIME! Please include Shared Multi-use paths through the entire corridor. Thank you. | See response to comment #1. |
| 61 | Carter | Graham | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 62 | Carver | Mona | Webmail | 11/16/15 | 1. I am very concerned about the constant merging of cars in and out of the toll lanes. In most scenarios, I expect that a car will want to merge to/from the far entrance/exit lanes over to the toll lanes. Today many of our traffic jams are caused whenever traffic has to merge so I am concerned this is just going to make our problems worse.<br><br>2. From looking at the maps, it appears that if I were to get onto 183 Southbound at Lake Creek Park and enter a toll lane, I would not be able to get off near the Arboretum or Loop 360, only at Mopac. There is a lot of traffic getting off at the Braker/Great Hills and Loop 360 exit and we need a way to take the toll lane to those areas.<br><br>3. I would like to see more money spent on bus routes along the 183 corridor. I ride the bus whenever I can, but there are many places I need to go and there is no easy bus route there. I live near Lake Creek Parkway and 183. I have tried to take the bus to the Blood Bank for a medically required procedure and it would have required 2 buses and 3 times the amount of time it takes to drive there. I also tried to go to the Jewish Community Center and it would have required 3 buses and 6 times the amount of time it takes to drive there. Please give us more bus options from Northwest Austin!<br><br>4. A flyover from 183 to 360 South would significantly help safety and traffic flow. It can be dangerous exiting from 183 and having to quickly merge over to the right lane to take 360 South.<br><br>5. Although I understand there are people interested in bike paths and they are very vocal, I would like to see what percentage of people living along the 183 corridor really plan on riding their bike along 183. I suspect the percentage is much smaller than the percentage of dollars being spent. | The project team followed TxDOT and Federal Highway Administration (FHWA) design criteria, which are intended to maintain a safe facility.<br><br>These design criteria were followed in order to determine the placement and spacing of entrance and exit points for the Express Lanes. Entrances/exits to/from the Express Lanes and general purpose lanes are limited to three locations in each direction throughout the 8.5-mile corridor and include auxiliary lanes to accommodate the merging of entering/exiting vehicles. At least ½ mile is provided between the closest frontage road entrance/exit and corresponding Express Lane entrance/exit to accommodate the merging of vehicles between the inside and outside lanes.<br><br>An Express Lane exit is proposed south of Duval Road that provides access to Braker Lane, Loop 360 and the Arboretum.<br><br>See response to comment #8.<br><br>Your comment regarding bus routes will be shared with Capital Metro.<br><br>A separate study is being conducted by TxDOT's Austin District to define safety and mobility problems on Loop 360, and plan for interim and long-term solutions. That study includes the interchange at US 183. More information about that effort is available online at http://www.txdot.gov/content/txdot/en/inside-txdot/projects/studies/austin/loop-360.html/<br><br>Your comment regarding Loop 360 has been shared with TxDOT.<br><br>The 183 North Mobility Project did not include a study to determine current or predicted bicycle usage in the 183 North corridor. However, a high level study of bike usage conducted by the City of Austin indicated that the 183 corridor has some of the highest demand for short bicycle trips (less than 3 miles) outside of central Austin. |
| 63 | Cassidy | Brian | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build | See response to comment #68. |

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| | | | | | this as quickly as possible. We support your efforts to take on traffic in our region. | |
| 64 | Chaney | Mike | Comment Form | 11/12/15 | Please build soon. | See response to comment #68. |
| 65 | Chapman | Aleksiina | Virtual Public Hearing Comment | 11/17/15 | Hello TxDOT, I am writing to request that shared use paths be added along both sides of the 183 north project. Shared use paths would provide vital transportation options for people in the Austin area who travel by walking or by bicycling. Shared use paths would also relieve congestion for those who have no option but to drive by reducing the number of cars on the road. Furthermore, if shared use paths are not added to both sides of this project, two of the most basic transportation options (walking and bicycling) will be precluded from this part of town. As a holistic transportation agency it is your duty to provide transportation options to all people and all modes of travel. Thank you, Aleksiina Chapman | See response to comment #1. |
| 66 | Childers | John | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 67 | Christian | Joe | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 68 | Clark, Jr. | Clarence W. | Virtual Public Hearing Comment | 11/13/15 | I think that this plan is well thought out and should be implemented at the earliest possible time. I think that added the fourth regular lane all the way out would make an immediate impact and would be a low cost stop gap while the express lanes are built. Because the entrance ramp problem at the big curve between Oak Knoll and Duval, I suggest closing that on-ramp to allow the addition of the fourth lane without waiting to expand the bridge over Duval. | If the project is environmentally approved, the timing of final design and construction has not yet been determined and would be subject to available funding. Construction may be phased. The project is anticipated to take 2-3 years to construct.<br><br>If the project is approved for development, detailed construction plans will be developed. These plans would include the phasing for when various elements of the project would be constructed.<br><br>See response to comment #52. |
| 69 | Clemons | Laura | Comment Form | 11/12/15 | A city-wide interconnected bike/ped path is critically important for a multitude of reasons - not the least of which is lessening the ped/bike injuries/deaths. This isn't a luxury. This is what smart forward cities are doing - Design for people not just cars. Austin has a huge population that WANTS to use/or must use public or alternative transportation or walk. This is a huge opportunity to add width to the sidewalk to the entire corridor that is proposed for expansion. It is an investmant in a brighter Austin Future that doesn't just put cars 1st. Get with the times. | See response to comment #1.<br><br>See response to comment #33. |
| 70 | Coffman | Thomas | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 71 | Collins | Spencer | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 72 | Coon | Bill | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 73 | Cooper | Marjann | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 74 | Cooper | Michael | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 75 | Cornetet | James | Email | 11/17/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 76 | Costello | Tim | Webmail | 10/26/15 | As a major employer in North Austin, I want to lend my emphatic support for bike lane accommodation for the 183 North project. While it certainly would be a boom for recreational cyclists in an area of increasingly diminished access and safety, it would also solve several key transportation issues. Use of the light rail is compromised by the lack of a bicycle assess plan in north Austin. With large residential communities in close proximity to an expanding number of employers north Austin could become a ideal location for bike to work programs, but it requires that transportation infrastructure provides safe access. Please consider bicycle accommodation for the entire 183 corridor. | See response to comment #1. |
| 77 | Crawford | Keith | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 78 | Crawford | Patricia | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 79 | Crowley | David | Webmail | 11/16/15 | Here are my concerns:<br>There are a number of changes to the roadway which will make the existing general purpose lanes experience additional traffic.<br>-the lanes width will be reduced to 11ft and this will result in increased accidents per mile of roadway. This needs to be communicated front and center to the community.<br>- the shoulder width will be reduced in several areas, making moving disabled vehicles off of the traffic lanes more difficult.<br>- expressway users will need to cross over all 3-4 traffic lanes to enter and exit in many areas over relatively short distances<br>- at peak traffic times very little of the traffic would be diverted to express lanes to keep express lanes flowing at a minimum of 45mph | Less than 12-foot lanes are being utilized in Austin and other cities in Texas. 11-foot lanes are already in place along MoPac between Bee Caves Road and Loop 360 and will be implemented on some portions of the MoPac Improvement Project south of RM 2222. 11-foot lanes are also already in place on other minor roadways such as areas of Airport Blvd, Cesar Chavez, and Enfield. Other comparable roadways in Texas that have an 11-foot Express Lane and 11-foot general purpose lanes are IH-635 and IH 35E in Dallas.<br><br>The proposed 11' lanes have been communicated as part of the conceptual layouts shared at Open Houses held on July 8, 2014 and March 5, 2015, as well the Public Hearing held on November 12, 2015. Information about the proposed lane reduction was also communicated during a bike and pedestrian workshop held on February 17, 2015. Most recently, a note that a concern has been expressed about this proposed lane reduction was shared via an eBlast that was distributed to 1,581 email addresses in the project stakeholder database on November 19, 2015.<br><br>The project would include four-foot wide shoulders to the inside of the proposed Express Lanes within the project limits |

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| | | | | | So this proposal is all about getting mass transit and emergency vehicles through this stretch of roadway quicker at the sacrifice of the non-tolled lanes.<br>This will only be of benefit to traffic if there is an increase in mass transit usage.<br><br>The CTRMA did not include sufficient mass transit improvements as part of this plan.<br><br>I would like them to answer these questions:<br>- how much additional use of mass transit would we need to actually reduce traffic on the general purpose lanes after the express lanes are added?<br>- what is the plan to increase mass transit usage?<br>- where will those riders access mass transit (park and ride?) and how will they be accommodated (additional parking)?<br>- how will riders reach their destinations?<br>- how many riders would actually save commuting time by riding mass transit from their home/work (not just the travel time along 183)?<br><br>With appreciation,<br>David | on US 183. The outside shoulders on US 183 would remain ten feet wide (with the exception of a few short sections) with a minimum four-foot outside shoulder width where the overall width is most constrained.<br><br>The inside shoulder on the section of northbound US 183 between MoPac and Braker Lane has already been reduced to two feet to accommodate the auxiliary lane that allows traffic from MoPac to merge with northbound US 183 traffic. The inside shoulder has also already been reduced to two feet on southbound US 183 where it crossed under SH 45N.<br><br>Narrower shoulders with a minimum four-foot width will also be requested on sections of MoPac to the inside of the lanes where the auxiliary Express Lane is added, and to the outside of the lanes where they cross under the Steck Avenue, Anderson Lane, and Far West Boulevard bridges.<br><br>See response to comment #62.<br><br>These design criteria were followed in order to determine the placement and spacing of entrance and exit points for the Express Lanes.<br><br>Because the project proposes adding two Express Lanes in each direction between SH 45 North and MoPac, operations in the Express Lanes will be improved for all users, including emergency responders. In case an incident in the corridor does occur, one of the Express Lanes can be temporarily closed to traffic in order to better accommodate more efficient and safer incident management.<br><br>See response to comment #8.<br><br>See response to comment #51.<br><br>See response to comment #33.<br><br>See response to comment #52.<br><br>These proposed improvements would increase average speeds on the general purpose lanes compared to the no-build (do nothing) alternative, regardless of the amount of mass transit in the corridor.<br><br>If riders chose to use mass transit, they could use Capital Metro's trip planner at http://www.capmetro.org/planner/ to determine the best route for reaching their destination.<br><br>Whether a rider would save commuting time would depend on a number of factors, including but not limited to the location of their destination in relation to Capital Metro routes, the time of day when they take their trip, and the amount of traffic on the general purpose lanes.<br><br>However, studies show that if we construct Express Lanes, in 2035, on average:<br>● Drivers and transit users in the Express Lanes can expect a reliable 9-minute commute during the morning and afternoon peak periods. (CDM Smith, 2015)<br>● Drivers using the general purpose lanes can expect their morning commute to be 24 minutes faster and their afternoon commute to be 16 minutes faster, than their commutes would be if no improvements are constructed. (CDM Smith, 2015). |
| 80 | Crowley | David | Virtual Public Hearing Comment | 11/19/15 | Doesn't the current design of the roadway allow for 4 general purpose lanes in the proposed area? Why has the roadway not been striped for 4 general purpose lanes in this area? If it is of benefit for traffic reduction to add an additional lane, why wouldn't we re-stripe the roadway independent of this project? It is misleading to state that you are adding an additional multipurpose lane as part of this project if the current roadway design allows for 4 general purpose lanes. Please be honest and direct in your communication about this issue. | See response to comment #51. In order to provide the fourth general purpose lane (where one does not exist today), the roadway would need to be widened. |
| 81 | Crowley | David | Virtual Public | 11/19/15 | Shared use lanes are not ideal for bicycle commuters, we would prefer a dedicated bike lane. Pedestrians (especially children) cause accident risk as bicycles can easily move at 20-30mph if they have a dedicated path. | See response to comment #1. |

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| | | | Hearing Comment | | | |
| 82 | Dandridge | Elida | Email | 11/14/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 83 | Davis | Todd | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 84 | delaMorena | Maria Carmen | Comment Form | 11/12/15 | Any gaps in bike or pedestrian paths eliminate usefulness of paths. Please focus & address gap @ 183 x Barrington Way x Jollyville Rd. Dangerous for bikers & peds to cross w/o infrastructure. | See response to comment #10. |
| 85 | Derber | Scott | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 86 | Dickens | Trevor | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 87 | Dicks | Charles | Email | 11/17/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 88 | Dierschke | Andrew | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 89 | Donahoe | Keith | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 90 | Donaldson | Russell | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 91 | Dorney | James | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 92 | Drenner | Camille | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 93 | Drenner | Cooper | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 94 | Dufour | Kevin | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 95 | Duhon | Earl | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 96 | Duiven | Matt | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 97 | Dukette | Scott | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 98 | Dungan | Matthew | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 99 | Durrett | Marshall | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 100 | Eckels | Joseph | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 101 | Elich | Kindra | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 102 | Engelhardt | Rex | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 103 | Faidley | Richard | Comment Form | 11/12/15 | 1) I would like to see at least 2 (preferrably 3) pedestrian/bicycle bridges over the highway. Crossing at major intersections is not safe. One connecting Pavilion Dr. to Riata Blvd. would be ideal since the CapMetro station is there. Another located at approximately (H-ilegible) Chase would also be helpful. And a 3rd at Stonelake would be ideal. We need more freeway crossings than just intersections - 183 is a barrier!<br>2) Please expand the planned sidewalk to make it a shared use path the entire length of the project. It's only an extra 3 ft. of concrete! | See response to comment #1.<br><br>See response to comment #30.<br><br>Your comment regarding crossings has been shared with TxDOT, the entity that has jurisdiction over the US 183 frontage roads and facility. |
| 104 | Faidley | Richard | Verbal Public Testimony | 11/12/15 | Hi. I'm Richard Faidley, and I just want to reiterate comments about increasing bike/pedestrian facilities along this corridor. We've heard a lot talk about the need for shared-use paths; I second that. It's great to have connectivity the entire length of the proposed project. But also I want to address that besides connectivity along the corridor, we really need to be able to get over the highway -- across the highway. The highway itself is a tremendous barrier to people wanting to cross it, and just being able to cross major intersections is a pretty threatening thing for pedestrians or cyclists. I'd love to see consideration of some bicycle/pedestrian bridges over the freeway. I think, you know, at least two would be useful; one in particular at Pavilion, connecting Pavilion to Riata. It would be great to also have at Pavilion a Metro station right there, and there's opportunity for other locations. So I'd just like to encourage you to, as others have said, increase the funding overall for bike/pedestrian facilities; and, in particular, look at some sort of bridges over the freeway. And I know that things conceived or thought of by transportation engineers to be very expensive; but, you know, in traveling to other countries, you see things they put in place there that don't all have to be built to carry a six-ton truck. They can be much more leaner structures and really don't have to be as expensive as people think. Thank you. | See response to comment #1.<br><br>Your comment regarding bicycle/pedestrian bridges has been shared with TxDOT, the entity that has jurisdiction over the US 183 frontage roads and facility.<br><br>See response to comment #62. |
| 105 | Farmer | Gary | Webmail | 11/7/15 | Please proceed to construct the much needed improvements on 183 North. Our population is booming and we need the additional capacity to maintain safety, efficiency and quality of life. Thank you.<br>Gary Farmer | See response to comment #68. |
| 106 | Fisher | Jacqueline | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 107 | Flack | Scott | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 108 | Flores | Kimberlee | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 109 | Flowers | Kathryn | Webmail | 11/21/15 | Please include a shared use path for bikes and pedestrians along the entire corridor of the project. This is important due to Austin's growth and to maintain the safety of the corridor. Preferably the shared use path would connect to Shoal Creek paths at the south end and the 183A path at the north end. | See response to comment #1. |
| 110 | Frankenfeld | Ken | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 111 | French | Rod | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 112 | Frey | Daniel | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 113 | Frey | Jerry | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 114 | Frost | Susan | Email | 11/19/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 115 | Fuller | Chrissy | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 116 | Fuller | Drew | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 117 | Garrett | Justin | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 118 | Garza | Rudy | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 119 | Gauldin | Natalie | Virtual Public Hearing Comment | 11/17/15 | Please consider creating a shared use pedestrian/ bike path along this route. A shared use path would be a great improvement to the transportation network. I know many people in the area that will take advantage of this path to go to work and visit local businesses. Even if the path only accounts for a small fraction of a person's commute, having the safe route available can make the difference to a person considering biking or walking to their destination. | See response to comment #1. |
| 120 | Gdala | Thomas | Virtual Public Hearing Comment | 11/16/15 | Consider installing direct connects from EB 620 to NB 183A. Since the full toll facility exists to the north on 183A, the users are present. Presuming you charge the toll for the direct connect use at the RR620 onramp, the increase in NB users will be paying for the new NB connection just as the justification for the SB direct connect. There's also the benefit of improved intersection LOS by reducing the number of vehicles at the traffic signals US183 frontage at RR620, Lakeline Mall Drive and Lakeline Blvd. The same argument to reduce frontage intersection congestion could justify the SB direct connect to WB 620 as well as all WB 620 traffic from the north have to exit 183A north of Lakeline Blvd. I see little benefit to not to include the remaining direct connects. Thanks for considering it. | Your comment has been shared with TxDOT. The direct connection you describe is outside the scope of the 183 North Mobility Project. The study area is an eight-mile section of US 183 between SH 45 North and MoPac. The 183 North Mobility Project will not preclude this connection from being constructed in the future. |
| 121 | Geiger | Nathaniel | Virtual Public Hearing Comment | 11/17/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. | See response to comment #1. |
| 122 | Gibson | Grant | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 123 | Gibson | Linda | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 124 | Goldsby | Greta | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 125 | Gonsoulin | Armand | Webmail | 11/5/15 | Please include bike lanes along all of 183 North. | See response to comment #1. |
| 126 | Gonzales | Arnold | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 127 | Goodrum | Jennifer | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 128 | Gordon | Frank | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build | See response to comment #68. |

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| | | | | | this as quickly as possible. We support your efforts to take on traffic in our region. | |
| 129 | Granger | Brian | Virtual Public Hearing Comment | 11/17/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. | See response to comment #1. |
| 130 | Green | Allen | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 131 | Greenblum | Brad | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 132 | Guthrie | Jennifer | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 133 | Hall | Kerry | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 134 | Harris | John | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 135 | Harris | Mark | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 136 | Hartford | Andrew | Virtual Public Hearing Comment | 11/17/15 | I support a shared-use path to accommodate bicyclists and pedestrians on 183North. I know so many people that would use the path to get around if they had accommodations. This decreases traffic and reduces pollution. It also promotes active lifestyles and keeps more money in the local economy. | See response to comment #1. |
| 137 | Heldenfels IV | Fred | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 138 | Hendrix | Harry | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 139 | Hesson | Shane | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 140 | Heyman | Melissa | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 141 | Hindsman | Brenda | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 142 | Hollenbeck | Rich | Comment Form | 11/12/15 | A bike path is necessary along the entire length of the project. Jollyville bike lanes are not an adequate subsitute. They are not comfortable with cars passing at 50mph only 2 feet away. Accessing businesses and residences along the frontage rd. is also a requirement. This is not about recreation. It is about allowing transportation options such as bikes - including electric assisted bikes which make a 10 or 15 mile commute very easy. Make sidewalk as wide as possible. Bike overpass at busy crossings. | See response to comment #1.<br><br>Your comment regarding the existing bike lanes on Jollyville Road will be shared with the City of Austin.<br><br>Your comment regarding crossings has been shared with TxDOT, the entity that has jurisdiction over the US 183 frontage roads and facility. |
| 143 | Hood | David | Comment Form | 11/12/15 | As a resident and homeowner in the area, I would like to say I am opposed to adding the fourth general purpose lane. | Comment noted.<br><br>See response to comment #8.<br><br>See response to comment #52.<br><br>A review of available crash data along the project corridor revealed that along the mainlanes, the majority of crashes occur at locations where a merge condition exists at lane drops (such as where the number of mainlanes decreases from four to three) and in locations where entrance ramps merge with the mainlanes without a dedicated auxiliary lane (such as the southbound entrance ramp from Oak Knoll Drive). |
| 144 | Howard | Neal | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 145 | Hutton | Rob | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 146 | Inda | Daniel | Email | 11/19/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 147 | Isaak | Mark | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 148 | Janssen | Todd | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 149 | Jarrett | Jim | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 150 | Jenney | Scott | Virtual Public Hearing Comment | 11/21/15 | A off road bike path along 45 and high volume automotive routes would be safer and more comfortable than bicycle riding and walking on such transportation corridors. | Your comment has been shared with TxDOT, the entity that owns and operates SH 45 North. The bike path you describe is outside the scope of the 183 North Mobility Project. The study area is an eight-mile section of US 183 between SH 45 North and MoPac. |
| 151 | Jett | John | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 152 | Jobes | Helen | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 153 | John | Bruce | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 154 | Johnson | Debbie | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 155 | Jones | Bryan | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 156 | Jones | Rita | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 157 | Keenan | Rita | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 158 | Kennedy | Mike | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but | See response to comment #68. |

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| | | | | | provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | |
| 159 | Kessler | Nicole | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 160 | Kiester | Mark | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 161 | Kiester | Mark | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 162 | Kimbrough | Kevin | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 163 | Kitchen | Ann | Letter | 11/12/15 | To: Board and Staff of the Central Texas Regional Mobility Authority<br>Greetings,<br>I am writing regarding the 183 North Mobility Project, and the inclusion of share use paths. In light of differing opinions of the capacity of the frontage roads, I urge the Mobility Authority to fully study the feasibility of including shared use paths on both sides of the eight mile length of the project. Our community applauds the creditable job the Mobility Authority has done by including shared use paths on many of the toll routes and looks forward to seeing this use continue to expand our region's mobility options.<br>Thank you,<br>Ann Kitchen, District 5, Austin City Council<br>cc: Rob Spillar, Nathan Wilkes, Laura Dierenfield | See response to comment #1. |
| 164 | Knight | Sandy | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 165 | Kochwelp | Bill | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 166 | Krieger | Scot | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 167 | Kuykendall | Don | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 168 | Lairsen | John | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 169 | Landers | Jack | Comment Form | 11/12/15 | While the bike lane connections and complete sidewalks are imperitive, it is not enough. We need a continuous bikeway, separated, from Loop 360 to SH 45 up and down the 183 corridor. This path can connect to the Brushy Creek Trail that heads up 183A. This is needed to allow bike mode transportation. Bike lanes on Jollyville & on Pond Springs are dangerous due to the difference in traffic speeds. | See response to comment #1.<br><br>Your comment regarding bike lanes on Jollyville Road and Pond Springs Road will be shared with the City of Austin. |
| 170 | Landers | Jack | Verbal Public Testimony | 11/12/15 | My name is Jack Landers. I'm a resident here. I live here in Austin, and I commute around by using my bike. I live near the Arboretum, so I'm well familiar with this corridor. While the proposed changes to add the finished sidewalks and connect the bike lanes are essential and they need to occur, we also need a shared-use bake path to go through this corridor end to end. We have one that goes to 183A. We have a proposed one at Austin Bergstrom Expressway to the airport. There's a shared-use bike path that is along the Toll 290. This corridor needs the same thing. We need to be able to safely travel in a separated path away from faster traffic because cycles are slower traffic. We need the safety and the separation that a shared-use bike path provides. Thank you. | See response to comment #1. |
| 171 | Landry | David | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 172 | Lashinger | Robert | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 173 | Ledyard | Kelli | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 174 | Lemos | James | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 175 | Levy | Nicole | Email | 11/18/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 176 | Levy | Stephen | Email | 11/17/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 177 | Lewallen | Kyle | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 178 | Lewallen | Nancy | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 179 | Lewis | John | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 180 | Lick | Edward | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 181 | Ligarde | Darien | Email | 11/17/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 182 | Little | Lew | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 183 | Lodge | Al | Virtual Public Hearing Comment | 11/18/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. | See response to comment #1. |
| 184 | Loeffel | Eric | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 185 | Long | Bill | Webmail | 10/12/15 | This is a wonderful overall plan, which appears to improve many aspects of N 183 which I use frequently. However, there is a terrible issue that is still not addressed: Currently, 183 NB ends just after the Lakeline Mall Drive overpass, dumping all non-toll traffic directly into a signaled intersection on the overtaxed frontage road. This dangerous situation causes backups onto 183 in the evening rush hour, causing rear-end collisions, unsafe quick lane changes from exiting and stopped right-most lanes over to the fast moving left-most lanes leading to 183A toll road. Just look at all the skid marks on | The section of roadway you describe is outside the scope of the 183 North Mobility Project. The study area is an eight-mile section of US 183 between SH 45 North and MoPac. It reflects the project identified in the Capital Area Metropolitan Planning Organization's (CAMPO) 2035 long-range transportation plan. The Central Texas Regional Mobility Authority operates 183A, and has reviewed and will consider your comment. |

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| | | | | | the pavement to confirm that this is an issue! This situation is an unfair and dangerous burden for those who are not toll-paying users. It could be fixed, or at least made safer, by extending 183, eliminating the toll until after the Avery Ranch Blvd exit, or by building a flyover to allow the 183 NB traffic to exit directly to S Bell Dr. This issue is only going to get much worse as this area grows, and as fast moving traffic from the other improvements encounters this dangerous and poorly-designed bottleneck. It is critical that this problem is addressed as part of the 183 North Mobility Project. | |
| 186 | Lopez | Orlando | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 187 | Lowe | Thomas | Email | 11/15/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 188 | Ludlum | Matthew | Comment Form | 11/12/15 | The projects total impact to all major types of commuters needs to be measured. The new split & flyover w/ new MoPac needs to be synced between projects. The Duval acceleration lane is a great improvement but buses entering the express lane will face difficulty. The McNeil bike improvements do not solve the existing problem. - 5 road crossings is unacceptable and does not create a safe path/crossing. The MoPac & 183 projects impact many commuters & the total benefit needs to be readily visible. | The 183 North Mobility Project team analyzed the potential impacts that the proposed improvements could have on traffic in the project corridor and in the MoPac North project area. Traffic projections indicate that the proposed project would not adversely impact traffic on the MoPac North Express Lanes currently under construction. Further, the proposed 183 North Express Lanes would improve operations on the US 183 corridor compared to the no-build (do nothing) alternative.<br>The proposed extension of the auxiliary/merge lane from the southbound entrance ramp between Oak Knoll Drive and Duval Road meets the design criteria for weaving distances and was placed at its proposed location with the weaving movements of Capital Metro buses in mind.<br>In the McNeil Drive area, the Shared Use Path along the southbound frontage road will be extended west along the north side of Barrington Way so that southbound cyclists and pedestrians would have only one street crossing to access southbound Jollyville Road. Further, area roadways will be signed and striped so that drivers will be aware of the presence of bicyclists and pedestrians. |
| 189 | Lutz | Matthew | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 190 | Maddox | Patti | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 191 | Maderer | Pa | Email | 11/15/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 192 | Madrid | Rubi | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 193 | Mandell | Cathy | Comment Form | 11/12/15 | No mention was made at public presentation about Lake Creek and the Lake Creek Watershed. This watershed is important to protect, as Lake Creek | The 183 North Mobility Project has considered Lake Creek and Lake Creek Tributaries (in addition to other surface water resources, including Shoal Creek, Shoal Creek Tributaries and Rattan Creek). |

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| | | | | | flows through several neighborhoods east of 183 - around Anderson Mill Road & Lake Creek Pkwy, plus several small tributaries. Please review this watershed and creek as you design drainage for the project. Thank you.<br><br>1) Please be careful of our Lake Creek Watershed. 2) During the previous construction project for the current 183 roadway, many of the local businesses were adversely affected by construction: driveway and parking lot access were obstructed &/or re-routed, making it difficult to get to stores. As a result of the lengthy interruption, many businesses closed. As you plan for this new phase, please be aware of this potential situation and design better access during construction - work with businesses along access roads to address any concerns. Thank you. | The project team has and will continue coordination with the City of Austin and TxDOT to implement a solution to address drainage issues in the corridor, including those within the Lake Creek watershed.<br>If the 183 North Mobility Project is approved for construction, impacts to driveways will be minimized, as construction along frontage roads will be limited to sidewalks and Shared Use Path sections. Frontage road reconstruction is not proposed with this project. Every effort would be made during construction to coordinate with local businesses to ensure that they are not adversely affected by construction. |
| 194 | Mangini | Lauren | Webmail | 11/5/15 | I support the building/inclusion of a shared-use path for cyclists along 183 North. | See response to comment #1. |
| 195 | Marez | Juan | Email | 11/19/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 196 | Martin | Kendel | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 197 | Martinez | Mari | Webmail | 11/17/15 | Due to my childrens' evening events I was unable to attend the public hearings you have provided; however, I've read through some of the general summaries from your website. How do I access individual documents to review for example, the type of design, concrete, sculpture, etc. that attendees at the meetings were allowed to rank within category?<br><br>As a virtual review, are we allowed to rank these as well? How may I download, access individual pdfs so that I may see a larger version as well? Thanks for your help. | The ranking exercise referenced in your comment was conducted during Open House #3 (held March 10, 2015) and the concurrent Virtual Open House #3 (available at www.183north.com from March 6 – March 20, 2015).<br>Those who attended the Public Hearing (held November 12, 2015) or participated via the concurrent Virtual Public Hearing (available at www.183north.com from November 12 – November 22, 2015) were not asked to rank project design elements.<br>The Context Sensitive Solutions (CSS) exhibits shown at the Public Hearing can be accessed here: http://www.183north.com/CSS_Boards_PublicHearing.pdf<br>The CSS exhibits shown at Open House #3 can be accessed here: http://www.183north.com/Station6-CSS_032015.pdf<br>Additional information about the results of public input received related to CSS during Open House #3 can be found here: http://www.183north.com/environmental/context-sensitive-solutions.php |
| 198 | Mather | Tara | Virtual Public Hearing Comment | 11/17/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. | See response to comment #1. |
| 199 | Mathias | Matt | Email | 11/21/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 200 | Mauer | Eric | Virtual Public Hearing Comment | 11/17/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. | See response to comment #1. |
| 201 | Maywald | Larry | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build | See response to comment #68. |

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| | | | | | this as quickly as possible. We support your efforts to take on traffic in our region. | |
| 202 | McAllister | Mark | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 203 | McCann | William | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 204 | McCollum | Randy | Virtual Public Hearing Comment | 11/19/15 | I am very much in favor of the proposed bike trails along 183. A resounding positive for our city and all cyclists. Thanks, Randy | See response to comment #68. |
| 205 | McConnell | Carlee | Virtual Public Hearing Comment | 11/17/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. As a native north Austinite, I see the need for shared use paths in this area and would fully support this change. As a public health professional, I support this effort because it will make everyone on these roads safer. | See response to comment #1. |
| 206 | Mcconnell | Liz | Virtual Public Hearing Comment | 11/21/15 | Hello! Please include infrastructure for bicycles and pedestrians in the development of this project. Improving connectivity would be useful to commuters, touring cyclists, and drivers not competing for the same space. Thanks for the thoughtful consideration! Liz | See response to comment #1. |
| 207 | McConnell | Mike | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 208 | Mcfarlane | A.D. | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 209 | McGee | Derek | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 210 | McIntyre | Chris | Email | 11/18/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 211 | Mejia | Robina | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 212 | Merrick | Jackie | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 213 | Merriweather | Timothy | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 214 | Mestier | Louis | Virtual Public Hearing Comment | 11/17/15 | The most important tool for promoting bike commuting as an alternative to vehicular commuting is the availability of a safe route for cycling, and this is currently not the case in the 183 North corridor. As such, it is imperative to provide shared use paths in this area give the high number of potential bike commuters that would potentially utilize them as a means for commuting. The impact on commuting traffic reduction could be significant. | See response to comment #1. |
| 215 | Meyer | Joel | Virtual Public Hearing Comment | 11/17/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. From your website: "Our mission is to implement innovative, multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality." | See response to comment #1.<br><br>The Central Texas Regional Mobility Authority is committed to constructing multi-modal, pedestrian-friendly facilities that enhance the region's quality of life. This commitment includes the design and implementation of Shared Use Paths, sidewalks and cross-street connections as part of every project, whenever feasible. To date, on projects currently open to traffic, the Mobility Authority's investment in bicycle and pedestrian accommodations totals $11 million. $31 million more is invested in projects under construction. Additional investments are planned for projects currently under environmental study. |
| 216 | Miksch | John | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 217 | Miller | Alastair | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 218 | Miller | Brian | Virtual Public Hearing Comment | 11/20/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. I live and work in NW Austin. | See response to comment #1. |
| 219 | Miller | Laura | Virtual Public Hearing Comment | 11/18/15 | I am in favor of shared use bike lanes for 183. I would especially use one that made getting from Lake Creek to Pond Springs possible and connecting Pond Springs to Jolleyville. Thanks! | The 183 North Mobility Project would include a Shared Use Path connection adjacent to the US 183 northbound frontage road between the existing bicycle lanes on Pond Springs Road and the existing bicycle lanes on Lake Creek Parkway. |
| 220 | Moe | Nic | Comment Form | 11/12/15 | Need for two things in this project: 1) Safe bike route(s) along entire corridor of 183 and Mopac. 2) Safe pedestrian and bike crossings at each road crossing and at least every half mile. Otherwise, highways are walls that force people to drive to get across them leading to excess driving.<br><br>$5m for ped/bike improvements in a project of this scale is a joke. People need safe non-motorized mobility options.<br><br>Along with estimates of costs, congestion, and water mitigation for each alternative, we need to know safety estimates for each plan: 1) How many | See response to comment #1.<br><br>Your comment has been shared with TxDOT, the entity that has jurisdiction over the US 183 frontage roads and general purpose lanes.<br><br>See response to comment #62.<br><br>The total cost of the proposed Express Lanes is estimated at $650 million. Funding for improvements has not yet been identified. Cost estimates for the other alternatives considered as part of this project have not been developed. |

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| | | | | | traffic injuries would be expected on this stretch of roadway by 2030 (or whenever)? How many traffic deaths? 2) What would be the estimated costs from traffic collisions, both in terms of property damage and bodily injury?<br><br>Along with sidewalk extensions along the whole 183 North project corridor, any curb cuts along the frontage roads need to be eliminated, as this is where pedestrian/vehicle interaction is most common. In addition, these sidewalks need to be separated from the roadway by a median with trees and foilage to make pedestrian experience feel safer and more comfortable. | See response to comment #79.<br><br>If the 183 North Mobility Project is approved for construction, the Mobility Authority and TxDOT would work with the Texas Commission on Environmental Quality (TCEQ) and others to develop a comprehensive water quality protection plan incorporating Best Management Practices because the project area is within TCEQ's regulated Edwards Aquifer Recharge Zone. As part of the water quality protection plan development, measures would be developed to attain a minimum of 80% Total Suspended Solids (TSS) removal required by the Edwards Aquifer Rules administered by the TCEQ. Increased TSS removal also reduces effects to endangered species that depend on the aquifer for habitat. Karst features are present in many areas of the Recharge Zone, and TSS removal also reduces effects to endangered species that depend on the karst features for habitat.<br><br>The following measures are being considered to treat the new impervious cover associated with the 183 North Mobility Project by slowing runoff so that Total Suspended Solids (TSS) and associated pollutants would settle out and be removed from stormwater volumes before entering local streams and waterways outside of the right-of-way:<br>● Extended detention - similar to normal detention except that the detention time is increased to allow particulate pollutants to settle out of stormwater. This measure is currently in use at the SH45/US183 intersection for some areas.<br>● Biofiltration - a variant of Sedimentation/Filtration where the sand filter is replaced by biofiltration media and associated plants.<br>● Bioretention and Vegetated Bioretention - swales that use plant and soil media to filter and treat stormwater through physical, biological, and chemical treatment processes.<br>● Sedimentation/Filtration - involves detaining stormwater to allow settling followed by sand filtration and is the primary control measure used currently throughout the project area.<br>● Vegetative Measures –surface filtration through various types of plant species. The species would be coordinated with biological experts.<br>● Underground sedimentation/filtration vaults – rectangular and mostly hollow structures that function in a similar way to ponds by storing water to allow for sedimentation and filtration of pollutants in storm water as defined above. Vaults are placed underground when land for ponds is not available. Currently in-use within the corridor and may be needed in areas where space is constrained.<br><br>During construction, temporary erosion and sediment controls would be installed and maintained throughout the project. These controls would include rock berms, silt fence and a full array of measures to reduce the potential for sediment being discharged from the site.<br><br>Crash data for the US 183 corridor indicate that it is safer than the state average for comparable facilities. Where design exceptions are proposed, a safety analysis was completed and is under review by TxDOT. This analysis indicated that there would be fewer traffic deaths, injuries, and property damage as a result of the implementing the proposed improvements as compared to the no-build (do nothing) alternative.<br><br>Curb cuts along the 183 North project corridor are limited to driveways and cross streets. The existing right-of-way beyond the edge of the frontage road curb is typically 9 to 10 feet wide throughout the corridor, with utilities located within this right-of-way. As a result, there is limited space for tree plantings between the frontage road lane and sidewalk. TxDOT and FHWA have clear zone requirements that require a set distance from a roadway curb to set back trees, foliage and other obstacles. There are also numerous driveways where trees and foliage would obstruct sight lines for drivers and pedestrians at these locations. A grassy median between the edge of curb and sidewalk would be provided where feasible. |
| 221 | Moore | Tatum | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 222 | Moreland | Emily | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 223 | Morgan | Joel | Virtual Public Hearing Comment | 11/17/15 | I have often used regional bike trails and paths in both US and foreign cities. Such bike ways become virtual parks for local citizens and tourist attractions for out-of-town visitors. A system of bike and pedestrian pathways and green-ways humanizes a city for visitors and leaves them with a positive impression. | See response to comment #1. |
| 224 | Morrison | Brittany | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 225 | Murr | Vickie | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 226 | Murray | Susan | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 227 | NA | Kevin | Virtual Public Hearing Comment | 11/17/15 | Have you tried bike lanes in this town with some separation from cars? Scary stuff. There should be a separated shared use path along the entire corridor. If we want people to walk and ride bikes, it has to be a safe and comfortable experience. Otherwise, why bother? | See response to comment #1. |
| 228 | NA | Laura | Virtual Public Hearing Comment | 11/18/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. | See response to comment #1. |
| 229 | NA | NA | Virtual Public Hearing Comment | 11/19/15 | The express lanes need to have physical separation from the general purpose lanes. A line on the pavement will never stop some people from crossing into the express lanes without paying, which will render the express lanes useless. | The mechanism for separating the Express Lanes from the general purpose lanes has not yet been determined. The separator would likely be either plastic delineators or double white line striping, with the understanding that crossing at points not established as Express Lane entrance and exit locations would be illegal. Police officers would enforce the law in the US 183 North corridor as they do today. |
| 230 | NA | NA | Virtual Public Hearing Comment | 11/20/15 | I live south of the river and the options for commuting do not include biking because of the limited safe bike paths. I'm not a confident biker as is, and taking South First to downtown is basically a death wish with zero bike lanes. I would bike daily to work (minus rainy days) if there was an isolated bike path that continued from the veloway to the lady bird lake hike and bike trail. Can we use some of these funds to incentive commuters to leave the car a home? | The 183 North Mobility Project study area is an eight-mile section of US 183 between SH 45 North and MoPac. The improvements you have suggested are outside the limits of the project.<br><br>The bicycle and pedestrian improvements you describe could be constructed as part of the MoPac South Environmental Study, a separate study currently underway. More information about that project can be found at www.MoPacSouth.com. |
| 231 | NA | NA | Virtual Public Hearing Comment | 11/20/15 | For traffic continuing southbound past MoPac, there is less capacity than exists right now in your current plan. Ultimately only two general purpose lanes will continue south, with the third existing lane being reserved for the use of the managed lane terminus. This will make traffic significantly worse for southbound traffic. It will also result in significantly more merging. For example, if you were to enter southbound 183 today from Braker Lane (a major employment hub), you could enter the right general purpose lane and continue in that same lane until the exit for I-35 southbound. Under this proposed scenario, you would have to merge over two lanes just to continue south of Burnet Road, and one lane just to make it past MoPac. Given the heavy traffic volume in this area and the existing delays that come from merging for the MoPac exit, it seems this project will add much pavement, but not actually improvement traffic flow. | No general purpose lanes would be converted to Express Lanes as a result of the 183 North Mobility Project. The same number of taxpayer-funded, non-tolled general purpose lanes that are available today will remain in the future in accordance with state law.<br><br>The proposed Express Lane that continues south of MoPac on US 183 would be a new lane. That traffic would transition into the right most existing general purpose lane north of Burnet Road. |

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| 232 | NA | Sophia | Virtual Public Hearing Comment | 11/19/15 | Please include a contiguous shared-use path along the entire project length with adequate, safe connections to existing pedestrian and bicycle facilities like the Shoal Creek Trail. The shared-use path should have at least a 2 foot buffer between it and the road, like many design guidelines including the Urban Trails Master Plan call for. | See response to comment #1. |
| 233 | Nabours | Cathy | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 234 | Nagel | Robert | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 235 | Nash | John | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 236 | Neslund | Melissa | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 237 | Newman | Joe | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 238 | Newman | JP | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 239 | Nichols | Shannon | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 240 | Novacek | Matthew | Virtual Public Hearing Comment | 11/16/15 | I have several concerns about this project. 1. There is minimal attention paid to bike/pedestrian improvements (less than 1% of the budget). Unlike the Bergstrom expressway project, there is no shared use path for the entire length of the corridor. 2. There are motor vehicle flyovers to tie into the Mopac toll lanes, but there is no similar connectivity for bikes/pedestrians. Even the minimal bike/pedestrian improvements listed make no attempt to tie into the improvements of the mopac project. In particularly, there is no connectivity from the mopac shared use path under 183 going NW to this project. 3. I have concerns that 183 S of mopac is getting no improvements. It seems like the toll lanes are simply going to dump 5 lanes worth of traffic to the 3 elevated 183 lanes SW of the Mopac/183 intersection. That stretch is already significantly congested. In particular, the | See response to comment #1.<br><br>See response to comment #8.<br><br>The study area is an eight-mile section of US 183 between SH 45 North and MoPac. Improvements south of MoPac not proposed as part of this project because they are outside the study area. |

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| | | | | | northbound mopac/southbound mopac joined entrance to southbound 183/exit to burnet/exit to Ohlen is already very complicated and backs up. | |
| 241 | Nuttle | Miller | Comment Form | 11/12/15 | Please add a shared use bike & pedestrian path along the entire corridor. | See response to comment #1. |
| 242 | Nuttle | Miller | Verbal Public Testimony | 11/12/15 | Hi. I'm Miller Nuttle, Bike Austin. I would like to reiterate the support so far for a shared-path along the corridor and also present 115 signatures from supporters of the shared-use path who couldn't be here tonight wanted to indicate their support formally, as well as a letter from Council Member Kitchen that encourages the shared-use path. I can leave this with you, or y'all can get an e-mail. Thank you so much. | See response to comment #1. |
| 243 | Nuttle | Miller | Virtual Public Hearing Comment | 11/16/15 | I support the construction of shared-use bicycle and pedestrian paths on the entire 183 North Mobility Corridor. | See response to comment #1. |
| 244 | Nydegger | Jeff | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 245 | O'Farrell | Robert | Email | 11/21/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 246 | O'Leary | Wanda | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 247 | Oreyzi | Shaadi | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 248 | Ormond | Audrey | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 249 | O'Rourke | Pat | Verbal Public Testimony | 11/12/15 | My name is Pat O'Rourke. I'm the President of the Estates of Brentwood HOA. I have two points I would like to speak on. First is on the extended shared-path. While there is limited documentation -- or you're looking at some limited infrastructure, there's one intersection in particular, which is the Barrington Way, Research, Jollyville Road trifecta. I would think that we should seriously look at putting a pedestrian bridge over that, rather than asking people to try to physically cross that intersection. There are extensive car backups at that intersection, numerous rear-end collisions. Asking those bikers and pedestrians to cross is very, very dangerous. Another thing that was not listed in documentation is where will the location of cameras be, where will the location of sensors be, how will there be protection from false reads because in terms of the sensors, they send down a cone signal. So if I'm riding on the | See response to comment #10.<br><br>Toll equipment technology is sophisticated enough that cameras and toll tag readers will only pick up vehicles traveling in the Express Lanes (not adjacent general purpose lanes).<br><br>The mechanism for separating the Express Lanes from the general purpose lanes has not yet been determined. The separator would likely be either plastic delineators or double white line striping, with the understanding that crossing at points not established as Express Lane entrance and exit locations would be illegal. Police officers would enforce the law in the US 183 North corridor as they do today. |

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| | | | | | outside lane or the free lane, there's a possibility that I will get a false read and be charged for being in the vehicle lane. The other area of curiosity, since there's no barriers that are being physically put in place, what's restricting people from jumping in and jumping out of those holes? So I would jump in right after I would see a sensor. I could drive at an accelerated rate and I would see the next sensor coming up and I would jump out of the lane. I would think that we'd need to have some protection that prohibited people from taking those particular actions and those steps. Thank you very much. | |
| 250 | Orr | David | Virtual Public Hearing Comment | 11/18/15 | Please include a shared use path on both sides of the full length of the project, preferably tying into the 183A shared use path at the northern end and the Shoal Creek trail at the southern end. In the past, CTRMA has committed to building pedestrian and bicycle shared use paths along their toll facilities. This area is sorely lacking in safe facilities. Please understand that painted bike lanes on the edge of 45 plus mph roads (e.g. Jollyville Road) excludes at least 90 percent of bicyclists from having a safe place to travel. Thank you. | See response to comment #1.<br><br>Your comment regarding bike lanes on Jollyville Road has been shared with the City of Austin. |
| 251 | Owen | Sam | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 252 | Paulovich | Elizabeth | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 253 | Pearce | Jonathan | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 254 | Pearce | Stephen | Email | 11/15/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 255 | Pelham | John | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 256 | Pellegrini | Michael | Webmail | 11/5/15 | As a cyclist, physician, and a resident of northwest Austin I implore you include plans for a shared use path with your 183N improvements. We could all benefit from more people on foot or on bikes and fewer people in cars. Thanks | See response to comment #1. |
| 257 | Penn | Walt | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 258 | Peschel | Randy | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 259 | Petet | Joe | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 260 | Phillips | Stone | Virtual Public Hearing Comment | 11/15/15 | I just found out about this project, having moved from South Austin. I am disappointed that Austin is completely moving toward privatized highways for the 1%. Why the disdain for HOV lanes, which even if they have negligible impact on relieving congestion (which seems highly improbable), are equitable? This will be a huge boondoggle, coupled with the North and South MoPac projects, that will make Austin the laughingstock of actually progressive cities. | All area toll roads are owned and operated by either the Texas Department of Transportation or the Central Texas Regional Mobility Authority. None are owned by private entities. The Central Texas Regional Mobility Authority is an independent government agency created in 2002 to improve the transportation system in Williamson and Travis counties The agency is overseen by a seven-member Board of Directors. The Governor appoints the Chairman, and the Travis and Williamson counties Commissioners Courts each appoint three members.<br><br>See response to comment #8.<br><br>See response to comment #51.<br><br>See response to comment #33.<br><br>Although HOV lanes meet the Purpose and Need for the project, this alternative was not be carried forward for further study because it would not maximize use of the available roadway capacity.<br><br>Research revealed that on roads where HOV access is limited to vehicles with three or more passengers, the lanes are under-utilized. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized.<br><br>The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country converted or planned to convert 24 HOV lanes to either Express Lanes or High Occupancy Toll lanes. Furthermore, when HOV Lanes were evaluated against Express Lanes for the 183 North corridor, HOV lanes were projected to transport 59% (11,379) fewer people in 2035 than the Express Lane alternative during peak periods. (CDM Smith, 2015)<br><br>Reliability on HOV lanes cannot be assured without a variable toll pricing component to ensure a minimum average speed or without limiting vehicles to three or more passengers, which would result in an under-utilized facility. The CAMPO plan has identified tolling as the financing mechanism to fund improvements along US 183 North because no other funding source is available.<br><br>For more information regarding the HOV alternative, please see the Alternatives Analysis Technical Memorandum, which is available for viewing on the 183 North Mobility Project website (www.183North.com). |
| 261 | Pieratt | John | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 262 | Pitman | Brian | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 263 | Pollard | John | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but | See response to comment #68. |

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| | | | | | provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | |
| 264 | Pustjeovsky | Mary | Virtual Public Hearing Comment | 11/17/15 | I support adding a shared use path to the entire length of 183N from Mopac to SH45. Mopac and 183 are extremely backed up with car traffic. It makes sense to add bicycle paths to give people safe, affordable, and environmentally friendly alternatives to using a car. There has been more than 1 person hit and killed by drivers this year on 183 while walking. We need to give people safe places to walk and bike or the senseless death (and injuries) will continue. http://www.visionzeroatx.org/austin-fatality-map/ | See response to comment #1. |
| 265 | Pustka | Mark | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 266 | Rachel | Coulter | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 267 | Rado | Jim | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 268 | Randazzo | Chris | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 269 | Ratzman | Jim | Virtual Public Hearing Comment | 11/19/15 | This project should be fast-tracked to completion. The focus must be on traffic lanes and limited attention given to bike lanes or sidewalks. As you redesign frontage roads and intersections I have two suggestions. Do not reduce frontage roads to two lanes at any point; example just north and south of Duval Road. Northbound, at the intersection of 183 and Anderson Mill Road, and the intersection of Lake Creek Parkway and 183, make the third inside lane a left-turn option lane, allowing those who want to go straight to do so. I see lots of confusion at these two intersections. Austin traffic is bad enough without reducing the number of lanes on frontage and main traffic lanes. I can provide plenty of examples in the Austin area. Do not give in to the anti-toll groups or environmental groups who will try to find some way to delay this project. Full speed ahead. It took 20+ years from design to completion to convert 183 to a freeway from I-35 to RR 620. We can't afford delays. | See response to comment #68.<br><br>See response to comment #1.<br><br>No frontage road lanes are proposed to be removed as part of this project. |
| 270 | Risinger | Emily | Virtual Public Hearing Comment | 11/18/15 | Shared use paths along the frontage roads of 183 would improve safety. I support better pedestrian facilities and shared use path options...thanks! | See response to comment #1. |
| 271 | Rollins | Michael | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build | See response to comment #68. |

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| | | | | | this as quickly as possible. We support your efforts to take on traffic in our region. | |
| 272 | Romano | Lauren | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 273 | Ruffino | Amy | Email | 11/17/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 274 | Saad | Walter | Email | 11/19/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 275 | Sagues | Michael | Virtual Public Hearing Comment | 11/13/15 | Highway noise volume is already too high, even a mile from the highway, and well out of line-of-sight. What can we do to reduce highway traffic noise (tire noise and engine noise), with roadway surface options and acoustic barriers (barriers options should especially consider that we have elevated roadways and the new elevated flyovers). | A traffic noise analysis was conducted in accordance with TxDOT and FHWA policies and procedures. Noise impacts to adjacent receivers would occur; however, it was determined that noise barriers or other forms of noise abatement would not be feasible or reasonable (using TxDOT and FHWA criteria) at reducing noise levels at the impacted receivers. |
| 276 | Sanner | Matt | Webmail | 11/5/15 | My name is Matt and I've been living in North Austin for my whole life. As a cyclist, I've noticed that it is very difficult to ride south. Jollyville road offers bike lanes, but it seems like the city of Austin just slapped down lines on that road and said "it's a bike lane." They are terribly thin and the traffic on the road is very fast. I would like to see shared use paths along the whole of the 183 mobility project. This would make getting to work much more timely and safe. In turn, it could get many people out of their cars and onto bikes because they perceive that it's safe to ride. Please consider this. Austin needs to become less car-centric and more friendly when it comes to alternative transportation. More people are moving here and more cars are going on the road, and our city can't keep up. Let's help get more people on bikes in north Austin. The future of our city depends on it.<br><br>Thank you,<br>Matt Sanner | See response to comment #1.<br><br>Your comment regarding bike lanes on Jollyville Road will be shared with the City of Austin. |
| 277 | Sawvell | John | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 278 | Schaub | Patricia | Comment Form | 11/12/15 | I support a direct, connected shared use path along the 183 N corridor. A larger percentage of the total project cost must be allocated for bike/ped improvements.<br>I'm glad sidewalks are being connected but they should be designed to be more separated from curb cuts & the frontage road. Having trees & shade along the sidewalks & shared use is also important. | See response to comment #1.<br><br>Curb cuts along the 183 North project corridor are limited to driveways and cross streets. The existing right-of-way beyond the edge of the frontage road curb is typically 9 to 10 feet wide throughout the corridor, with utilities located within this right-of-way. As a result, there is limited space for tree plantings between the frontage road lane and sidewalk. TxDOT and FHWA have clear zone requirements that require a set distance from a roadway curb to set back trees, foliage and other obstacles. There are also numerous driveways where trees and foliage would obstruct sight lines for drivers and pedestrians at these locations. A grassy median between the edge of curb and sidewalk would be provided where feasible. |

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| 279 | Schaub | Patricia | Verbal Public Testimony | 11/12/15 | Hi. I'm Patricia Schaub with Bike Austin. I'm here to voice my support for increased funding for bicycle/pedestrian improvements on the 183 corridor and specifically a shared path. Without direct connected shared-use routes, 183 continues to be a barrier to people who rely on biking and walking to get to work and home or to shop or to otherwise travel along the corridor. Austin will be more affordable with safe connected routes to bike and walk. The shared-use path lets more people live and work along the 183 corridor and avoids the expenses of driving a car by use of mass transit or bikes to commute. A direct bike and pedestrian route along 183 is an immediate option for people wanting to avoid congestion, and people don't want to have to pay a toll to have general mobility. Studies have found that paths encourage people walking and that there's economic benefits for businesses located along them. For example, in Salt Lake City, retail increased by 9 percent on a major commercial street after improved crosswalks and sidewalks were added protected bike lanes. So additional funds for this project infrastructure would pay off in the long run. Finally, even for people who don't live specifically in this area, having a shared-use path would let people come up here on buses and avoid having to deal with cross traffic to get to the areas; and it opens up the area to a lot more people that don't have cars to come up here because it is pretty congested up here. Thank you. | See response to comment #1.<br><br>See response to comment #8.<br><br>See response to comment #51.<br><br>See response to comment #33.<br><br>See response to comment #79.<br><br>See response to comment #51. |
| 280 | Schaub | Patricia | Virtual Public Hearing Comment | 11/21/15 | I support the inclusion of a shared use path on both sides of the full length of the 183 North Mobility project, tied to the Shoal Creek connector on the south end and to the 183A shared use path on the north end, with a comprehensive design for improved and safe crossings of 183 for all ages and abilities. Given the scale of this project, TXDOT and CTRMA must increase its funding of more pedestrian and bicycle accommodations which will increase the overall capacity of this section of 183 and make improvements which will serve all users, not just motorists. Without direct, connected shared used paths, 183 will continue to be a barrier for people who rely on biking and walking to get to work, to get home, or visit the retail, restaurant, and other services along the corridor. Austin is more affordable with safe, connected routes to bike and walk. Adding meaningful capacity on 183 North for transportation by walking and biking will make it possible for more people to live and work in this area without the expenses of car ownership, or having to drive a car for every trip. The project itself become more cost-effective by increasing bike and pedestrian accommodations. This stretch of 183 has one of the highest rates for short trips in Austin, trips completed now almost exclusively by cars. Replacing only a small percentage of these trips by bike or foot will reduce congestion and add capacity for far less expense than paving more lanes for cars. It also will open the area up to many more people who avoid it now because of the heavy, high-speed traffic and unfriendly roadway design. Having an easy way to walk and bike on a shared use path will make the destinations along the 183 corridor more attractive to people who combine these modes with the bus or train to get around, even if they don't live in north Austin. It's been found across the country that roads that encourage biking and walking have economic benefits for businesses located on them. For example, in Salt Lake City, retail sales increased by almost nine percent on a major commercial street after a general upgrade improved crosswalks, sidewalks, and added protected bike lanes. Additional funds for multimodal infrastructure will pay off in the long run. Whatever the final configuration of general purpose and express lanes on 183 North, traffic is only going to get worse given Austin's growth according all projections by CAMPO and other traffic analyses. A shared use path along both sides of 183 will provide a needed option for people who want to avoid having to deal with the inevitable congestion that will arise in | See response to comment #1.<br><br>See response to comment #8.<br><br>See response to comment #51.<br><br>See response to comment #33.<br><br>See response to comment #79.<br><br>See response to comment #51. |

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| | | | | | the new general purpose lanes, or do not want to have to pay a toll to have reliable travel times. It's time for TXDOT and CTRMA planners to start taking into consideration all of the people who are served by roads, and to stop regarding roads as engineering problems to solve for the most vehicles moved. | |
| 281 | Scheberle | Drew | Email | 11/11/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 282 | Schipull | Darcie | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 283 | Schlotter | William | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 284 | Schwartz | William | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 285 | Scott | Chuck | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 286 | Seaberg | Shawn | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 287 | Serna | Atanacio | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 288 | Shaughnessy | Tim | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 289 | Shofner | Frank | Webmail | 11/9/15 | I use the existing 183A toll road all the time. The max toll on the new express lanes should be limited to whatever the existing tolls are on 183A. The minimum toll, at non-peak traffic time, should be zero. I don't like the idea of bureaucrats being able to set a sliding scale of peak-hour tolls for the express lanes. Sounds like the potential for an Uber-style peak hour ripoff to the users, only enforced by the state. | See response to comment #8.<br><br>See response to comment #33.<br><br>During off-peak periods, drivers would have little incentive to pay a toll to use the Express Lanes because the general purpose lanes would likely not be congested. During peak hours, the price of the toll in the Express Lanes would go as high as needed to ensure reliable travel times. |

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| 290 | Shoppa | Dwayne | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 291 | Simmerman | John | Virtual Public Hearing Comment | 11/17/15 | I am writing to express my support for the inclusion of a safe and inviting, all ages and abilities, multi-use path. It would ideally be in the 10-14 foot width range and feature convenient entry and exit points to help facilitate the mode shift of many short trips away from single occupancy vehicles, while also providing a potential longer distance cycling corridor for both utilitarian and recreational purposes. | See response to comment #1. |
| 292 | Skaggs | James | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 293 | Sloan | Brad | Verbal Public Testimony | 11/12/15 | My name is Bradley Sloan. I'd like to comment on tonight's diagrams. What I have learned is that there appears sidewalks to be put in on this side of the highway during construction; and it's my understanding that sidewalk is 5 feet and the shared paths are 8 feet. Ironically, the outer lane of the service road is 14 foot, compared to the inside lane on the service road, which is 11. And the reason there's a difference is envision that bicyclists were going to use the service roads, which anybody in their right mind are probably not going to do because of the extreme velocity of cars and no lane striping, either. I would like to see that from that 14 foot, maybe a couple of feet added to the sidewalks to make them shared use lanes or paths because 5 foot, as you're trying to pass a pedestrian, is a pretty tight squeeze and there's utilities that you have to go around and an extra few feet would make a big difference in navigating. Instead of calling it a sidewalk, call all of it a shared-use path. The alternative right now on Jollyville and on Pond Springs, you do have bike lanes; but they're really not accessible. They're not protected. You only have 4 to 6 feet between you and cars that are doing 40 to 35 miles per hour, and that's not -- it gives one a false sense of security. In this day and age of cell phones if a driver drifts into your lane, you're instant roadkill. So if possible in future considerations, if -- I know there's only 5 million for bicycles and that doesn't seem a lot of money out of the total cost. If additional funds could be brought up, it should be seriously looked at, along with 5 to 8 feet, whenever possible, using the outside lane. Thank you. | See response to comment #1. |
| 294 | Sloan | Bradley | Comment Form | 11/12/15 | Sidewalks need to be as wide as techonely possible. | See response to comment #1. |
| 295 | Smaha | Steve | Virtual Public Hearing Comment | 11/17/15 | Excellent addition to bicycling infrastructure, and a significant amenity for people living along 183. | Thank you for your comment. |
| 296 | Smith | Brant | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 297 | Smith | Emily | Virtual Public | 11/20/15 | It's my understanding that continuous bike and pedestrian paths along the frontage roads are NOT currently part of the 183 North Mobility Project plan. I urge the CTRMA to include a shared-use path on the entire corridor, which | See response to comment #1. |

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| | | | Hearing Comment | | will give folks a safe place to walk and bike on both sides of the street. It's not truly mobility without equitable access. And it's not smart development for Austin's future if it doesn't encourage sustainable modes of transit. | |
| 298 | Smith | Robert | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 299 | Smith-Willman | Kathy | Email | 11/21/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 300 | Spencer | Kyle | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 301 | Spidle | Jake | Virtual Public Hearing Comment | 11/19/15 | I really think shared use paths are in everyone's interest. SHARED is in the name. Please make this a reality. Thanks, government! | See response to comment #1. |
| 302 | Springer | Steve | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 303 | Sproull | Iain | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 304 | Stacy | Tom | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 305 | Stauch | Andrew | Email | 11/21/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 306 | Steed | Taylor | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 307 | Stephens | Randall | Verbal Public Testimony | 11/12/15 | Regarding having throughput over these high-speed off ramps and on ramps, I believe our city is like, if you will, an organism. We all depends on one another. What we add to the system to make it function more effectively makes us all better off. Our congestion on our freeways in this part of town, it | See response to comment #8.<br><br>See response to comment #51. |

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| | | | | | takes -- speaking of that, it takes an hour and 15 minutes during drive time to drive from Avery Ranch and Palmer, where we live, to the University of Texas. The commute I use whenever I'm driving or cycling is 27 miles door to door from Avery Ranch to the airport. Last year I ran for public office, some right remember; and in that experience I was educated about the concerns that people all over this community in east Austin. Everything that was done to make east Austin more liveable also made it more attractive to urban professionals working downtown who were all so frustrated by these problems. There's been a lot of hard work done in planning this, but we I think we need to think of our throughput in the city, take it very seriously, and improve upon this model somewhat to add some flyovers and some connectivity for cyclists and protected bikeways so that as more and more people are commuting -- and I see this every day on Palmer and up and down Jollyville, people with bags on bikes, riding to work; and I've been that person, too. Many dozens of times this year I've biked to work at the airport, riding back as far as the train station and using the train to get home in the afternoon. We're a system. We need to work together. We need to put our heads together and have the State and have Capital Metro and CAMPO people work together for solutions and work with the entire community. Thank you very much. | See response to comment #52.<br><br>See response to comment #79.<br><br>See response to comment #33.<br><br>See response to comment #51.<br><br>Improvements to 183 North were identified for study in the Capital Area Metropolitan Planning Organization's (CAMPO) Long Range Transportation Plan. The Central Texas Regional Mobility Authority and the Texas Department of Transportation developed the 183 North Mobility Project cooperatively with Travis County, Williamson County, the City of Austin, Capital Metro and CAMPO, with oversight by other regulatory agencies. |
| 308 | Stevens | Christine | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 309 | Stevens | Emily | Virtual Public Hearing Comment | 11/18/15 | I support adding shared-use bicycle and pedestrian paths to the entire 183 North Mobility Project corridor, from MoPac to SH 45. | See response to comment #1. |
| 310 | Strong | Wade | Comment Form | 11/12/15 | Awesome project that will improve mobility and safety in the 183 corridor. I use this section of 183 every day. I'm ready to see an end of the stop-and-go traffic and the high number of accidents. Please approve, fund & build this project soon! I also like the added pedestrian and bike facilities. Thanks for including them. | See response to comment #68. |
| 311 | Strong | Wade | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 312 | Studzinski | Scott | Email | 11/14/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 313 | Summers | Julian | Comment Form | 11/12/15 | Please build ASAP. | See response to comment #68. |
| 314 | Swor | Amanda | Email | 11/16/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 315 | Tashnick | Walt | Virtual Public Hearing Comment | 11/17/15 | Please incorporate shared a used bike paths on 183 N. | See response to comment #1. |
| 316 | Taylor | Julia | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 317 | Taylor | Tim | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 318 | Terpening | Dan | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 319 | Teulon | Todd | Webmail | 11/5/15 | Dear Project Coordinators,<br>I am concerned about the accommodations for bicyclists in the proposed 183 North project. Although there has been an effort to provide bicycle lanes in many of the area roadways, it is inconsistent, and there are still many areas without bicycle lanes available to provide for safe riding. Without them, it continues to be unsafe to use a bicycle to commute to and from many areas in the area, is this going to be addressed and are strategically placed bicycle lanes going to be provided to allow for safe commuting in the area to link us to other parts of the city, and throughout the Northwest Austin area? | See response to comment #1. |
| 320 | Thayer | Tom | Webmail | 11/20/15 | Following is a resolution passed by the Austin Bicycle Advisory Council on 11/17/15 regarding the US 183 North Mobility Project:<br><br>WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin, and other jurisdictions, on all matters relating to the use of the bicycle;<br><br>NOW, THEREFORE, BE IT RESOLVED that the BAC makes the following comment on the US 183 N Mobility Project's draft environmental assessment:<br><br>The BAC supports the inclusion of a shared use path on both sides the full length of the 183 N Mobility Project tied into the Shoal Creek Collector on the southern end and the 183A North shared use path on the northern end, including comprehensive design for the improvement of crossings.<br><br>ADOPTED November 17th, 2015<br>Thomas Thayer<br>Chair, Bicycle Advisory Council | See response to comment #1.<br><br>See response to comment #30. |
| 321 | Tomhave | Scott | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |

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| 322 | Townsend | Jeff | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 323 | Turpin | James | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 324 | Usleman | Sandra | Email | 11/14/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 325 | Vadgama | Ashock | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 326 | VanderMeulen | Kurt | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 327 | various | various | Petition | 11/12/15 | Dear Staff and Board Members fo the CTRMA,<br>Please add a shared use path on both sides of the entire 183 North Mobility Project Corridor, from MoPac to SH 45. Sincerely - 112 names and addresses | See response to comment #1. |
| 328 | Vecera | Carter | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 329 | Vineyard | Maggie | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 330 | Vineyard | Penny | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 331 | Wald | Tom | Comment Form | 11/12/15 | Safe and convenient accomodations should be a part of every highway project in the Austin metro. It should be a matter of course. The community should not have to organize every couple of months just to have basic mobility access. A shared-use path should be included along both sides of the outside of the frontage road along the entire corridor. | See response to comment #1. |
| 332 | Wald | Tom | Verbal Public Testimony | 11/12/15 | Hi. Thank you for your time. My name is Tom Wald. I'm former Executive Director of Bike Austin and serve on the Bicycle Advisory Council. In this project, you know, there's a few -- there are several things I want to go over if | See response to comment #1.<br><br>Over the course of the study, the 183 North Mobility Project team met and coordinated with local agencies and the |

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| | | | | | I can. The pledge is that they will include bicycle accommodations where possible, and I want to give a little context to what we're talking about here in terms of what is being offered. This whole highway in terms of construction is a few billion dollars, and we're suggesting that approximately $1 million be provided to bicycle/pedestrian paths. So we're talking about less than one tenth of one percent for bicycle accommodations. This is reversing a trend we were seeing, including 671 East, from a public handbooks that says the roadway needs to be shared. So now it is. The roadway on the north side of that corridor is constrained. So we're not talking about -- there's not much space. I 35, again, another a highly-constrained corridor. The plan right now is to have a shared-use path along the entire corridor. Why not have them here on 183 North? This corridor has more short trips for Austin Metro than anywhere else for Central Austin. When you provide a foundation for mass transit along the corridor, you positively impact congestion. Beyond that, many solutions have not been -- there wasn't really an opportunity to give opposition. The way the highway project engagement goes on these projects is that we talk, and there's nothing for months and months and months. We don't even hear publicly the reasons why. So let's look at our solutions. Can we use side lines in the private property? Are there other solutions? We welcome that further engagement to find solutions to make sure we have access paths along the entire corridor. Thank you for your time. | bicycle community on bicycle and pedestrian enhancements that could be included in the project. A summary of those efforts can be found in Section 8.0 of the Environmental Assessment. |
| 333 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | From the included materials, it appears that there will be no bicycle accommodation provided for the vast majority of the corridor and destinations. Upon completion of the proposed project, how would a person going by bicycle access destinations along the corridor? | See response to comment #1.<br><br>Bicycles accessing destinations along the frontage roads outside of the proposed improvements can utilize existing shared use paths or use the expanded outside frontage road shoulder as they do today. |
| 334 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | From the included materials, it appears that there will be no bicycle accommodation provided for the vast majority of the corridor and destinations. 1) Is the proposed sidewalk recommended for shared bicycle and pedestrian traffic? 2) Does the proposed sidewalk meet AASHTO specifications for shared bicycle and pedestrian use? | The sidewalk improvements proposed as part of the project meet AASHTO specifications and are not intended for shared bicycle and pedestrian use. |
| 335 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | From the included materials, it appears that there will be no bicycle accommodation provided for the vast majority of the corridor and destinations. 1) Why is a shared-use path serving the entire length of the project corridor not included as part of the project proposal? 2) What detailed explanation has been provided to community members to explain why the shared-use path was not included? 3) Was the shared-use path not included because TxDOT did not want to narrow the width of the frontage road? 4) What study and analysis was performed to determine the safety benefits and detriments of the two options: a) shared-use path and narrowed frontage road, b) no shared-use path and existing frontage road? Please provide a detailed copy for public review. | See response to comment #1.<br><br>See response to comment #30. |
| 336 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | From the included materials, it appears that there will be no bicycle accommodation provided for the vast majority of the corridor and destinations. 1) What plans are there to provide improved bicycle accommodations along the entire project corridor? Please include any plans from CTRMA and TxDOT. 2) What recommendations or requests did you receive from the City of Austin for bicycle accommodations in the corridor? Are these being implemented? If not, why not? | See response to comment #1. |
| 337 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | How will the project help prevent future motor vehicle crashes with bicycles that are traveling on the U.S. 183 corridor itself, as the one that killed Justin Patrick Murphy? For reference: http://www.statesman.com/news/news/crime-law/man-charged-in-bicyclists-death-takes-plea-deal-in/nh2tm/ If this project will have no positive | See response to comment #8.<br><br>See response to comment #62.<br><br>See response to comment #1. |

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| | | | | | impact on preventing such fatal collisions, please state this, and explain why this project should not improve safety on the corridor. | |
| 338 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | From the included materials, it appears that there will be no bicycle accommodation provided for the vast majority of the corridor and destinations. To help the community understand the public input and project development process better, I have the following question: How would citizens have been able to achieve their stated desire to have a shared-use path for the entire length of the corridor? E.g. what political body would have had to approve a shared-use path at what stage of the project? What public input at the several opportunities would have been adequate to compel the project sponsor to include a shared-use path? (If the answer is that no public decision or public input would have resulted in a shared-use path as part of this project, please state that opinion.) | See response to comment #1.<br><br>See response to comment #8.<br><br>See response to comment #30.<br><br>See response to comment #62. |
| 339 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | I am requesting, as part of the U.S. 183 North project, bicycle traffic accommodations throughout the corridor, connecting to other accommodations (existing and under construction). Specifically, I am requesting a shared-use path along the outside of the frontage road on both sides of U.S. 183 North along the entire corridor, connecting to the existing U.S. 183A shared-use path at Brushy Creek (at the north end) and the Shoal Creek connector under construction as part of the MoPac Improvement Project (at the south end). Also, all crossings of U.S. 183 North should include width to allow all-ages-and-abilities bikeway accommodations across the highway. All of these facilities should be designed in cooperation with the City of Austin and the Austin Bicycle Advisory Council. | See response to comment #1.<br><br>See response to comment #30. |
| 340 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | 1) How does this project address the increased motor vehicle miles traveled (VMT) on other Austin metro roads that will result from the increased capacity from this project, including the impact of those VMT on bicycle and pedestrian mobility? 2) How does this project balance improvements to motor vehicle mobility with improvements to bicycle mobility both in the corridor itself and in the greater Austin metro? | The study assessed the direct and indirect impacts of proposed transportation improvements to the environment, including impacts to other roadways. Potential direct and indirect impacts were analyzed cumulatively, together with the effect resulting from other past, present and future actions.<br><br>See response to comment #8.<br><br>See response to comment #215. |
| 341 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | "1.1 TxDOT Policy It is TxDOT's policy to proactively plan, design, and construct facilities to safely accommodate bicyclists and pedestrians. Consideration and discussion of bicycle and pedestrian facilities shall be accomplished as part of the project scoping and environmental planning processes." How does this project exemplify the above policy in the context of the project corridor itself (i.e. not Jollyville Road and not Pond Springs Road)? What evidence is there to support this? | See response to comment #1. |
| 342 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | How does this project address bicycle mobility to Tweed Ct., 13010 U.S. 183, and numerous other destinations on the project corridor itself? Relevant TxDOT policies: "1.1 TxDOT Policy It is TxDOT's policy to proactively plan, design, and construct facilities to safely accommodate bicyclists and pedestrians. Consideration and discussion of bicycle and pedestrian facilities shall be accomplished as part of the project scoping and environmental planning processes. 1.2 Responsible Party Project sponsors (which may or may not include TxDOT) are responsible for incorporating bicycle and pedestrian accommodations into their transportation projects (if applicable) and documenting their decision making processes in the project's environmental documents. The department delegate (TxDOT) is responsible | See response to comment #1.<br><br>See response to comment #215. |

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| | | | | | for the review and approval of transportation project proposals for bicycle and pedestrian accommodations for state and delegated federal projects. It is also responsible for the submittal of other federal project proposals with accommodations, or without accommodations, to FHWA for review and approval. 1.3 Applicable Project Types All transportation projects are required to address pedestrian and bicycle accommodations within the project limits. 1.4 Critical Sequencing Bicycle and pedestrian accommodations shall be considered and discussed as the purpose and need of a transportation project is defined during the NEPA process, taking into consideration existing and anticipated bicycle and pedestrian facility systems and needs." | |
| 343 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | 1) What is the current bicycle access along the project corridor itself? (E.g. frontage road, main lanes, sidewalk, etc.) 2) What current accommodation is bicycle traffic encouraged to use along the project corridor itself? (E.g. frontage road, main lanes, sidewalk, etc.) 3) What is the proposed bicycle access along the project corridor itself? 4) What accommodation is bicycle traffic encouraged to use along the project corridor itself after implementation of this project? 5) How will the increased motor vehicle capacity impact bicycle mobility along the corridor itself? 6) How will the project mitigate any negative effects to bicycle mobility along the corridor itself caused by increased motor vehicle capacity included in the project? | Bicycles accessing destinations along the frontage roads can utilize existing shared use paths or use the expanded outside frontage road shoulder.<br><br>See response to comment #1.<br><br>See response to comment #51.<br><br>The region has experienced significant growth over the last couple of decades and is projected to keep growing at a rapid pace. More people equates to more traffic. Express Lanes will help manage congestion along US 183 North and could encourage more people to ride transit instead of driving their vehicles due to the reliability Express Lanes would provide for transit.<br><br>See response to comment #33.<br><br>See response to comment #52.<br><br>See response to comment #79.<br><br>The study assessed the direct and indirect impacts of proposed transportation improvements to the environment, including impacts to the corridor. Potential direct and indirect impacts were analyzed cumulatively, together with the effect resulting from other past, present and future actions. |
| 344 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | Since most of the corridor does not include bicycle accommodations, I am requesting "written justification as to why such accommodations were not included" per the TxDOT included below. "8.0 Documents Requirements Include a discussion of bicycle and pedestrian accommodations in each environmental document. If the project does not include pedestrian and bicycle accommodations, provide written justification as to why such accommodations were not included. The written justification shall be under a separate heading entitled “Bicycle and Pedestrian Accommodations” and as part of the “Existing Facility,” “Proposed Action,” and “Alternatives” sections, where appropriate." | See response to comment #1. |
| 345 | Wald | Tom | Virtual Public Hearing Comment | 11/22/15 | TxDOT policy excerpt: "6.0 Usable Lane Width · The usable lane width for shared use by motorized vehicles and bicyclists in a wide curb lane is 14 feet and is measured from the center of the edge stripe to the center of the lane stripe or from the longitudinal joint of the gutter pan to the center of the lane stripe (the gutter pan should not be included as a usable width). · The curb offset is not included as part of the usable lane width for a shared use in a wide curb lane. · When restriping or widening existing pavement to achieve a wide curb lane for shared use, the appropriate lane widths for the remaining lanes and curb offsets as defined in the RDM should be maintained. · The usable lane width for a designated bike lane is 5 feet wide and is measured from the center of the lane stripe of the outer most traffic lane to the face of curb or barrier (if applicable). · The dimensions described above for a wide curb lane or a bicycle lane are minimum values. Where traffic volumes or speeds are high, wider lanes for bicycles may be needed." In the context of | Based on our coordination with the City of Austin and bicycling community, we understand that bike lanes flush with the pavement are not desirable on frontage roads. Widening the frontage roads to provide a 5’ bike lane would prevent construction of sidewalks where any grade difference is present at the ROW boundary. |

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| | | | | | this project's corridor, the outside curb lane of the frontage road is likely 14 feet wide. In the context of this project, are "traffic volumes or speeds [...] high" such that "wider lanes for bicycles may be needed"? (Quoted text is from TxDOT policy included above.) | |
| 346 | Walker | Heyden | Virtual Public Hearing Comment | 11/17/15 | Include shared use paths in this corridor. There are many destinations in this area. Pedestrians, bicyclists, people in wheel chairs all deserve safe paths to move about Austin. It would be a significant missed opportunity, and morally wrong, to intentionally exclude people in our community who are not in cars. | See response to comment #1. |
| 347 | Wall | Peter | Webmail | 10/24/15 | This project needs to include facilities for people who choose to bicycle where they need to go. It is ridiculous that mobility projects in 2015 do not accommodate cyclists. If you only make provisions for automobiles we will all be sitting in traffic all the time. Give people options, and make them safe. A continuous bike path along the entire project on north and southbound is necessary for the future of our transportation network. | See response to comment #1. |
| 348 | Wallace | Kimberly | Email | 11/17/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 349 | Ward | Karen | Comment Form | 11/12/15 | Any gaps in bike or pedestrian paths eliminate usefulness of paths. Please focus & address gap @ 183 x Barrington Way x Jollyville Rd. Dangerous for bikers & peds to cross w/o infrastructure. | See response to comment #10. |
| 350 | Ward | Karen | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 351 | Watson | Gary | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 352 | Watson | Michael | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 353 | Wattinger | Trey | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 354 | Webber | Darren | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 355 | Wheeler | Chris | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build | See response to comment #68. |

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| | | | | | this as quickly as possible. We support your efforts to take on traffic in our region. | |
| 356 | White | Ben | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 357 | Whiteley | Rick | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 358 | Whitworth | Chris | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 359 | Wiggins | Kerry | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 360 | Wilder | Katherine | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 361 | Wilfley | Michael | Email | 11/13/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 362 | Wilhite | Phillip | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 363 | Williams | Donnie | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 364 | Williamson | Matthew | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 365 | Wilson | Cheryl | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build | See response to comment #68. |

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| | | | | | this as quickly as possible. We support your efforts to take on traffic in our region. | |
| 366 | Wilson | Jennifer | Virtual Public Hearing Comment | 11/20/15 | Continuous bike and pedestrian paths along the frontage roads are not currently part of the plan. Please include a shared-use path along the entire corridor, which will give people a safe place to walk and bike on both sides of the street. Thank you. | See response to comment #1. |
| 367 | Wimberley | Lane | Webmail | 11/12/15 | I wasn't able to attend this evening's public hearing, but wanted to make a general comment about the project. Regarding CTRMA's interest in and support of mobility, I would urge you to consider allocating resources toward and building for the modal split we'd *like* to see, not the one we see currently or even anticipate. If we are serious in wanting to promote an active and healthy lifestyle in Austin, then we need to get serious about allocating more than 0.7% of resources toward an all-ages and -abilities network. Otherwise, we're just cementing our fate as a car-only society. Please make a more sincere effort to build out a multi-modal mobility infrastructure. Build a multi-use path along the entire length of the corridor. | See response to comment #1. |
| 368 | Windham | Jimmy | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 369 | Witzel | Conan | Virtual Public Hearing Comment | 11/19/15 | For the life of me I can not understand why you don't shut the southbound entrance ramp south of Oak Knoll now. Check any traffic map in the morning: all red to there then green to I35. Just close it already. It was a mistake. It is also dangerous at almost anytime of day, traffic can slow suddenly. It just needs to go away until it is fixed. Just like restriping the Mopac on ramp north bound, this amazingly simple fix could save a massive amount of commuter time. Do your "project" whenever, but do this now. With the proposed construction it will only get worse. This things has to go. | See response to comment #52.<br><br>See response to comment #68. |
| 370 | Wojcik | Sheila | Email | 11/20/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 371 | Wood | Ellen | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 372 | WSaltz | S E | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 373 | Younkman | Steve | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region. | See response to comment #68. |
| 374 | Zuniga | Diana | Email | 11/12/15 | Thank you Mobility Authority and TxDOT for your leadership on 183 North. This project not only builds more capacity through the express lanes but | See response to comment #68. |

provides significant upgrades to the non-tolled lanes as well. Please build this as quickly as possible. We support your efforts to take on traffic in our region.

## Table 2: AGENCY COMMENT AND RESPONSE REPORT

| Entity | Comment | Response |
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| EPA | In Section 5.10 Air Quality on page 49, the DEA correctly states that Travis and Williamson Counties are currently in attainment of all National Ambient Air Quality Standards (NAAQS). As a result, transportation conformity (as well as general conformity) regulations do not apply and an applicability analysis is not necessary .However, it should be noted that the Austin area is vulnerable to being designated as nonattainment for the ozone NAAQS in the next few years.Travis and Williamson Counties are represented by the Central Texas Clean Air Coalition (CAC), whose membership coincides with the Austin-Round Rock-San Marcos Metropolitan Statistical Area. The CAC has applied to and been accepted by EPA into the EPA OzoneAdvance program. The Advance program is a collaborative effort between EPA, states and localgovernments to enact expeditious emission reductions to help near non-attainment areas remain in attainment of the NAAQS. This reflects the sensitivity of ozone levels in the project area, and the need for federally-funded projects in the Austin/Central Texas area to consider emissions which contribute to the formation of ozone. For more information on the Austin/Central Texas area's enrollment in EPA's Ozone Advance program:http://www3 .epa.gov/ozoneadvance/pdfs/20 120524tx.pdfBecause of the air quality concerns of the significant population center within the project area, EPA recommends that best management practices be implemented in order to reduce potential short-term air quality impacts associated with construction activities. Furthermore, construction and waste disposal activities should be conducted in accordance with applicable local, state and federal statutes and regulations. | CTRMA is participating as a partner with the Clean Air Coalition in the EPA Ozone Advance program. We understand the dynamics of ozone air quality in the greater Austin area. We concur with EPA and will disclose that the Austin area could potentially be designated nonattainment for the 2015 ozone NAAQS if the design value exceeds the NAAQS. We believe it is unlikely that Austin will be designated. The preliminary 2013-2015 design value is 68 ppb (NAAQS is 70 ppb). We are also aware that the EPA ozone NAAQS rule indicated all but 14 counties outside of California will be attaining the ozone NAAQS by 2025, just by implementation of federal regulations. This EPA rulemaking did not list the Austin area as potentially exceeding the NAAQS. In response to this comment, we have also provided additional information in the Air Quality Technical Report regarding on-road and non-road estimated emissions for the Austin area from 2000 – 2050. A summary of that will go into Chapter 5 under the air section. |
| EPA | The DEA does not contain a final determination on the environmental consequences of the alternatives to threatened and endangered species. The U.S. Fish and Wildlife Service (USFWS) and Texas Parks and Wildlife Department (TPWD) were contacted for threatened and endangered species consultation, but there is no concurrence from USFWS and TPWD on any conclusion reached in the DEA.<br><br>*Recommendation:*<br>The EA should incorporate concurrence from the USFWS and TPWD on impacts of the proposed project to threatened and endangered species. | TxDOT conducted early project coordination with TPWD, in accordance with the 2013 Memorandum of Understanding between the agencies. TPWD reviewed the EA and provided determination and recommendations to TxDOT. TxDOT provided a written response to TPWD on August 4, 2015, in accordance with Parks and Wildlife Code, §12.0011(c), which completed coordination between the agencies. Several of the vegetation and water quality BMP recommendations that TPWD requested have been incorporated into the proposed project.<br><br>USFWS and TxDOT entered into a cooperative agreement (57-1XXF9001) that established the responsibilities of the agencies relative to review and other tasks associated with transportation planning and project development. The purpose of this agreement is achieving timely implementation of transportation improvements that are sensitive to the protection of trust resources for which USFWS is responsible. Per 23 USC 327 and the Memorandum of Understanding Concerning State of Texas's Participation in the Project Delivery Program Pursuant to 23 U.S.C. 327, TxDOT is the federal agency in consultation with USFWS. Therefore, TxDOT has the authority to request the services of USFWS by authority granted in Texas Transportation Code Section 201.109.<br><br>If the TxDOT District determines the project would have no effect, the district uploads the form and any backup documentation to the Environmental Compliance Oversight System (ECOS).. A no effect determination is proper when:<br>• The action area of the project is not within the range or in suitable habitat of federally listed species; or<br>• The action area of the project is within the range or in suitable habitat of federally listed species, but assessment by qualified personnel determines that the project will have no effect on the federally listed resources. If the district does not have qualified personnel to make the determination, they will request technical assistance from ENV. |

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| | | For this project, it was determined by qualified personnel that the action area is within the range of suitable habitat but that the project would have no effect on federally listed species. Therefore, concurrence from USFWS was not required. |
| EPA | The DEA discusses that the increased traffic generated from the project would cause noise impacts throughout the corridor. Based on the barrier analyses, there are no barriers that are considered reasonable or feasible for the impacted receivers. Thus, it is unclear how the traffic noise impacts will be addressed.<br><br>*Recommendation:*<br>The EA should clarify how the traffic noise impacts will be addressed and any mitigation. | In accordance with TxDOT (FHWA approved) guidelines, no form of noise abatement would be feasible and reasonable in abating noise impacts to adjacent receivers. These conclusions were approved by TxDOT Environmental Affairs Division. |
| EPA | In the Commitment Section, the DEA identifies mitigation measures regarding vegetation and wildlife habitat, protected species, water quality, archaeological resources, hazardous materials, and construction. Some of the mitigation measures identified were not committed to and suggested further coordination.<br><br>*Recommendation:*<br>The EA should clarify the specific mitigation measures and incorporate a commitment to implement mitigation measures selected to reduce or avoid any adverse impacts from the proposed project. | BMPs and commitments for impacts to vegetation, wildlife habitat, protected species, and water quality are specified in detail in the Biological Evaluation Form, which was made available along with the DEA. No mitigation to these resources is required. No mitigation commitments are required for hazardous materials or archeological resources since it was determined that there would be no impacts to these resources. Should it be determined during final design that mitigation is required for impacts to resources, those commitments would be included in the Environmental Permits, Issues, and Commitments Sheet prior to construction commencing. |
| EPA | The Report for Historical Studies Survey of the DEA provides information showing that Advisory Council on Historic Preservation and Texas State Historic Preservation Officers (SHPO) were contacted for coordination purposes under National Historic Preservation Act (NHPA) Section 106 Consultation. However, there is no concurrence from SHPOs on any conclusions reached in the DEA.<br><br>*Recommendation:*<br>The EA should incorporate any issues raised by and concurrence from Texas SHPO and Advisory Council on Historic Preservation on the conclusions reached in EA. | Please refer to Appendix E of the DEA, which includes the TxDOT letter (dated August 14, 2015) to THC citing the MOU between THC and TxDOT, and the letter from SHPO (dated September 2, 2015) concurring that the proposed project would have no effect to historic properties. |
| EPA | Climate change and greenhouse gases (GHG) were not mentioned or analyzed in the<br><br>*Recommendation:*<br>EPA recommends that climate change and GHG issues be analyzed consistent with the CEQ's December 2014 revised draft guidance for Federal agencies' consideration of GHG emissions and climate change impacts when conducting environmental reviews under NEPA . | CTRMA agrees with EPA that the CEQ guidance is draft and not yet final. CTRMA is awaiting CEQ final guidance that incorporates consideration of all public comments received on the draft. When the guidance is finalized and effective; it will be addressed appropriately consistent with upcoming FHWA and TxDOT guidance. In the interim, we concur with EPA's request to provide information on Greenhouse Gases and Climate Change. This information will be added to the Cumulative Impacts Technical Report and a brief summary will be added to the FEA. |
| EPA | Coordination with several local, state, and federal agencies concerning environmental laws and executive orders is on-going. There are also a number of permits referenced in the DEA that will need to be acquired prior to project construction commencing.<br><br>*Recommendation:*<br>EPA recommends that coordination correspondence be included in the EA. | TxDOT has coordinated with all appropriate agencies throughout the duration of this project, including Texas Parks and Wildlife Department, Texas Historical Commission, Williamson County Historical Commission, and Texas Commission on Environmental Quality. Correspondence with these agencies is included in Appendix E of the EA. Coordination with additional agencies will be conducted, as needed, prior to construction commencing in order to obtain all appropriate local, state, and federal permits and approvals. |
| ATD | ATD has maintained throughout the project's development process that a shared use path should be provided along the entire corridor connecting the shared use path installed along US 183A project to the shared use path in | The right-of-way available for bicycle and pedestrian improvements in the 183 North corridor is very limited. The width between the back of curb and existing right-of-way boundary is typically approximately 9 feet. The minimum width for a shared use path is 10 feet |

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| | the MoPac Improvement Project connecting to Shoal Creek Boulevard. This approach is in line with neighboring Williamson County's preferred approach to provide off-street bicycle facilities and significantly improves access to Capital Metro's Lakeline station as well as the many destinations along the US 183N corridor. ATD recognizes that the existing US 183 right-of-way is constrained and this approach would require moving the curb on one of the existing frontage roads throughout the corridor to create space for the shared use path. Acquiring additional right-of-way is not considered a feasible option due to the delay it would bear on timely project delivery and the sheer number of property owners involved. ATD has previously suggested a design that would narrow the northbound frontage road, from face of curb, to a 12' lane, an 11' lane and another 12' lane to provide sufficient room for a back of curb shared use pathway. This recommendation is based on our successful prior work with TxDOT elsewhere in the City of Austin where they have allowed the minor narrowing. I would also draw your attention to the fact that MoPac only provides 11' lanes throughout the inner core. ATD remains committed to supporting TxDOT and the CTRMA in finding a solution to the 183N Mobility Project that will maximize the congestion management benefit of this project to the region by providing high quality bicycle, pedestrian and transit connectivity that has the potential to shift trips out of single occupant automobiles to other modes. | behind the back of curb, plus additional width to the right-of-way boundary for grading or landscaping walls. The corridor is also constrained by existing utilities, walls, driveways, steep slopes and drainage features between the frontage road and right-of-way boundary.Project planners determined that a Shared Use Path throughout the corridor would be undesirable due to the high volumes of high speed traffic on the frontage roads with many turning movements to and from numerous driveways, which would compromise the safety of a Shared Use Path in the corridor. Continuous shared use paths would either require the purchase of additional right-of-way and movement of utilities, or the reduction of frontage road widths throughout the corridor. The project team was granted design exceptions from TxDOT to reduce the outside frontage road lane by up to two feet in limited areas only (not for the full length of the corridor). The cost of acquiring additional right-of-way and relocating utilities would be prohibitive. Continuous Shared Use Paths were constructed as part of the 183A and 290 East/Manor Expressway projects because there was sufficient right-of-way.The 183 North Mobility Project would not preclude future construction of continuous shared use paths along the US 183 frontage roads with the acquisition of additional right-of-way width. That work could be accomplished under a separate project.The proposed project includes sidewalks throughout both sides of the US 183 corridor from SH 45 North to Loop 360, which addresses the needs of all ages and abilities of pedestrians. |
| *General Comments* | | |
| COA Watershed | It is generally not anticipated that major modifications or additional analysis will result from the comments provided below. Many of the comments can be resolved through subsequent phases of the project, and others can be used in preparing Environmental Assessments or Impact Statements for the other upcoming projects in sensitive watersheds in the Austin Area. | Comment noted. |
| COA Watershed | This project traverses a portion of the recharge zone of the Northern Edwards Aquifer. This aquifer supports several aquatic species of salamanders that depend on superior water quality. In recent projects, great improvements to CTRMA and TxDOT highway projects over the Barton Springs Segment of the Edwards Aquifer have been made through close coordination with COA WPD staff. We would like to see the same coordination in the design phase of this project. Please contact Mike Personett, WPD Assistant Director, at (512) 974- 2652 or Mike.Personett@austintexas.gov to facilitate this coordination. | TxDOT and the Mobility Authority will comply with state and federal laws as they pertain to water quality and threatened/endangered species. When determined necessary due to the potential to affect listed species, TxDOT and the Mobility Authority will institute the water quality measures required. Four technical workgroup meetings were conducted for the project in order to obtain input from various agencies, including City of Austin Watershed Protection Department. We appreciate the feedback you have provided on the project and look forward to continuing our work with you as this project progresses. |
| COA Watershed | We commend TxDOT for making the text of the document as parsimonious as possible. Although it makes the technical review more taxing to compare references in the text to the various Technical Reports, the stakeholders will have an easier time seeing the alternative highway plans and the basic results of the DEA. For additional "streamlining", the various Technical Reports could reduce redundancy by referring more often to other Technical Reports for basic watershed resources and project information. The main goal would be to cover each technical area and DEA rationale once in the combined DEA/Technical Report package. Naturally, this comment is more for future EA's than any major revisions to the 183N project. | Comment noted. Where possible in the technical reports, we referenced other technical reports to reduce redundancy. |

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| COA Watershed | The DEA is focused on and follows closely the requirements to meet the applicable federal regulations and the state Edwards Rules. Because the highway is located in sensitive, albeit highly developed watersheds in some areas, voluntary compliance with other regulations should be considered. In particular, a comparison of the project conceptual design to the applicable City regulations and the BCCP would be desirable to show superior environmental protection appropriate to the resources protected. This could also mention new federal regulations such as the Clean Water Rule updating 23CFR23 that may be met although not approved when the 183 Mobility Project began. | As you stated, this corridor is highly developed, which limits the extent to which voluntary water quality treatments can be followed. The resources documented in the EA were assessed in compliance with NEPA and other federal and state laws and regulations. However, the project is exceeding the minimum TSS removals required by TCEQ over the Edwards Aquifer Recharge Zone where possible. Since the Clean Water Act ruling is still pending, this project will comply with the existing rules, regulations, and definitions governing waters of the U.S. |
| COA Watershed | The community standard in projects such as the Oak Hill Parkway, Mopac South Expressway, Mopac South Intersections and State Highway 45 South has been non-degradation of existing water quality using the COA SOS requirements for selection and design of water quality controls. While this is obviously not a requirement of the 183 North project, and often cannot be strictly achieved given specific highway project constraints, it still could be used as the goal for protection of the Northern Edwards Aquifer. Considering this as the high end and TCEQ Edwards Aquifer rules in 30TAC 213 as the minimum required water quality protection, the range of feasible alternatives with preliminary cost estimates could be determined. With this insight, the protection of the aquifer and area streams could be optimized given the project constraints of minimizing new ROW, presence of existing ponds and structures, influence of current drainage patterns, etc.. | Impacts to jurisdictional streams and wetland were avoided or minimized during design of the project where practical. Water quality protection above those required by the Edwards Rules was considered; however, this is a highly developed corridor. Providing water quality treatment measures using standards set by COA SOS or by TCEQ's Optional Enhanced Measures would require the acquisition of ROW and potentially require displacements of residences and/or businesses. Furthermore, creating more volume for water quality treatment would increase the potential for encountering karst voids and affecting endangered karst invertebrates. Therefore, the water quality measures that have been incorporated into the project were determined in light of the ROW constraints, community impacts, and effects to endangered species. |
| COA Watershed | Very little is provided at this point to enable us to review the sufficiency of water quality controls planned for the project. The following menu is given, but no sizing calculations or alternative design selections are given for the selected group of controls:<br><br>The 183 North Mobility Project team is considering the following Best Management Practices to protect the Edwards Aquifer and other groundwater resources:<br><br>* Expanding and enhancing existing water quality ponds<br>* Expanding existing water quality vaults<br>* Enhancements to detention ponds<br>* Biofiltration swales<br>* Additional water quality ponds<br>* Enhanced spill controls<br><br>If the basis of design is not non-degradation (technology based), then it would seem that some predictive modeling would be necessary to show that controls would be adequate to meet instream water quality standards (water quality based). Unfortunately, this is never done for stormwater, even in design phases. However, it is required for wastewater discharge permits that are point sources of pollution and is no less important for non-point source pollution. Federal and State regulations for EAs and EISs indicate that some "alternative analysis" is needed to support mitigation and minimization measures, but no definition of what this analysis entails. For this reason, it is probably not a requirement for the 183N DEA, but a suggestion for future projects. Starting early in the process to choose a model and develop it to the point of accepting inputs from stormwater controls could then allow alternative analysis to include this technically more supportable tool for decision-making. | More detailed information on water quality controls will be determined during the PS&E stage of project development. Predictive modeling would be conducted at that time, if warranted. |

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| COA Watershed | The actual initial conceptual design and selection of the water quality controls is indicated by the EA to be performed during the final design phase. This is a problem for several recent post "streamlining" EAs and EISs for highway projects. Although water quality goals are stated, there is no way to determine how these goals will be met by modification/expansion of existing ponds and locating and sizing new ones and the mix of other BMPS to be implemented. While we understand that many unknowns exist for the project after EA completion, the design should progress beyond the proposal of a menu of BMPs. Conceptual design and sizing is achievable through looking thoroughly at the existing conditions and water quality goals, then determining if the water quality controls are feasible within the current ROW or how much beyond it would need to be acquired. This would be enough information in the DEA for engineers to choose a water quality control alternative. This may also help to contribute to the selection of the design alternative. Answering the basic questions of what controls are needed, where they could be located, how much they will cost, and why they were selected to meet water quality goals should be included in the DEA. In addition, the same methods could be used to compare levels of water quality controls such as the Edwards Rules, City of Austin Land Development Code, and SOS. Finally, this approach may identify capacity within the project area to treat adjacent drainage areas that were not constructed with adequate water quality controls. | The range of possible water quality controls were assessed for this project and included a determination of possible locations where ponds could be constructed and existing ponds could be modified. This included an assessment of possible options within and outside the ROW. It was determined through water quality modeling that the TSS removal percentages that are required could be accomplished within the range of controls identified. During the PS&E stage of project development, the final controls will be determined (using the list of BMPs stated in the DEA) and specified in the WPAP and SW3P. At that time, the specific details about their location and cost will be determined. |
| COA Watershed | It is greatly appreciated that the project team working on the Indirect and Cumulative Impacts and Jollyville Salamander Technical Reports made good use of the environmental studies that City staff have completed in the project area. We strive to perform studies that are relevant and technically supportable. We are always available to work with CTRMA/TxDOT to combine our resources for improvements in environmental protection for highway projects in the Austin area. | Comment noted. |
| COA Watershed | Several endangered species have been present in this area or downstream locations. Most are dependent for their viability on high water quality in springs, streams, and the aquifer. The Balcones Canyonland Conservation Plan provides many methods for minimizing and mitigating impacts to these resources. Although not addressed in detail in this DEA, the BCCP can be used to achieve superior environmental protection for these species above the minimum requirements developed through USFWS coordination. The plan was referenced in the document especially in the Cumulative Effects Technical Report, but specific use of it in mitigation could not be ascertained from the DEA. | No endangered species effects would occur as a result of the project; therefore, no mitigation with BCCP or otherwise would be required or conducted. |
| COA Watershed | Several crucial documents are really needed for review of the EA but will not be completed until the design phase. These include the Stormwater Pollution Prevention Plan and Water Pollution Abatement Plan. Both are referenced multiple times in the DEA and Technical Reports. Some mechanism for follow-up of the EA should be in place to evaluate the adequacy of these plans for the record. They should be completed as early as possible in the design phase and represent firm commitments to carry through to construction. If significant changes are needed as a result of the design phase completion of these plans, anything from an informal addendum to an EA Reevaluation should document the changes. A brief Technical Working Group review should be sufficient to show that EA commitments are met in these planning and permitting documents and will continue through design and construction. | The SW3P and WPAP will be prepared during the PS&E stage of the project. These documents will be coordinated with TCEQ for adequacy and approval prior to construction commencing, and will be available for public viewing at that time. If design changes occur as a result during more detailed design of the project, these changes will be covered under an EA Re-evaluation. |

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| COA Watershed | We hope that an Environmental Compliance Plan to be administered by a third party Environmental Compliance Manager will be implemented in this project. It was a welcome addition to the SH45SW EIS, and should be considered in all major projects with portions in sensitive watersheds. Periodic meetings of the EA Technical Work Group with the Environmental Compliance Manager would also be appreciated to maintain a level of EA follow-up that is crucial to the environmental performance of these projects. | An Environmental Compliance Plan will not be prepared for the project. Additionally, an Environmental Compliance Manager will not be used for the project. |
| COA Watershed | For projects that involve as much disturbance as highway construction, Erosion and Sedimentation controls should be rigorously designed, implemented from the beginning to the end of the project, and maintained with diligence throughout construction. This is critical as we have found that once sediment has left a construction site and impacted a sensitive stream or environmental feature restoration is difficult, sometimes impossible. The use of a third party Environmental Compliance Manager could help contractors keep on top of the proper maintenance and functioning of E&S controls in accordance with the EA commitments, WPAP, and SWPPP. | Comment noted. |
| *Detailed Comments* | | |
| COA Watershed | P. 17-3.3.1: Figure 5 appears to show only one pond as "locations of water quality ponds to be constructed/expanded". This would seem to be in error unless only one new pond is necessary to meet water quality goals. Wetlands are shown; however, it is uncertain if these will be converted to water quality features. However, both TxDOT and non-TxDOT ponds are shown on the Schematic in Appendix A. This may be a simple clarification or cross reference that is needed. | Since Appendix A shows the location of proposed water quality ponds, Figure 5 will be removed from the Final EA (FEA). A reference to Appendix A for the locations of water quality ponds will be added to Section 3.3.1 of the FEA. |
| COA Watershed | P. 25 – 5.0: We greatly appreciate that the document incorporates by reference the Technical Reports on page 25 and they are listed in Table 5-1. Though "streamlining" relegates much of the technical information to appendices, without the TRs, the DEA findings cannot be substantiated. Although more portable at 86 pages, the DEA is not at "stand-alone" document without the TRs. In addition to their identification in the text, we would also appreciate if a list of the TRs could be included in the Table of Contents, and if CTRMA/TxDOT would include their distribution with the text whenever possible | The technical reports were made available to the public for viewing along with the EA so that readers may confirm the conclusions specified in the EA. The technical reports were not added to the Table of Contents because the stand-alone reports are not specific sections of the EA. However, the Table of Contents does reference Table 5-1, which is a listing of the technical reports. |
| COA Watershed | P.25 – 5.0: It is laudable that the DEA first identifies resource categories that all can agree do not need to be addressed. This greatly reduces the unnecessary text in an EA such as evaluation of impacts on coastal barriers on an inland project. This could also be done in a table listing the resource, no occurrence in the project and/or basis for disregarding, and source from that listed in the text. This way, the resource would be handled individually rather than globally. In any case, the reduction in unnecessary but required resources to consider up front is a good example of appropriate "streamlining". | Comment noted. |
| COA Watershed | P.25 – 5.0: The method of defining, organizing, and introducing the various categories of effects to be considered was outstanding. The public stakeholders and reviewers should have no problem in following the description of which types of impacts may occur for each alternative. | Comment noted. |

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| COA Watershed | P. 27- 5.1: It is recommended that for references to specific law or regulations stating additional resources or requirements for the project, a brief description of the applicable portions of the law be provided. For example, compliance with the Uniform Relocation Assistance and Real Property Acquisition Polices as mentioned in this section. However, what this does for the project is not explained. In addition, laws applicable to specific parts of the affected environment and environmental consequences, but not required to be met could be listed if used as superior levels of protection. | Laws and regulations governing the resources described in the EA can be found in the associated resources-specific technical reports. The EA contains references to the laws/regulations, in accordance with TxDOT guidelines. Due to the length of some of the laws/regulations, only a reference to the applicability of the law/regulation is specified in the EA and technical reports. |
| COA Watershed | P. 27 – 5.1: The statement that ROW would only be acquired for roadway construction seems rather absolute. On page 29, section 5.4.1, the report states that all 8 acres of new ROW are necessary for water quality ponds rather than roadway construction. It would seem that this is a benefit to the project and should be presented as visibly and often as possible to offset concerns about ROW acquisition. | As identified during schematic design, it is anticipated that additional ROW would be necessary for the construction of water quality features. Final ROW requirements for the project would be determined during final design. |
| COA Watershed | P.27 – 5.2: Please include the documents from non-project sources such as Imagine Austin or Austin's Traffic Congestion Action Plan in the list of documents in section 11.0 References. Use of recommendations from these relatively recent local planning documents is appreciated and figures prominently in the Indirect and Cumulative Technical Reports. | These references and others mentioned in the DEA will be added to Section 11 of the FEA. |
| COA Watershed | P.38-5.8.1: Of note, the City of Austin protects wetlands in many cases where the Corps would not consider them jurisdictional waters. | The project will comply with Clean Water Act Section 404 requirements and the current definition of waters of the U.S. provided by the Environmental Protection Agency and U.S. Army Corps of Engineers. |
| COA Watershed | P. 39 – Table 5.2: Much more information is provided on the design of the roadway cross section and operation than the sizing and location of the water quality and flood controls. This table presents proposed work on the features that needs some clarification. For example, most of the improvements mentioned for existing detention ponds state that the project "could alter the composition of the detention pond". Please explain this as a footnote to the table. Similarly, when the table states that a feature "would be avoided", explain what this means in terms of relocation of roadway to avoid features or some other method of avoidance or that the preferred alternative schematic showed these features would be avoided anyway. This could be a footnote to the table if a better explanation could be found in the Water Resources Technical Report. | The areas delineated for surface waters and wetlands were determined early in the process as areas that may be impacted by the project. As the project progressed, it was determined that some of these areas would not be required for roadway construction or water quality ponds. As suggested, some of the information will be moved to a table footnote, and the 'Proposed Work or Structure' column will be updated to reflect the potential work that would occur to these areas or why they would be avoided. |
| COA Watershed | P.41-5.8.1: It would help if more information either here or in the Technical Reports addressed the issue of encroachment alteration effects of sediment load and how inspection and maintenance would prevent such effects. What would be most beneficial would be the use of a third party Environmental Compliance Manager responsible for rigorous inspection and with authority to shut down construction until maintenance activities are completed to manage source control of sediment. | Encroachment alteration effects on water resources and information on inspection/maintenance efforts can be found in Section 2.5 of the Water Resources Technical Report, which was made available for viewing along with the DEA. A third party Environmental Compliance Manager will not be used for the project. |
| COA Watershed | P.41-5.8.2: Looking back at the coordination email from Elizabeth McKeefer at TCEQ dated June 12, 2015 in Appendix E, it appears that the TCEQ comments on the Edwards Aquifer have either been redacted or some text problem occurred with email that resulted in most of these comments being illegible. We would appreciate if TxDOT could include the full email in the FEA and correct the pdf for the DEA on the website. Also, the fact that TCEQ had no comments on Water is unusual. It might be helpful, if the scope, basis, and methodology used by state and federal reviewers were cited or described in the DEA. | The full email request for coordination (dated May 18, 2015) along with the full email response from TCEQ (dated June 12, 2015) have been included in the DEA. Coordination between TxDOT and TCEQ, TPWD, and THC occurs in accordance with the provisions of their respective Memorandum of Understanding (MOU) with TxDOT. Please refer to those MOUs online for more information on coordination procedures. |

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| COA Watershed | P.41-5.8.2: While bacteria are not typically thought of as a major concern in highway runoff, it can be elevated in a number of ways. Literature studies as well as local data have a wide range of bacteria levels from highway runoff sampling and many explanations for its occurrence at high levels. Since the TCEQ coordination triggered by this impairment yielded no comments on Water, perhaps some review of the Implementation Plan for the TMDL project including Walnut Creek would cover this question in the DEA. This document and others from the TMDL can be found at: https://www.tceq.texas.gov/waterquality/tmdl/101-austinbacteria | In accordance with the TxDOT-TCEQ Memorandum of Understanding, this project was coordinated with TCEQ because the project drains into an impaired (303d list) assessment unit within 5 miles of the project and is in the same watershed as the project. No comments from TCEQ were received pertaining to waters; therefore, no additional action is required. |
| COA Watershed | P.42-5.8.3: It is greatly appreciated that TxDOT will attempt to implement permanent structural BMPs during the construction phase of the project. This was found to be effective on Water Treatment Plant No. 4 which was also a recent large scale construction project in a sensitive area. | Comment noted. |
| COA Watershed | P.43-5.8.4 3): As the local Floodplain Administrator for the project area, we would be glad to review these aspects of the project at your convenience. In general, we would like to see TxDOT/CTRMA projects meet COA Drainage Criteria Manual standards for flood control. We appreciate that TxDOT/CTRMA intend that "The proposed project would conform to state and local floodplain protection standards". If sequenced as other recent projects, the Drainage Study for the project may already be completed to the point where this coordination can be addressed. However, we would appreciate if the design of water quality features were also coordinated at the same time. | Coordination will occur with the local floodplain administrator after the flood control designs are finalized. The project would comply with the City of Austin's floodplain requirements. |
| COA Watershed | P.45-5.9: If additional features are planned for the ponds or any other structural features for hazardous material spill containment are planned, we would appreciate a brief mention here. | Water quality BMPs would be the size and volume required to function as hazardous materials traps. This information will be added to the FEA, as suggested. |
| COA Watershed | P.61-5.13: Despite the conclusion that the "proposed project would have no effect on the Jollyville Plateau salamander", precautions must be included in the project given that the subsurface drainage from the project area is likely to reach critical habitat units. In addition, simply the minimum 80% TSS removal or even the 85% removal in some portion of the project cannot be claimed to insure no project related effects. No scientific documentation is provided that the Edwards Rules would protect endangered species. This is the reason TCEQ developed the Optional Enhanced Measures that are not addressed in the DEA. Although improvements, even these cannot be shown by weight of evidence to be protective of endangered species. For this reason, the City has proposed that a goal of non-degradation be used in designing, constructing, and operating the highway and water quality controls for the project when sensitive or endangered species are potentially impacted. | Please refer to the Technical Report- Potential Impacts to the Jollyville Plateau Salamander from the Proposed 183 North Mobility Project (SWCA 2015) for likelihood of subsurface drainage from the project area to reach critical habitat units. The project would comply with Edwards Aquifer Rules and water quality treatment would be 80 percent or more for total suspended solids. However, the project would not adhere to the Optional Enhanced Measures. The non-degradation standard as defined by the Texas Water Code and adopted by the Edwards Aquifer Rules would be met. Texas Water Code (Title 2, Subtitle D, Chapter 26, Subchapter J) states that is it the goal of groundwater policy in this state that the existing quality of groundwater not be degraded. This goal of non-degradation does not mean zero-contaminant discharge. |
| COA Watershed | P.64-6.1.2: It would be helpful if the "multiple land use planning experts in the area" could be identified in order to evaluate the conclusion that no indirect impacts to Jollyville Plateau salamander, karst invertebrates or surface and groundwater would occur. An effort at this is included questionnaire responses in the Indirect and Cumulative Impact Technical Reports, so a reference to the appropriate table in the TR may be all that is needed. In addition, a simple list of the provisions from applicable county and city watershed protection regulations that will be relied on would be helpful either here or in one of the TRs. | The land use planning experts referred to in this section provide information on development patterns that are already occurring in their jurisdictions or that are anticipated to occur as a result of the project. Indirect impacts to the Jollyville Plateau salamander, karst invertebrates, and water resources are determined by the biological experts, in consideration of the input provided by the various land use planners. Table 12 in the Indirect Impacts Technical Report lists the organizations and individuals that provided input on growth and development patterns. This technical report was made available for viewing along with the DEA. All laws and regulations that the project would be adhering to are found in the various technical reports and DEA. |
| COA Watershed | P.77-7.3: This is a cursory treatment of Construction Phase impacts that should be given more analysis and documentation in the DEA. References to TR that address this issue and/or a commitment for meeting superior S&E Controls such as that in the COA Environmental Criteria Manual should be included in the DEA. | Construction phase impacts of the project are included in Sections 7.1 through 7.4 of the DEA, and in the accompanying technical reports. Minimization efforts to reduce construction phase impacts are derived from the TxDOT Environmental Manual and other sources, as applicable. |
| COA Watershed | P.81 -9.0: This is a cursory list of the state and federal<br>P.81-9.0: A Stormwater Pollution Prevention Plan as a requirement of the TCEQ General Permit under the TPDES | The commitment to comply with the TPDES permit requirements are specified in Section 10.3 of the DEA. An Environmental Compliance Plan will not be prepared for the project. |

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| | program was mentioned earlier in the report. Perhaps it should be mentioned here under permits and approvals needed. In addition, for this to give an adequate overall picture of the many plans, reviews, and other permits needed to complete the project, some brief mention of the requirement in the contract documents might be instructive to the public. These might also include the Environmental Compliance Plan if required by CTRMA/TxDOT or dewatering plans, dust control plans, local permits, etc. | |
| COA Watershed | P.83-10.0: This is without a doubt the most important section of the document. The commitments in the EA are the basis for followup through design and construction. For this reason, a specific listing rather than narrative would be useful. As much as possible, these commitments should be specific, time-sensitive, and quantitative. Most commitments in EAs are vague, generalized, unenforceable statements. We would appreciate a more solid approach be taken in highway EAs where possible. | The narrative format for discussing commitments is the standard TxDOT approach that will continue to the FEA. The level of detail of the commitments as stated in the DEA are appropriate for this stage of the project. More specific details about these commitments will be developed as part of the project's Plans, Specifications, & Estimates phase and included in the resulting documents (e.g. Storm Water Pollution Prevention Plan, Water Pollution Abatement Plan, and Environmental Permits, Issues, and Commitments). |
| COA Watershed | P.84-10.3: The absence of conceptual or preliminary engineering on water quality control measures is disappointing. The list of BMPs in this section gives a menu of controls, but no more than that. The TSS removal percentage gives a broad goal based on TCEQ regulations, but no support for what is scientifically appropriate in a sensitive area for TSS and other pollutants in highway runoff. This is an area where environmental superiority is most needed. | Comment noted. |
| COA Watershed | P.86-10.0: The EA really needs a summary list of the logic and weight of evidence that a Finding of No Significant Impact is warranted. Likewise, the EA needs a summary list for the environmental commitments for followup during subsequent phases of the project. This would be an appropriate ending to the body of the document. | A Finding of No Significant Impact has not been issued for the project as of yet. The information presented in the DEA, along with input received during the Public Hearing, will be assessed by TxDOT in making their determination on the project. The DEA, including the Commitments section, has been written in a format acceptable to those who reviewed and approved the DEA for Satisfactory for Further Processing. |
| *Water Resource Technical Report Comments* | | |
| COA Watershed | P3-2.1: The review of applicable regulations is appreciated. If possible, we would also like to see greater detail on what portions of the 30TAC213 and federal endangered species act would affect the project. In addition, regulations that CTRMA/TxDOT will meet voluntarily would be appropriate here. These would hopefully include the watershed specific City of Austin ordinances for water quality controls and associated Environmental Criteria Manual sections. In addition, plans that are already in place such as the Williamson County Habitat Conservation Plan and Balcones Canyonland Conservation Plan could be briefly covered as applicable. Although they don't have the regulatory authority equivalent to what is included in this section of the DEA, any efforts at environmental superiority would be documented by meeting these standards when they are not required. | Information on the Endangered Species Act and regulations pertaining to the Edwards Aquifer can be found in several other technical reports prepared for the project that were made available for viewing along with the DEA, including: Jollyville Plateau Salamander Technical Report (SWCA 2015), Karst Invertebrate Technical Report (Cambrian 2015), Biological Evaluation Form (TxDOT 2015), and Groundwater Technical Report (Cambrian 2015). The Mobility Authority and TxDOT will comply with all applicable state and federal regulations for the project. Additional voluntary measures were considered for the project and determined to not be feasible or prudent. |
| COA Watershed | P.4-2.1: Under Groundwater, last sentence – Did you mean that Groundwater resources will be assessed in this technical report when referring the Edwards Rule requirements? We realize the data on groundwater is limited in the area, but wanted to understand this statement. On page 12- 2.3.2 it also states "A detailed groundwater technical report was conducted". Just a simple clarification would be needed. | The statement in the Water Resources Technical Report is accurate. Because a separate Groundwater Technical Report was prepared for the project (Cambrian 2015) and made available for viewing along with the DEA, details about the groundwater assessment were not included in the Water Resources Technical Report. |
| COA Watershed | P.4-2.1: Executive Order 133112 concerning invasive species is not mentioned in the draft EA. The COA guidelines for re-vegetation using native plant species and the City's Invasive Species Management Plan should be considered to avoid introduction of non-native species of concern. This would be compatible with the Executive Order. | TxDOT's commitment to complying with Executive Order 13112 on Invasive Species is included in the EA (Section 10.1) and the Biological Evaluation Form, which was made available for viewing along with the DEA. The commitment was also made in the response to TPWD (see Appendix E of the DEA). Disturbed areas would be re-vegetated with TxDOT's native seed mix. |

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| COA Watershed | P.6-2.3.1: This sentence in the 3rd paragraph on page 6 of the Water Resources tech report is incomplete: "A brief description of the existing condition of each feature within the study area is also included in ." Just a minor typo to finish the sentence. | Thank you for pointing this out. The Water Resources Technical Report will be revised to correct the incomplete sentence. |
| COA Watershed | P.6-2.3.1: Of note, the City of Austin protects wetlands whether or not the Corps would define them as lacking "hydrological connectivity to a jurisdictional water". Feature number 5 is apparently excluded for this reason, and it is directly adjacent to a tributary of Shoal Creek and appears in the graphic to have hydrologic connectivity (bed and banks). | Feature number 5 is a detention pond that was created in an upland area to accept runoff from adjacent developments. The pond does not receive water directly from the tributary to Shoal Creek. Additionally, the 100-year floodplain does not extend into the pond; therefore, it does not have a hydrologic connection to a water of the U.S. The USACE currently does not consider stormwater management facilities constructed in uplands as jurisdictional. The project would comply with EPA and USACE regulations and definitions on wetlands and waters of the U.S. |
| COA Watershed | P.6-2.3.1: Although the Contractor should contractually be responsible for permitting construction staging areas, stockpiling areas, etc. TxDOT/CTRMA should retain some review, inspection, and veto authority if the location of these areas poses an unacceptable risk to water quality. This is more of a contract issue than DEA, but it would be helpful to know that TxDOT/CTRMA will have close oversight of their contractors. | Any required state or federal permits or approvals beyond those covered in the DEA that will be needed for construction staging areas or other PSLs will be obtained by the construction contractor. These areas would also be selected in consideration of TxDOT and Mobility Authority policies and procedures. |
| COA Watershed | P.11-Figure 6: The green colored wetlands are difficult to see in this Figure under the floodplain and NWI hatching. Green on the aerials from turfgrass, including a nearby football field, could be confused as wetland. Just a more contrasting identifier for wetlands would solve this problem. | There were no wetlands delineated within the area shown on Figure 6. All wetlands that were delineated are shown in map insets for clarity. As such, we feel that the locations of the delineated wetlands are clearly shown. |
| COA Watershed | P.12-2.3.2: Due to the Impaired status of Segment 1428B-05, we would like to insure that this project does not increase bacteria levels to this tributary of Walnut Creek. BMP's in this drainage need to minimize/reduce bacteria loads to the greatest extent possible. We understand that there is a large variation in the concentration of bacteria assumed for highway runoff. However, this should probably be addressed in the DEA using reference to the COA TMDL for Bacteria Impaired Streams. | In accordance with the TxDOT-TCEQ Memorandum of Understanding, this project was coordinated with TCEQ because the project drains into an impaired (303d list) assessment unit within 5 miles of the project and is in the same watershed as the project. No comments from TCEQ were received pertaining to waters. The coordination letter with TCEQ is included in Appendix E of the DEA. |
| COA Watershed | P.12-2.3.2: Due to proximity to Walnut and Shoal Creeks and the Northern Edwards Aquifer Recharge Zone, please insure that any/all erosion and sedimentation controls comply or preferably surpass all appropriate local, state and federal requirements and are maintained adequately such that they perform at the level expected during construction | Should work need to be conducted in a water of the U.S. that requires a USACE Section 404 permit, Section 401 Water Quality Certification Requirements would be met by implementing BMPs for erosion control, sedimentation control, and post-construction TSS control. Work within the Edwards Aquifer Recharge Zone would comply with TCEQ's Edwards Rules. Temporary BMPs will be employed during construction to mitigate construction-related water quality impacts. These BMPs will be specified in the SW3P and WPAP. |
| COA Watershed | P13-2.3.3: Regarding floodplain encroachment, please consider mitigating loss of natural floodplain function for storage, filtration, infiltration and erosion protection, not just inundation levels. Consider restoration of degraded areas to a naturally functioning woodland/grassland, either on site, or in another area within the headwaters of Walnut and/or Shoal creeks. | The project would comply with 23 CFR 650 regarding the location and hydraulic design of the encroachment into the 100-year floodplain. Based on the project design, it was determined that the project would not create a significant encroachment on any floodplain areas as defined in 23 CFR 650. At this time, there are no plans to mitigate for loss of natural floodplain function for storage, filtration, infiltration, or erosion protection. |
| COA Watershed | P.15-Table 1: We request that although wetland features 2-5 are considered non-jurisdictional, they be mitigated for (2.76 acres) in the project via constructed wetlands associated with water quality structures. It may be that this is simply an alternative outlet structure and/or retention design with basic wetland revegetation. | Based on the current project design, there would be no impacts to jurisdictional wetlands, as defined by the EPA and USACE. Therefore, no mitigation for wetland impacts would occur. The project would be in compliance with Section 404 of the Clean Water Act, which does not require mitigation for impacts to non-jurisdictional wetlands. |
| *Hazardous Materials Technical Report Comments* | | |

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| COA Watershed | Unless necessary from a regulatory requirement, we would suggest tabulating, summarizing, or prioritizing the information in the 2,950 pages of Geosearch reports. This seems to be inconsistent with the goal of "streamlining" the DEA.<br><br><u>WPD has no comments on the following Technical Reports:</u><br>Traffic Air Quality Assessment and Quantitative Mobile Source Air Toxics Technical Report<br>Noise Technical Report<br>Biological Evaluation Form<br>Biological Evaluation Form Errata Sheet | The regulatory database search is a requirement for TxDOT's hazardous materials assessments. The information contained in the database search is necessary to determine the likelihood of encountering hazardous materials during construction. Consistent with the goal of streamlining, the DEA provides a summary of the sites listed in the database search that may be a concern to construction. |
| *Groundwater Technical Report Comments* | | |
| COA Watershed | Due to project location within Karst Zone 1, a void inspection protocol should include evaluation of voids for presence/absence of endangered karst invertebrates per the USFWS survey protocols. | As mentioned in the Karst Invertebrate Technical Report (Cambrian 2015), the project area was surveyed for karst features following USFWS protocols for karst invertebrate presence/absence studies. No karst features were discovered as a result of the survey. If any karst voids are encountered during construction, they will be surveyed for karst invertebrate biota by scientists permitted by USFWS, in accordance with USFWS protocols; however a project-specific karst void protocol will likely be developed |
| COA Watershed | Due to project location near Jollyville Plateau Salamander habitat, a water flow mitigation protocol should be established to have a Texas-licensed professional geoscientist inspect openings within excavations that convey groundwater flow. These features should be mitigated to preserve water quantity and quality to downgradient springs or creeks. | A water flow mitigation protocol will not be established for the project. If groundwater is encountered during construction, the contractor would follow TxDOT-approved measures for such events. |
| COA Watershed | A void protocol should be developed for boring or tunneling operations associated with roadway and infrastructure construction. A large void of unknown size was intercepted near the northwest corner of the Loop 360/183N intersection in 2000. The fiber optic contractor bored through the void. Other caves impacted by construction near the project are located southwest of the Steck Avenue/Mopac intersection and within 1 mile of the Anderson Mill Rd/183 intersection. | If any karst voids are encountered during project boring or tunneling operations, work in the vicinity of the void would immediately cease, and TxDOT and the Mobility Authority would be notified. The void would be evaluated in accordance with USFWS survey protocols and, if warranted, coordination with USFWS would be initiated. No construction activity would be allowed in the vicinity of the void until approved by TxDOT and the Mobility Authority. |
| COA Watershed | A void protocol should be developed for pier drilling and construction. Details for similar construction were developed by the LCRA for use on the T160 transmission main and may be useful for this project. The goal is to maintain subsurface groundwater flow paths or mesocaverns. | If any karst voids are encountered during project boring or tunneling operations, work in the vicinity of the void would immediately cease, and TxDOT and the Mobility Authority would be notified. The void would be evaluated in accordance with USFWS survey protocols and, if warranted, coordination with USFWS would be initiated. No construction activity would be allowed in the vicinity of the void until approved by TxDOT and the Mobility Authority. |
| COA Watershed | Appendix A-1: The conceptual groundwater model is based on well and spring data obtained from the TWDB WIID database. The data set includes measurements made in different months, years and decades. Appendix A-1 does not include all wells shown in Figure 14. For example, wells 5834621 and 5835702 are shown on Figure 14 yet measurements occurred in different decades with a 54 year separation period. Therefore, the generalizations drawn may not reflect the actual subsurface flow conditions. A conservative approach is to consider that construction impacts are possible along the entire alignment due to the shallow water (<16 feet) perched on the Comanche Peak (limestone) formation this is especially true in the area from Roxie Drive to RM620/SH45. | This technical report was not intended to provide a determination of construction impacts to groundwater, but rather an analysis of the anticipated direction of groundwater flow. The conceptual groundwater model, like any model, is only a facsimile of groundwater flow. The outcome of the model is consistent with other studies and would not provide an indication of groundwater impacts resulting from the project. |
| *Technical Report: Potential for Impacts to the Jollyville Plateau Salamander Comments* | | |

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| COA Watershed | P.28 Ch 7: Despite the conclusion that the "At this time it appears that the Project is unlikely to affect JPS individuals or critical habitats", precautions must be included in the project given that the subsurface drainage from the project area is likely to reach critical habitat units. In addition, simply the minimum 80% TSS removal or even the 85% removal in some portion of the project cannot be claimed to insure no project related effects. No scientific documentation is provided that the Edwards Rules would protect endangered species. This is the reason TCEQ developed the Optional Enhanced Measures that are not addressed in the DEA. Although improvements, even these cannot be shown by weight of evidence to be protective of endangered species. For this reason, the City has proposed that a goal of non-degradation be used in designing, constructing, and operating the highway and water quality controls for the project when sensitive or endangered species are potentially impacted. | The project would comply with Edwards Aquifer Rules, and water quality treatment would be 80 percent or more for total suspended solids. However, the project would not adhere to the Optional Enhanced Measures. The non-degradation standard as defined by the Texas Water Code and adopted by the Edwards Aquifer Rules would be met. Texas Water Code (Title 2, Subtitle D, Chapter 26, Subchapter J) states that is it the goal of groundwater policy in this state that the existing quality of groundwater not be degraded. This goal of non-degradation does not mean zero-contaminant discharge. |
| COA Watershed | P.28 Ch 7: In contrast to other TRs and the body of the report, the conclusion on this page does admit that the data on the design is preliminary and "many details about the proposed Project are still under negotiations". In addition the recommendation that the final design of stormwater and water quality controls be reevaluated if modifications occur is a laudable and appropriate caveat. | Comment noted. During the PS&E stage of project development, if any changes occur to the project design, a re-assessment of impacts to resources covered in the EA and accompanying technical reports would be conducted. |
| COA Watershed | P.28 Ch 7: In addition to or in place of the narrative rationale for the conclusion of no impact to the salamander, we would appreciate a simplified list of the factors that went into this conclusion at the end of the report. This might be a bullet list including no presence in the project limits, distance from critical habitat units, depth to groundwater, measures to seal vertical/horizontal karst features during construction, water quality controls contribute to better runoff, preservation of karst flow patterns when intercepted in construction etc. This would summarize the weight of evidence approach and logic used to reach this conclusion at a minimum of effort. Such a simplified list could be put in the body of the document with reference to this TR. | The report was written in a format acceptable to those who reviewed and approved the report content for use in the DEA. The conclusion section was not meant to be a summary of all the rationale contained in the narrative, but rather the conclusions drawn from the rationale, which is that the project would have no effect to the Jollyville Plateau Salamander. No report revisions will be made to address this comment. |
| *Technical Report: Potential for Impacts to Endangered Karst Invertebrates Comments* | | |
| COA Watershed | P.24: In addition or in place of the narrative rationale for the conclusion of no impact to karst invertebrates, we would appreciate a simplified list of the factors that went into this conclusion at the end of the report. This might be a bullet list including no presence in the project limits, distance from habitat, depth to groundwater, measures to seal vertical/horizontal karst features during construction, water quality controls contribute to better runoff, preservation of karst flow patterns when intercepted in construction etc. This would summarize the weight of evidence approach and logic used to reach this conclusion at a minimum of effort. Such a simplified list could be put in the body of the document with reference to this TR. | The report was written in a format acceptable to those who reviewed and approved the report content for use in the DEA. The conclusion section was not meant to be a summary of all the rationale contained in the narrative, but rather the conclusions drawn from the rationale, which is that the project would have no effect to the listed karst invertebrates. No report revisions will be made to address this comment. |
| COA Watershed | Attachment B: Deepening the underground water quality BMP vaults at Lake Creek (Drainage Area A) and Hymeadow (Drainage Area B) from depths of 9.25 ft to 15 or 16 ft is likely to intercept groundwater. The BMPs constructed for SH 45 to the northeast of these drainage areas intercepted the shallow water table and is saturated except during extreme drought. Recommend that different stormwater treatment structures be evaluated instead of deepening these vaults. | The existing vault depth of 9.25 feet at Lake Creek and Hymeadow were taken from the US 183 as-built plans; therefore, this depth was measured from the existing ground, prior to fill required for the existing US 183 facility. These vaults would not be deepened, but rather expanded by 595 sq. ft. (Lake Creek) and 1190 sq. ft. (Hymeadow). These expansions would occur at the same depth as the existing vaults. The 15-16 feet referenced in Attachment B is the depth of excavation from the existing ground of the current US 183, after fill was placed over the existing vaults. |
| *Indirect Impacts Technical Report Comments* | | |

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| COA Watershed | P44-8.2: The following text has some inaccurate information:<br><br>“The Edwards Aquifer Rules have been determined to be a non-degradation regulation; therefore, the construction of temporary and permanent BMPs in accordance with an approved WPAP would serve to remove sediments and roadway pollutants arising from normal roadway usage and from accidental spills. Because BMPs would be in place during and after construction and due to the existing water quality conditions in the highly developed corridor, the potential for indirect effects from any changes in surface or ground waters caused by the proposed project is expected to be negligible.”<br><br>There has been no peer reviewed document supporting that the Edwards Rules are remotely representative of non-degradation, including the portions governing development in the Northern Edwards Aquifer. This is an unsubstantiated and inaccurate statement. Therefore, the statements concerning the WPAP and BMPs leading to the conclusion that “the potential for indirect effects from any changes in surface or ground waters caused by the proposed project is expected to be negligible” is inaccurate. | The project will commit to meeting the current water quality regulatory requirements, which is considered a non-degradation standard. Therefore, the statements made in this technical report are valid. |
| *Cumulative Impacts Technical Report Comments* | | |
| COA Watershed | In general, this was an excellent report, well organized, comprehensive, documented, and does a good job of using the guidance of FHWA, AASHTO, and TxDOT.<br><br>This TR also used the available local information from the City of Austin in previous reports from a variety of departments, websites, permit reports to other agencies, as well as direct data retrievals. We appreciate the references and hope that this made the assessment of cumulative impacts more efficient and technically supportable.<br><br>P.35-5.3: A description of traversed water resources may be more appropriate in the Water Resources Technical Report, but it is greatly appreciated here as well. | The water resources referenced in this report are those that are found within the Cumulative Impacts Resource Study Area (RSA), whereas the Water Resources Technical Report only refers to those waters that are within the project area. The RSA is a much larger area and includes many more waters than are located in the project area. |