

Welcome to the 183A Added Capacity Project Environmental Study Open House



Thank You for Joining us for This Virtual Experience

Welcome! The 183A Added Capacity Project Virtual Open House will be available from Wednesday, July 31, 2024 until Sunday, September 1, 2024.

We invite you to click through the project's virtual exhibit boards and share your feedback. Take a moment to learn how to engage with us online.

Today you will:



Gain an
overview of
the project's
background



Engage with
data to
understand the
project need



Read about the
types of studies
that support
this project



Submit
comments and
feedback

Who is the Mobility Authority?

Who We Are

An independent government agency created in 2002, governed by a seven-member Board of Directors

What We Do

Enhance quality of life and economic vitality by improving the regional transportation system in Travis and Williamson counties

Corridors We Manage



Projects Under Construction



Projects Under Environmental Study



Our Partners



Public Input



Providing the public with opportunities to share feedback is a critical element of the environmental study process, and an important part of the Mobility Authority's mission. This input, combined with technical analysis, allows the project team to develop mobility solutions that improve the regional transportation system in Travis and Williamson counties.

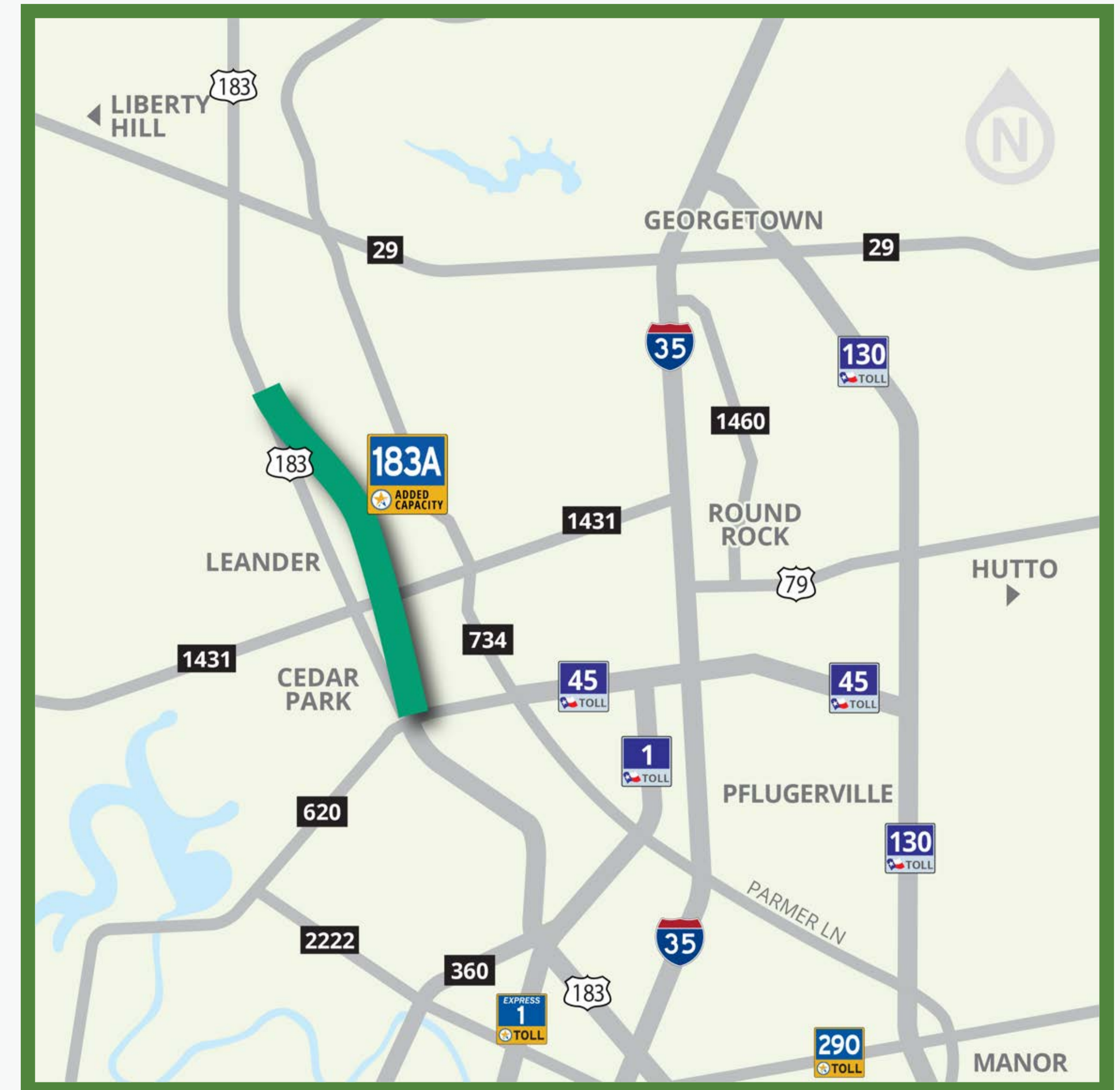
What is the 183A Added Capacity Project?

The 183A Added Capacity Project is an environmental study and schematic design for the potential addition of a fourth lane in each direction in the center median of the existing 183A Toll between RM 620/ SH 45 and Hero Way.

Project Status

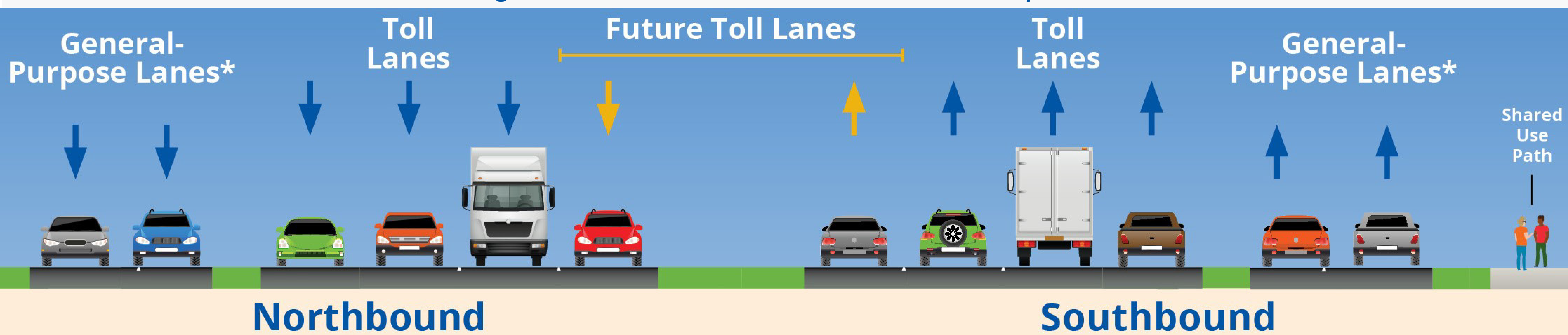
The 183A Added Capacity Project is currently undergoing an environmental study, which is expected to continue through 2025. If corridor usage increases as anticipated, indicating the need for an additional lane, construction would be dependent on:

- Completion of the environmental study
- Project Demand
- Approval from the Mobility Authority Board; and
- Coordination with the 183A Frontage Road Project, managed by the Texas Department of Transportation (TxDOT).



Typical Section

** Existing or added with the TxDOT 183A General Purpose Lanes*

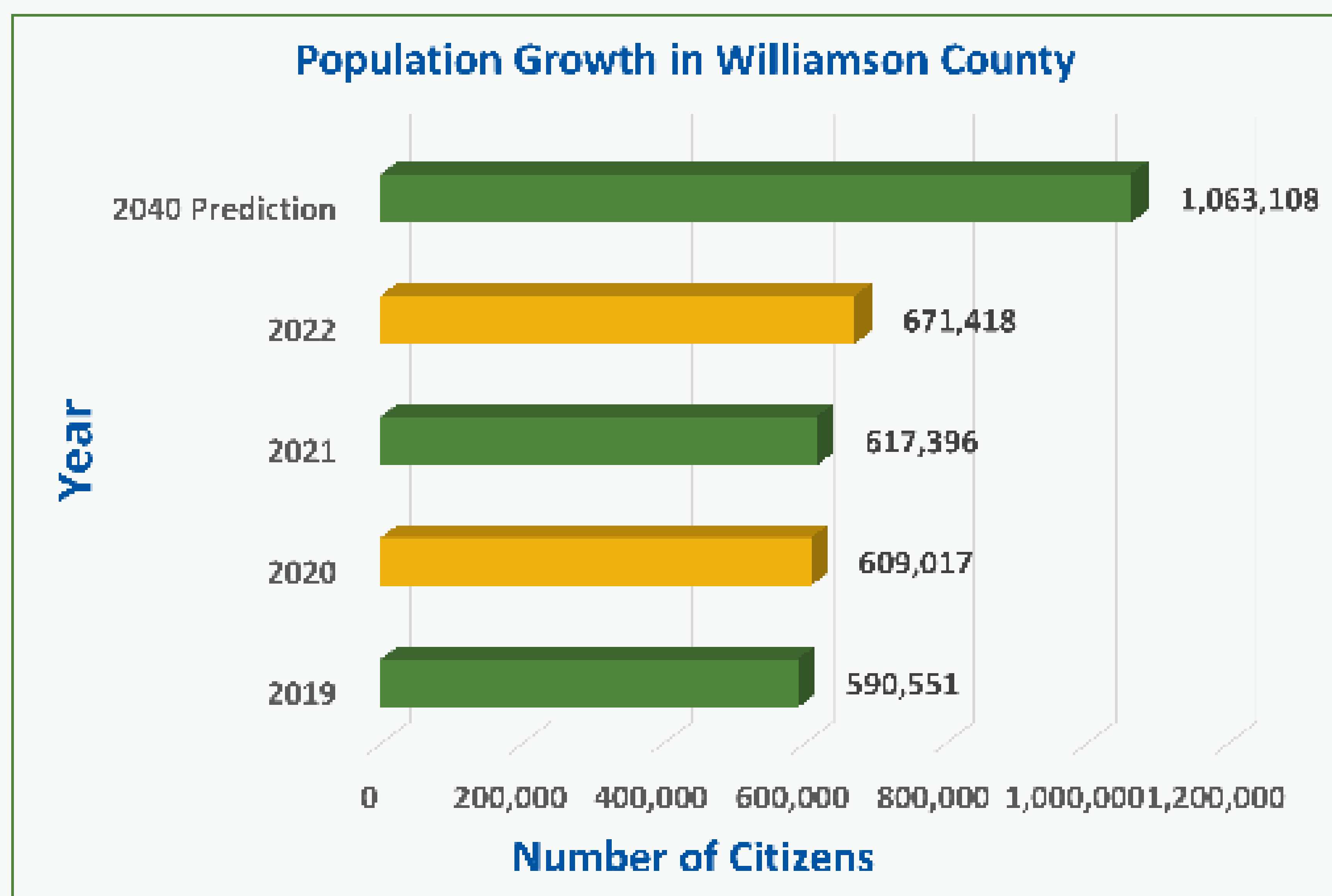


Project Background

Cedar Park, Leander, and Liberty Hill are expanding rapidly, leading to more drivers on the 183A Toll Road. To keep the roads reliable and traffic flowing smoothly, proactive measures should be taken.



Census data shows Williamson County's population has grown each year from 2013-2022, and is projected to exceed **1 million** by 2040.



2019 Counts

2040 Forecast

% Percent Growth

Predictions are based on the opening of the 183A Frontage Road Project managed by TxDOT.

Crystal Falls Plaza

42,996

96,836

+125 %

Park Street Plaza

74,886

116,568

+56 %

Lakeline Plaza

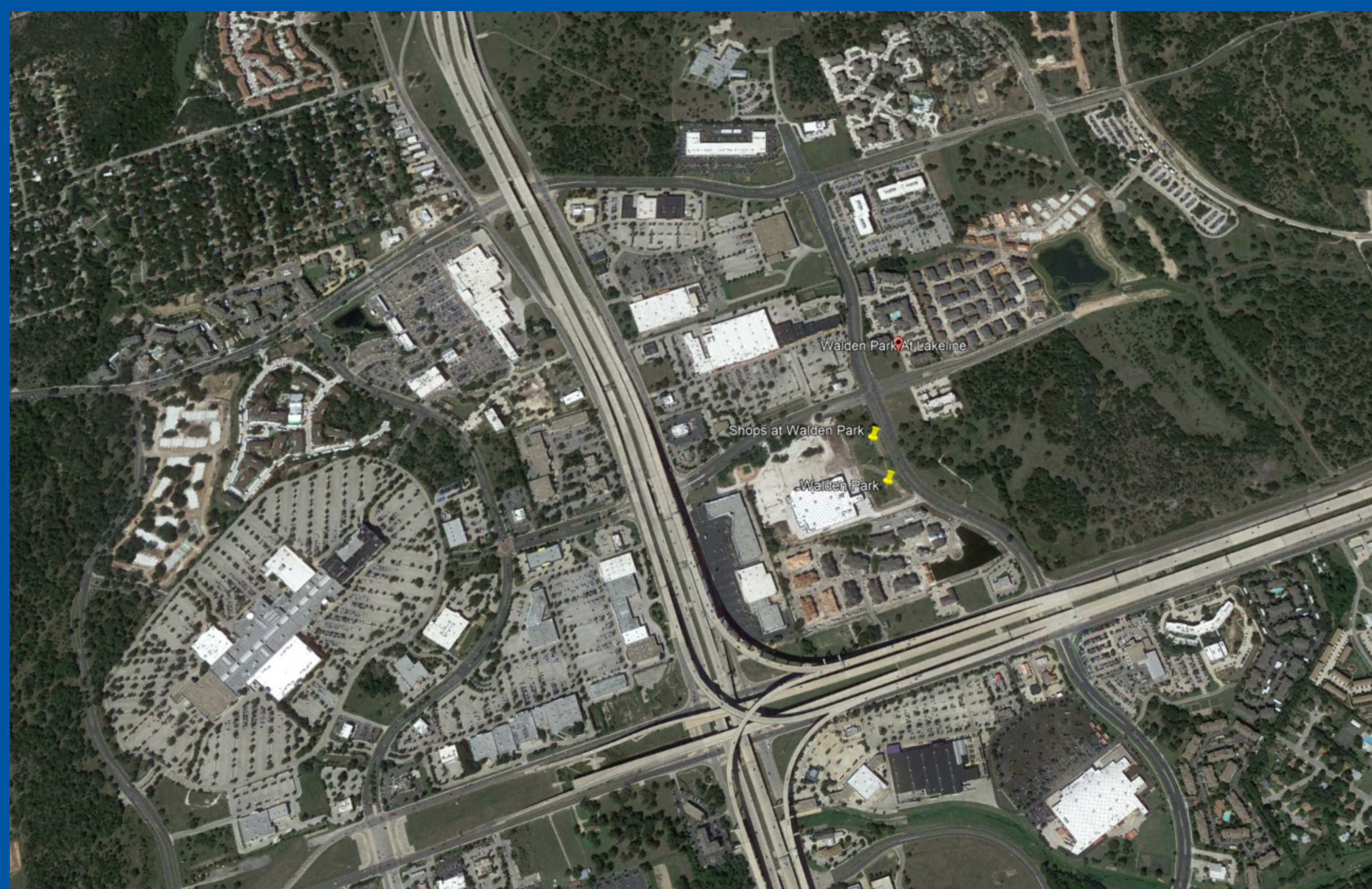
53,215

91,740

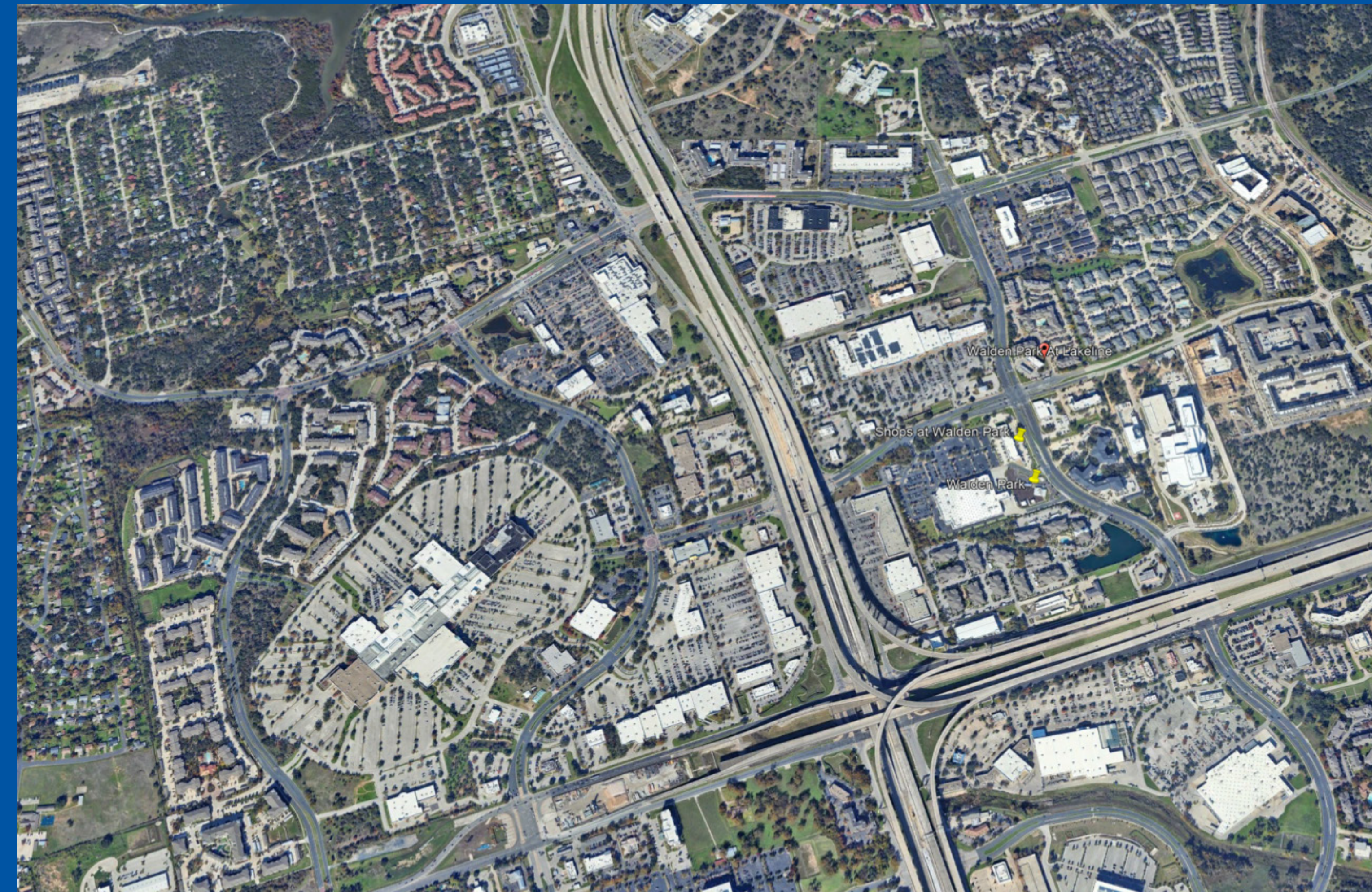
+72 %

Weekday traffic at mainline plazas is expected to continue to increase by 2040, indicating a greater need for **congestion relief**.

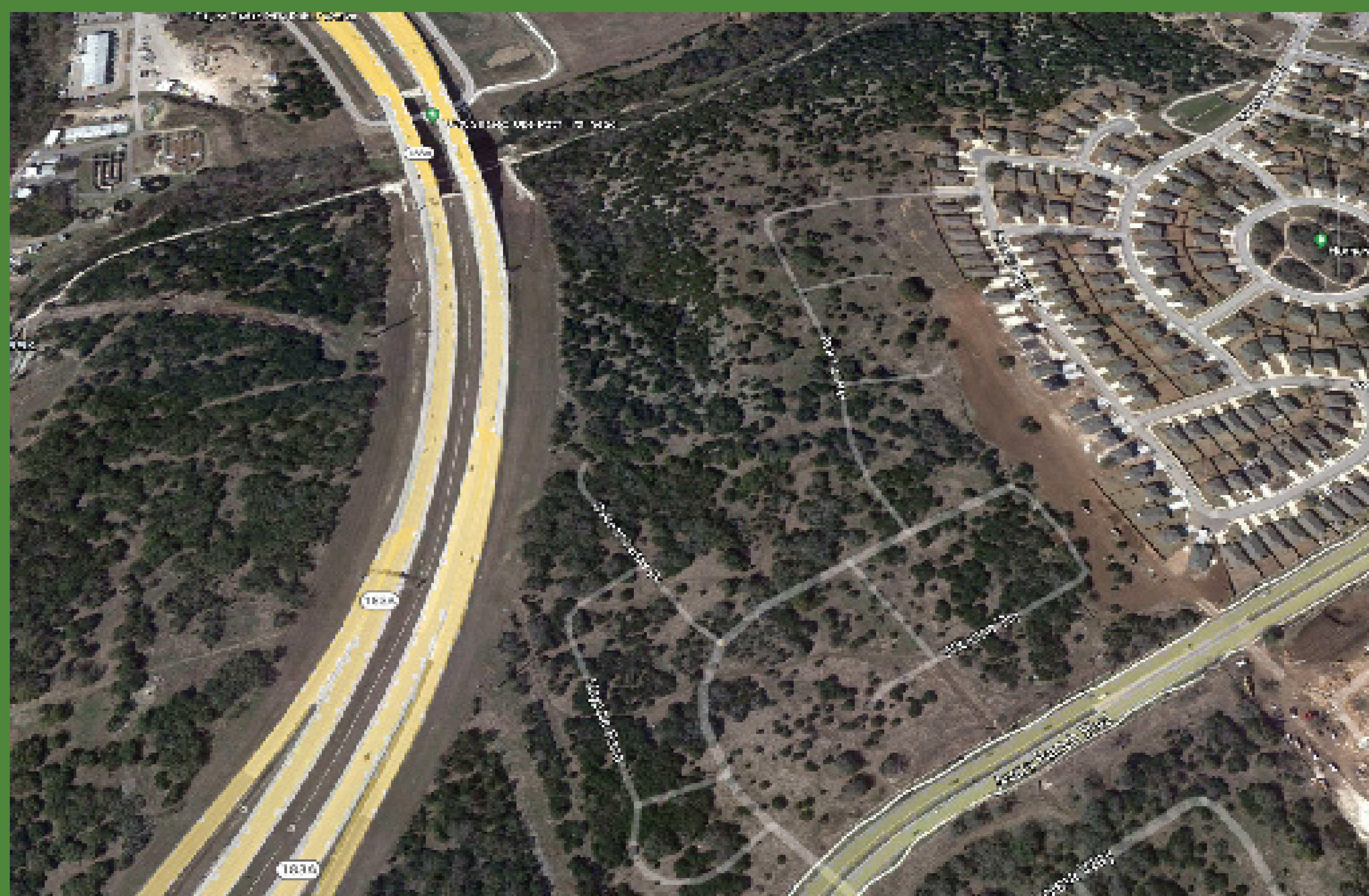
Development Over the Decade



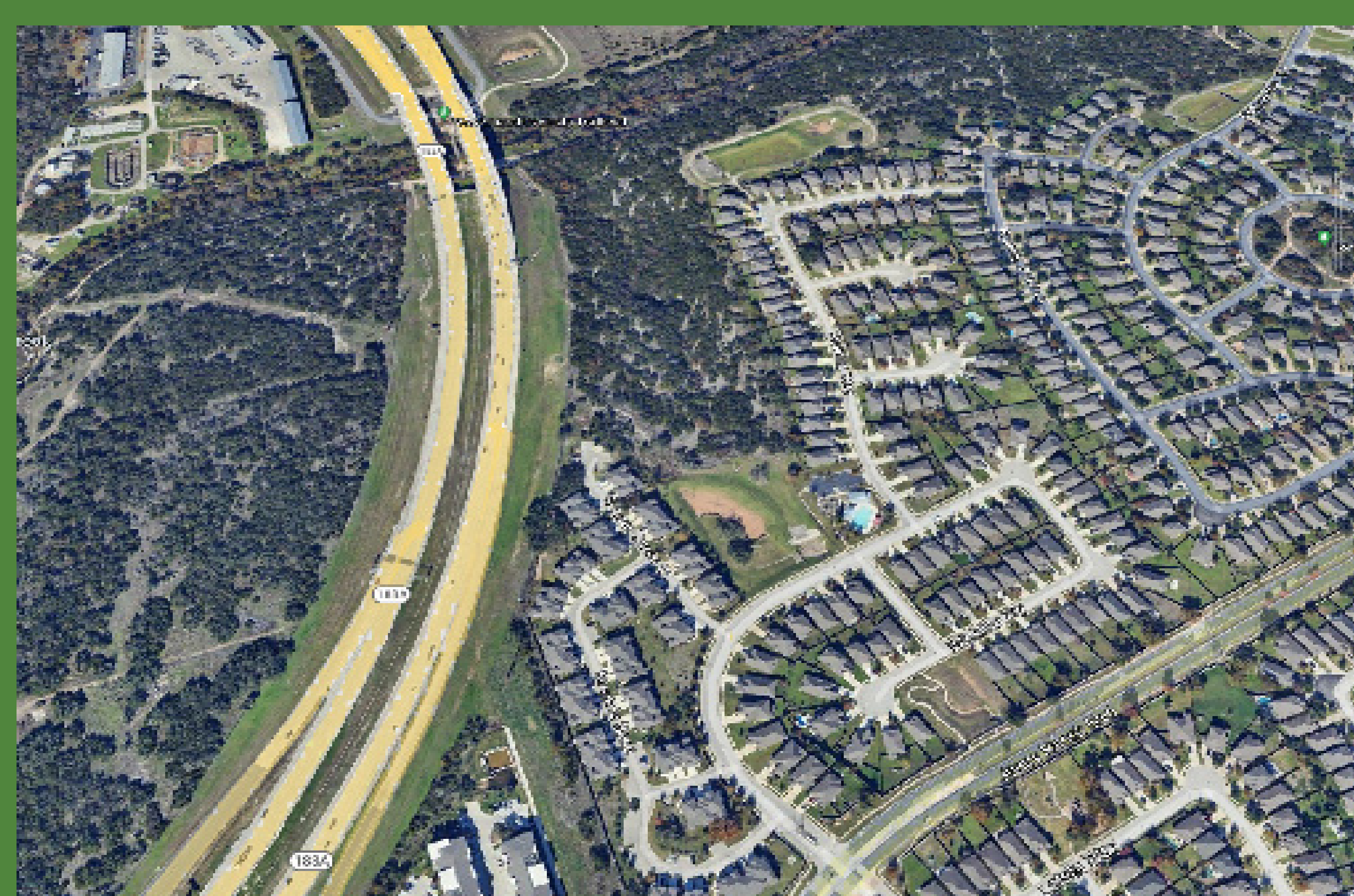
Walden Park in January 2014



Walden Park in January 2024



Homestead Development in January 2014



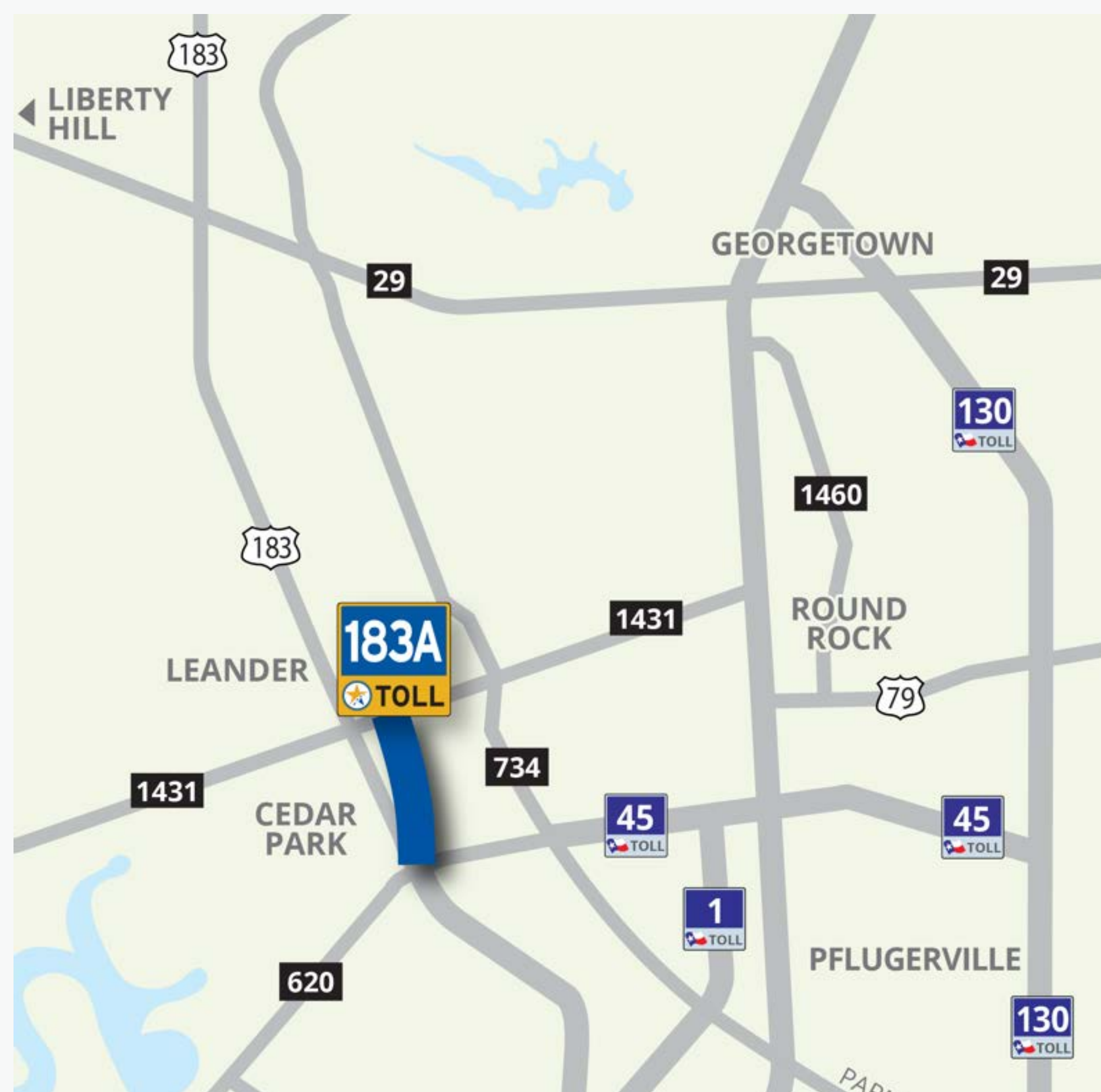
Homestead Development in January 2024

Project Benefits

- The 183A Added Capacity Project would continue a series of road improvements that have helped support the growth of Williamson County.
- A fourth lane in the center median would help keep travel times steady and movements efficient, supporting the growth of Williamson and Travis counties and maintaining a reliable route.

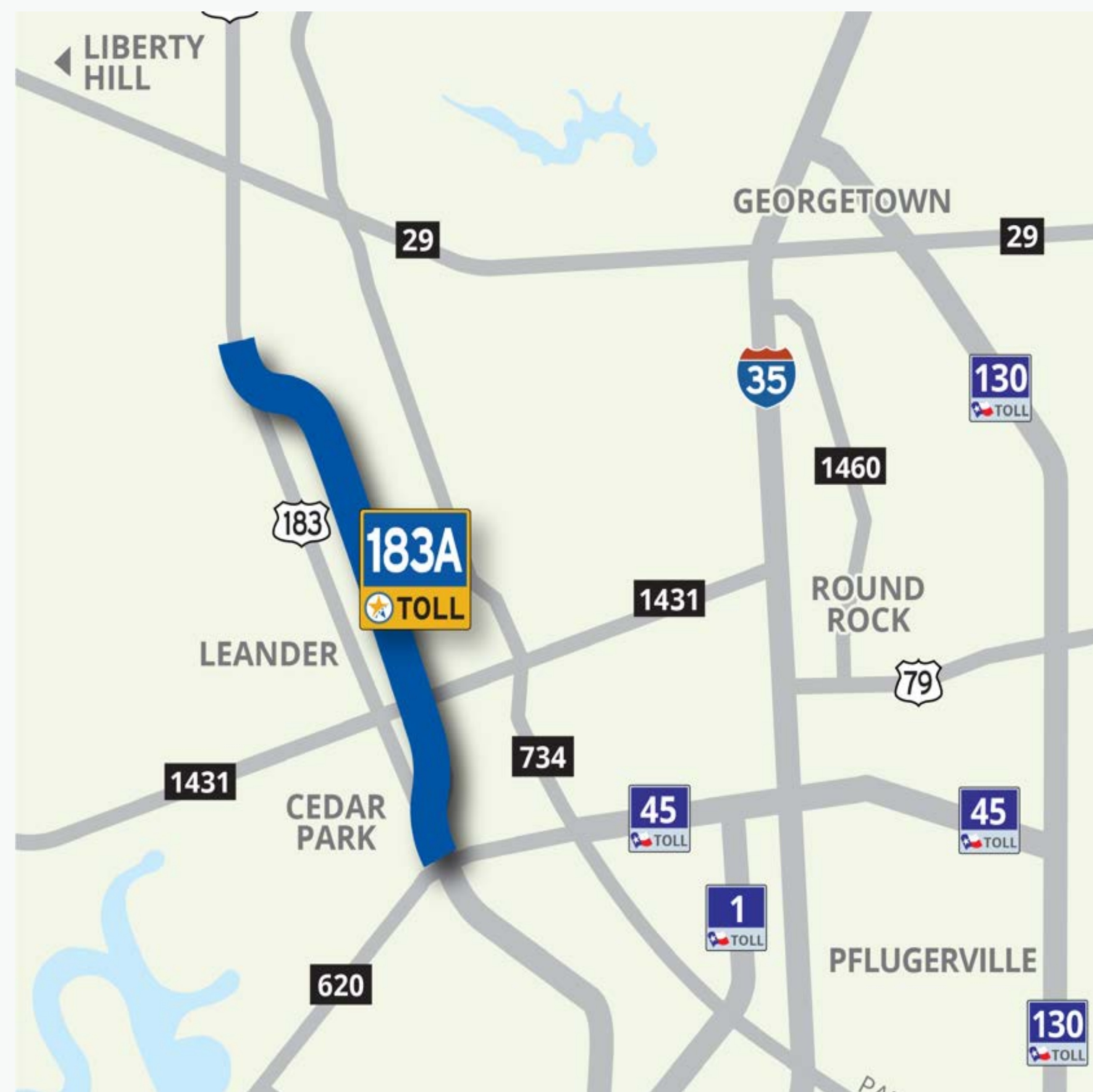
183A Toll History

183A Phase I



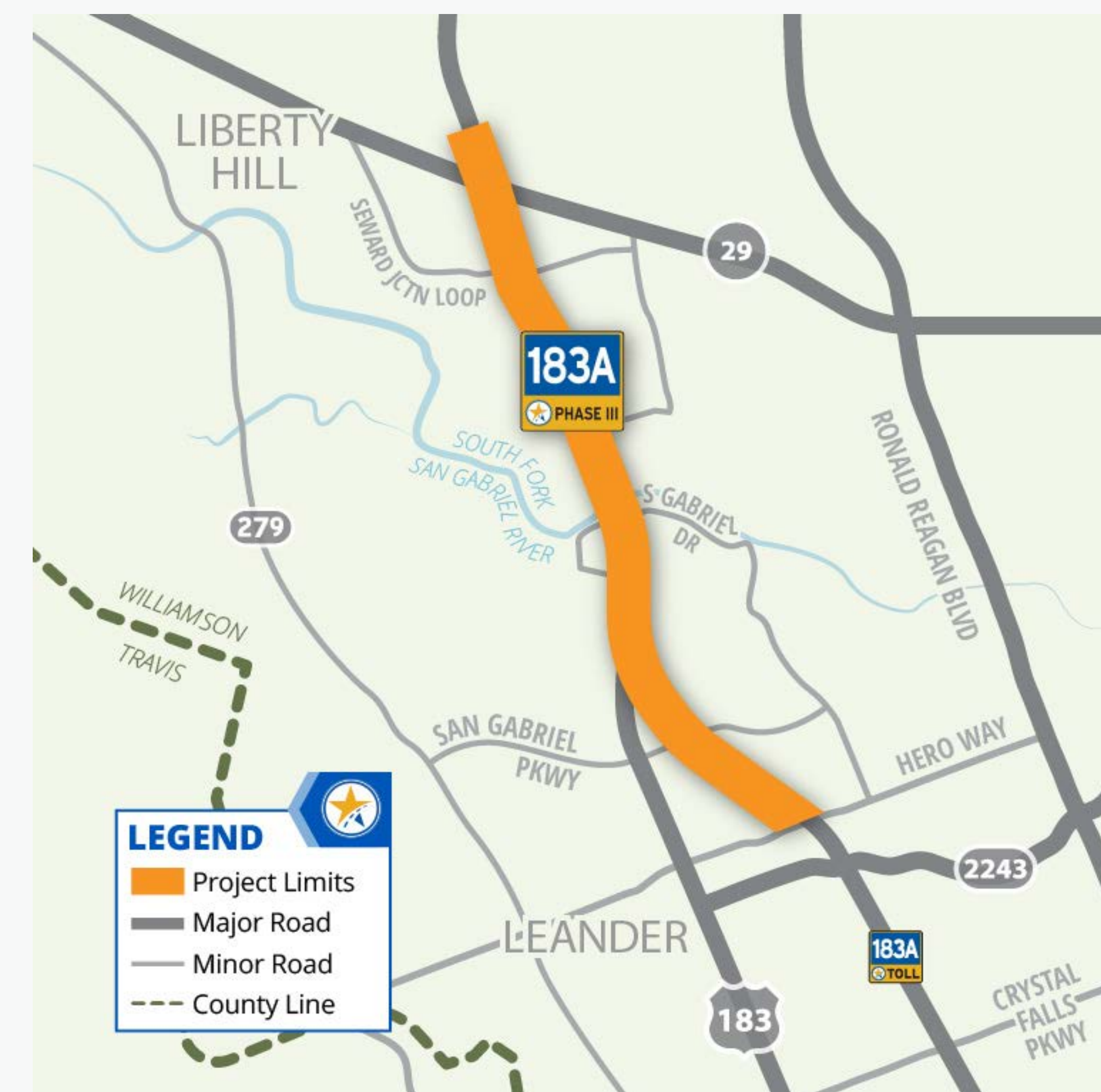
A 6.6-mile tolled roadway between RM 620 and RM 1431, with non-tolled frontage roads from RM 1431 northward to the San Gabriel River. It opened in March 2007.

183A Phase II



A 5-mile extension northward from RM 1431 to Hero Way. The extension opened in April 2012 and resulted in a significant shift of traffic from the non-tolled frontage roads to the new tolled mainlanes.

183A Phase III



A 5.3-mile extension northward from Hero Way to north of SH 29. This project is currently under construction and expected to be completed in early 2025.

Project Objectives

Provide consistency with local and regional plans

Reduce congestion delays and provide a reliable route

Sustain a safe and reliable route for first responders

Maintain time savings for all roadway users

Be constructable while minimizing impacts to the natural and human environments

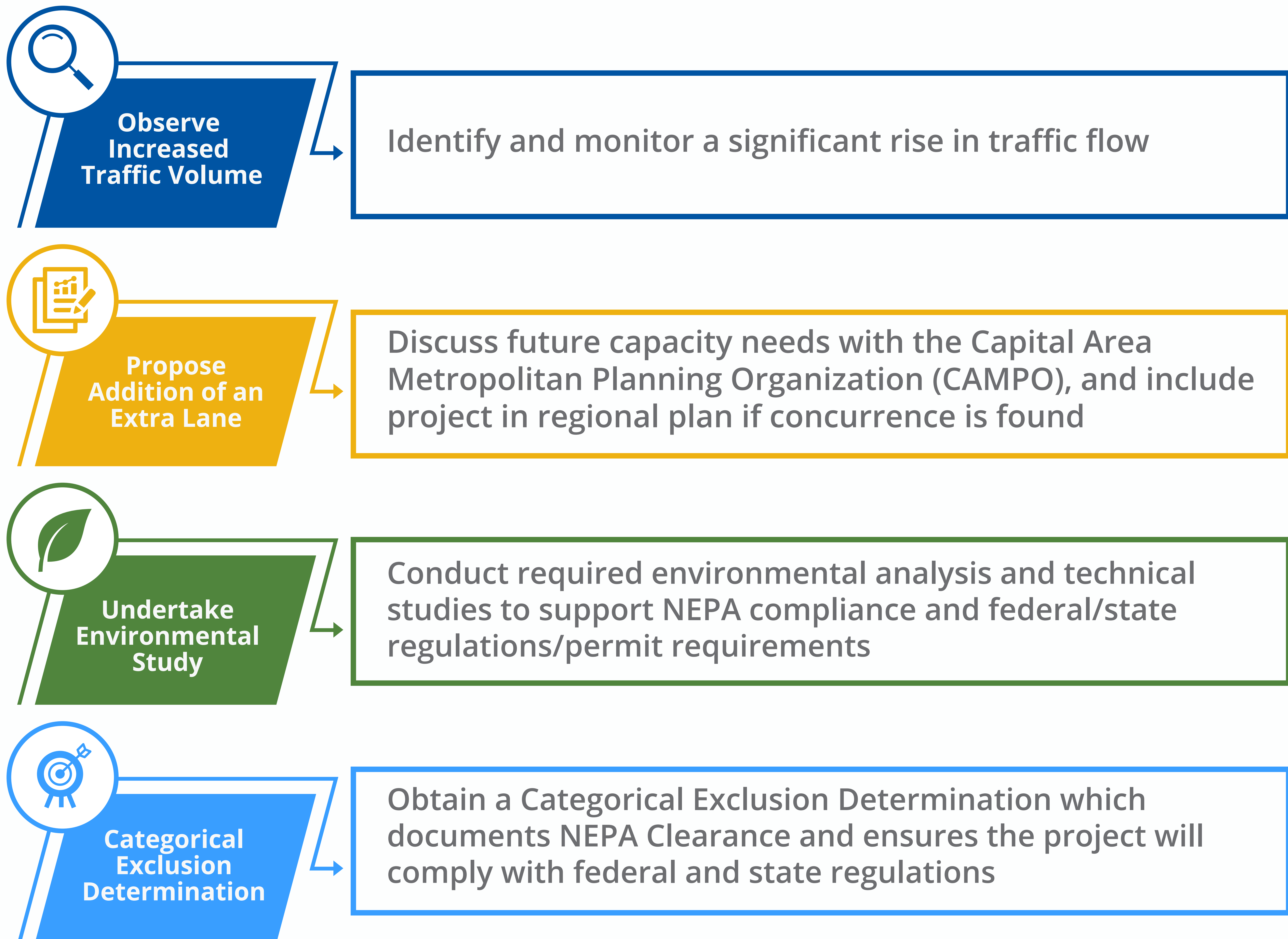
Avoid and minimize impacts to water quality

Deliver a proactive solution to future demand



Project Development Process

This project's anticipated NEPA environmental classification meets the Categorical Exclusion (CE) criteria, which is generally defined as an action that does not have a significant effect on the human environment. This was determined based on coordination with TxDOT and a preliminary analysis of resources to further understand the effects on both the environment and community.

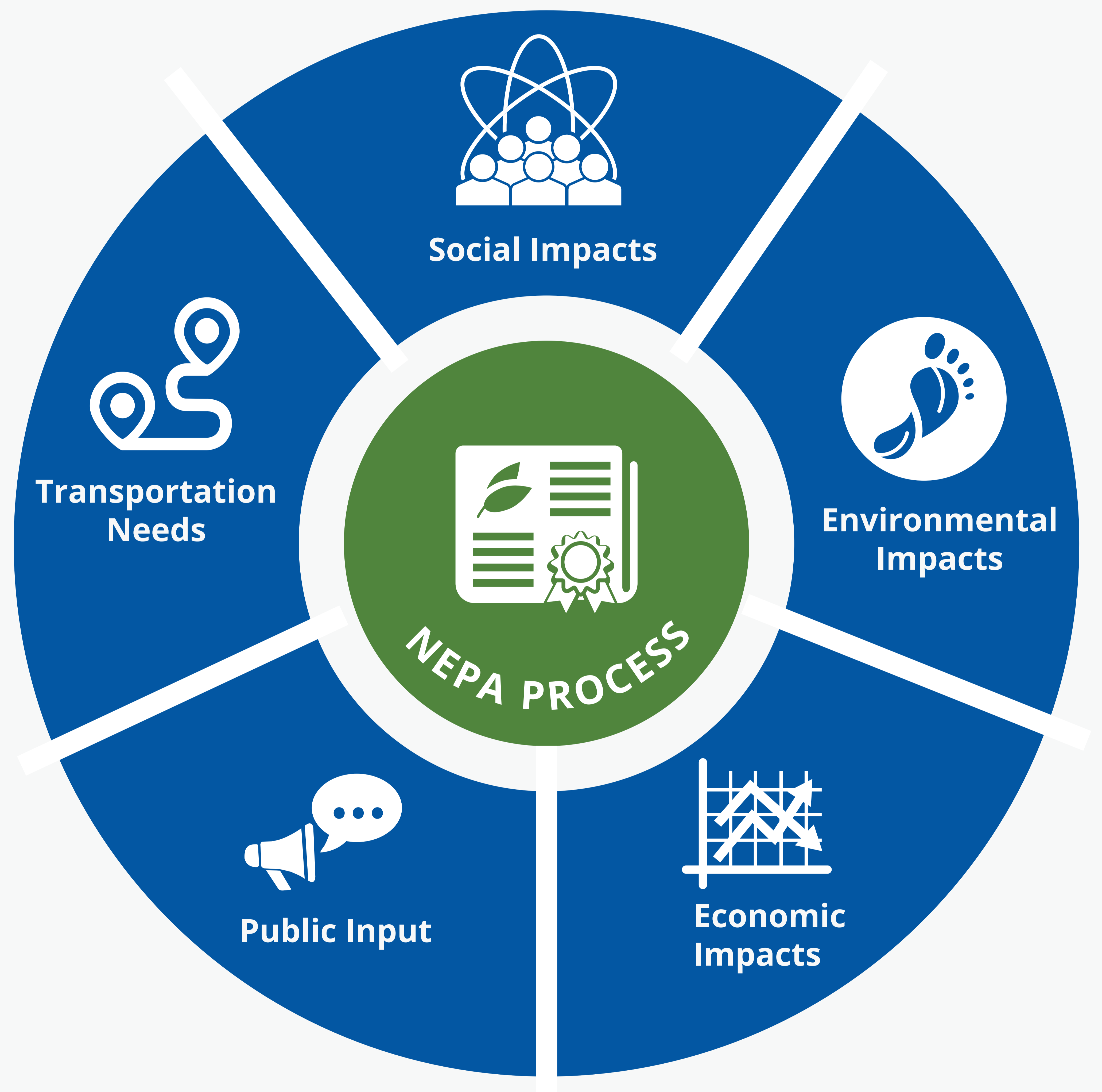


What is the National Environmental Policy Act (NEPA)?

NEPA is a federal law and is required when a project receives any federal funding or approval.

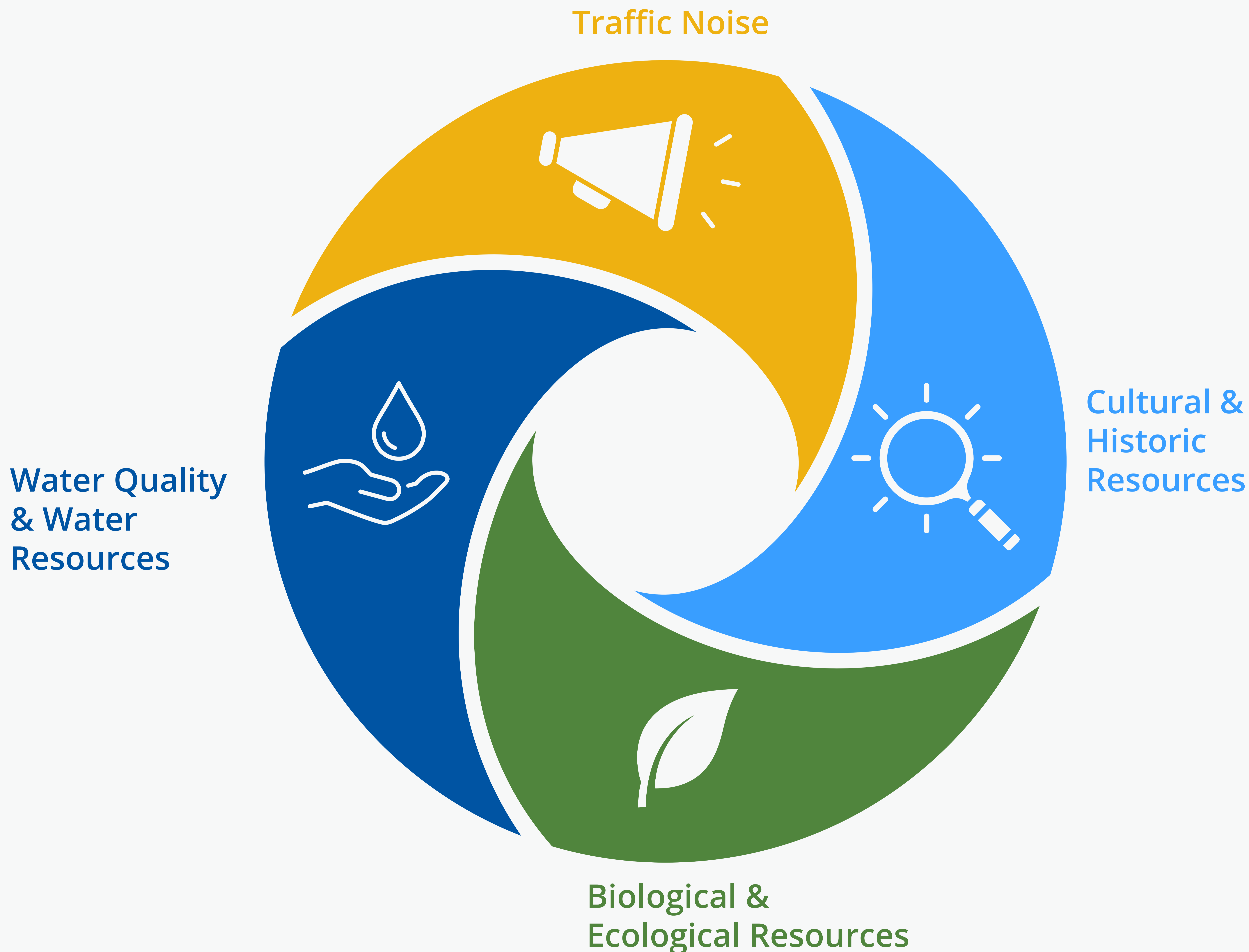
The NEPA process:

- Establishes procedures followed by agencies in making decisions but does not dictate the outcome.
- Considers potential impacts of actions on the social, economic, and physical environment.
- Requires public outreach to improve project outcomes.
- Ensures informed decisions by forecasting, documenting, and disclosing what happens if a course of action is taken.



Environmental Considerations

Environmental considerations for the 183A Added Capacity Project include, but are not limited to:



Highway Traffic Noise Evaluation



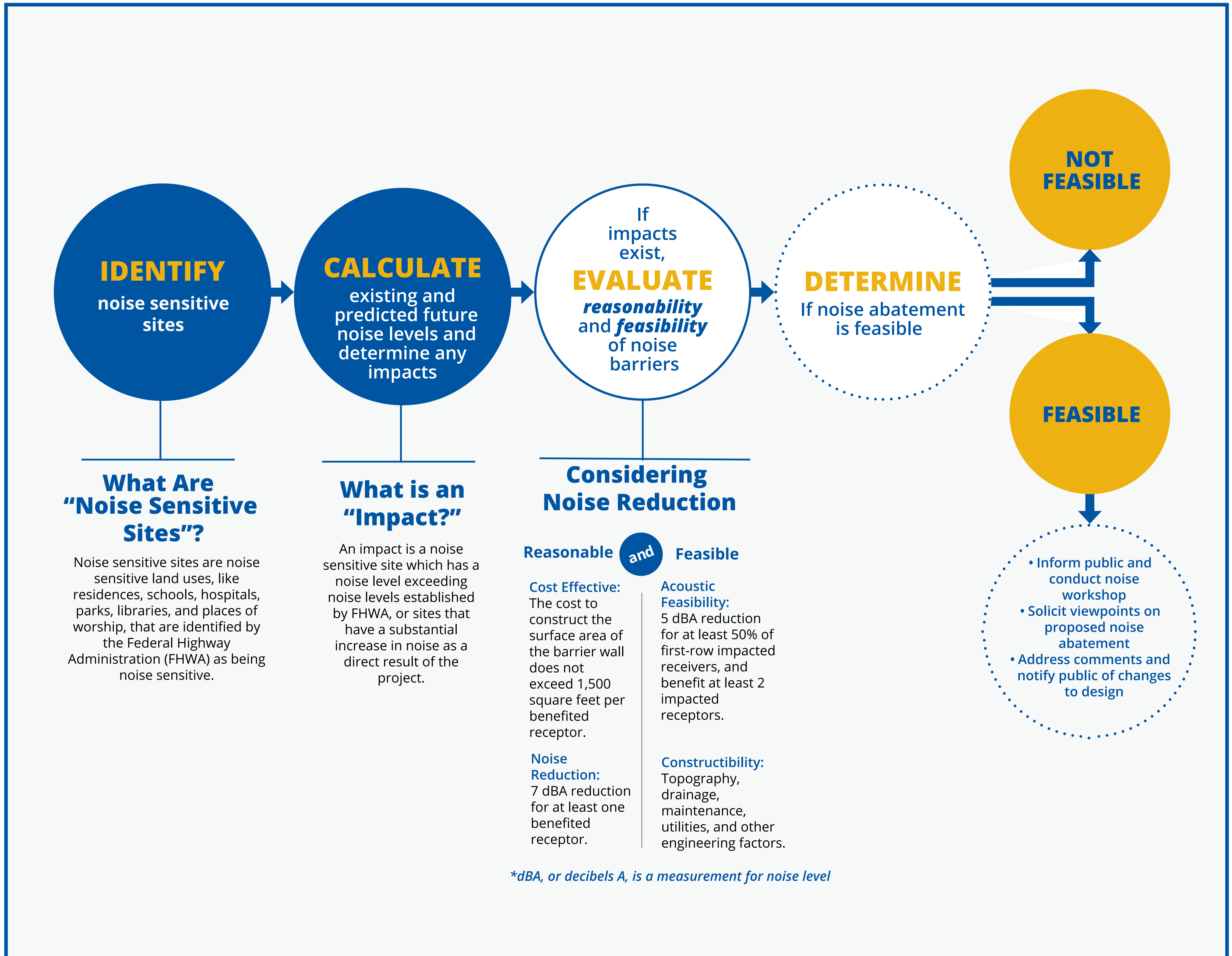
Existing Barriers

- This map highlights a few example locations of existing noise barriers and neighborhood walls in the project corridor. Noise barriers are designed to decrease noise from roadways, while neighborhood walls serve as smaller structures that provide aesthetic separation between residential areas and roadways.
- Our team is conducting a highway traffic noise evaluation to assess the potential impact of this project. If findings indicate that additional noise barriers are needed, the public will be invited to participate in noise workshops.



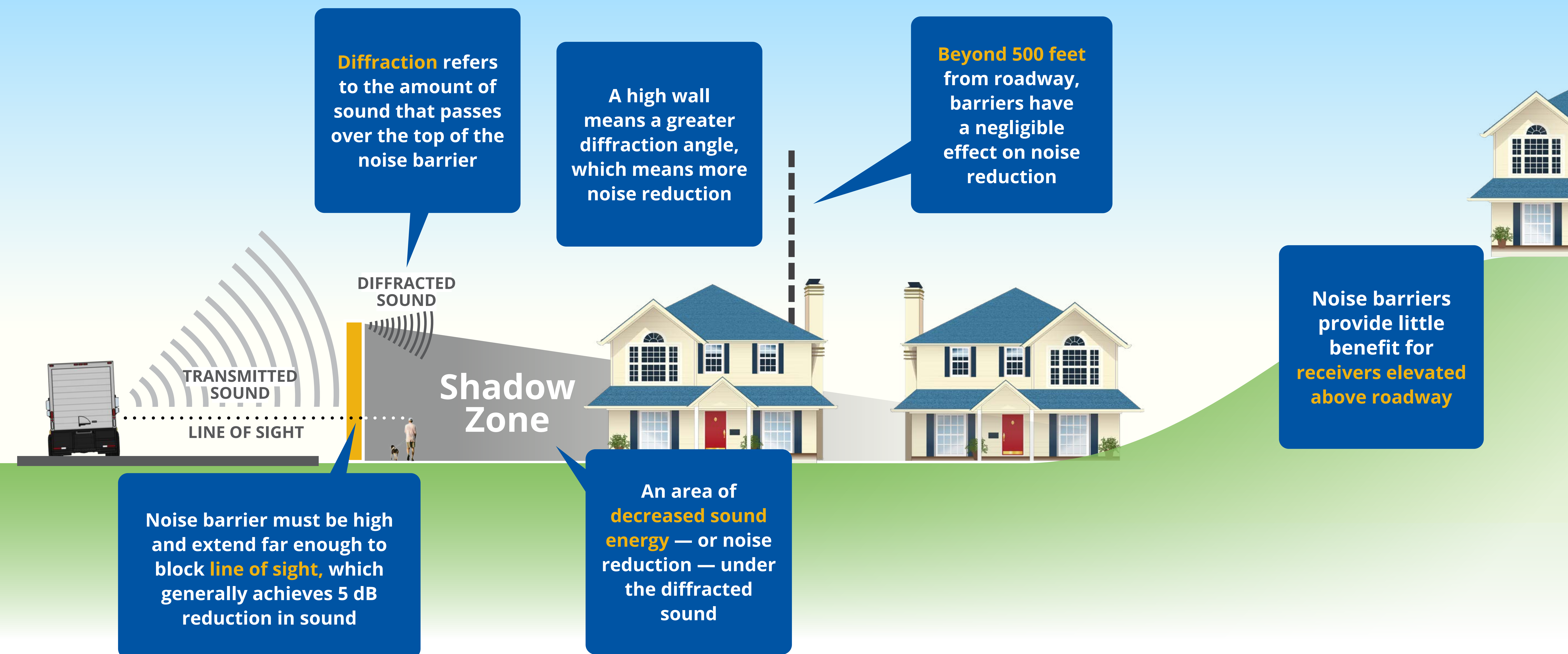
Pictured above: Existing noise barrier on 183A Toll, located between Brushy Creek Road and Park Street.

Noise Evaluation Process





Traffic Noise & Abatement


- Noise is generated from tires, engines, and truck exhaust stacks.
- The majority of noise comes from friction of tires on the road and increases with vehicle speeds.




What is the Edwards Aquifer Recharge Zone?

- 

The south section of this project falls within the Edwards Aquifer Recharge Zone.
- 

The Edwards Aquifer is a drinking water source for South Central Texas.
- 

Fractures, caves, sinking streams, and sinkholes act as conduits to the aquifer.
- 

Texas Commission on Environmental Quality (TCEQ) Edwards Aquifer Protection Program Requirements:

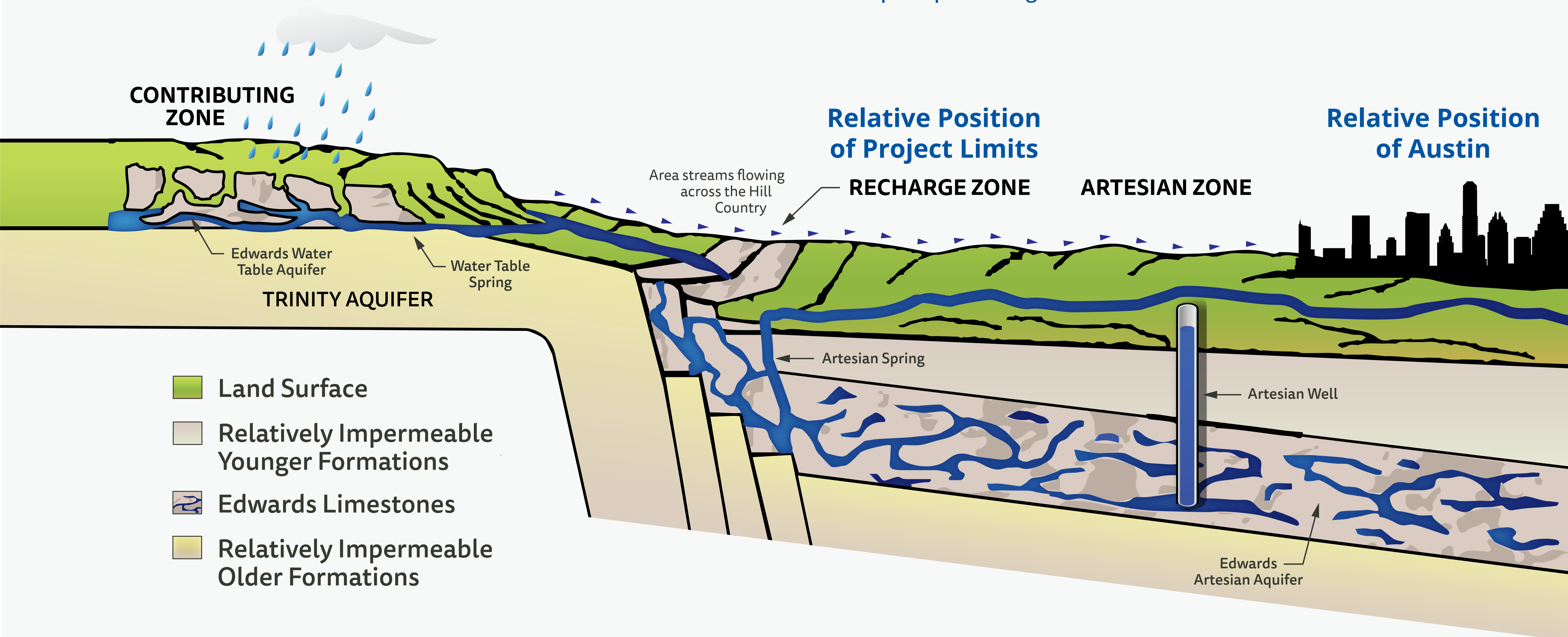
 - Minimize erosion and sedimentation
 - Develop an Edwards Aquifer Protection Plan for contaminants

In addition to adhering with the Edwards Aquifer Rules, this project will also comply with:

- The National Pollutant Discharge Elimination System (NPDES), which regulates water pollution by controlling the discharge of pollutants into U.S. waters;
- Texas Department of Transportation (TxDOT) criteria to protect waterways from erosive velocities;
- The Clean Water Act, which regulates the discharge of dredged or fill material into all waters of the United States, including wetlands, to protect and preserve our natural water resources;
- Federal Emergency Management Agency (FEMA) flood regulations; and
- Williamson County Floodplain Permitting.

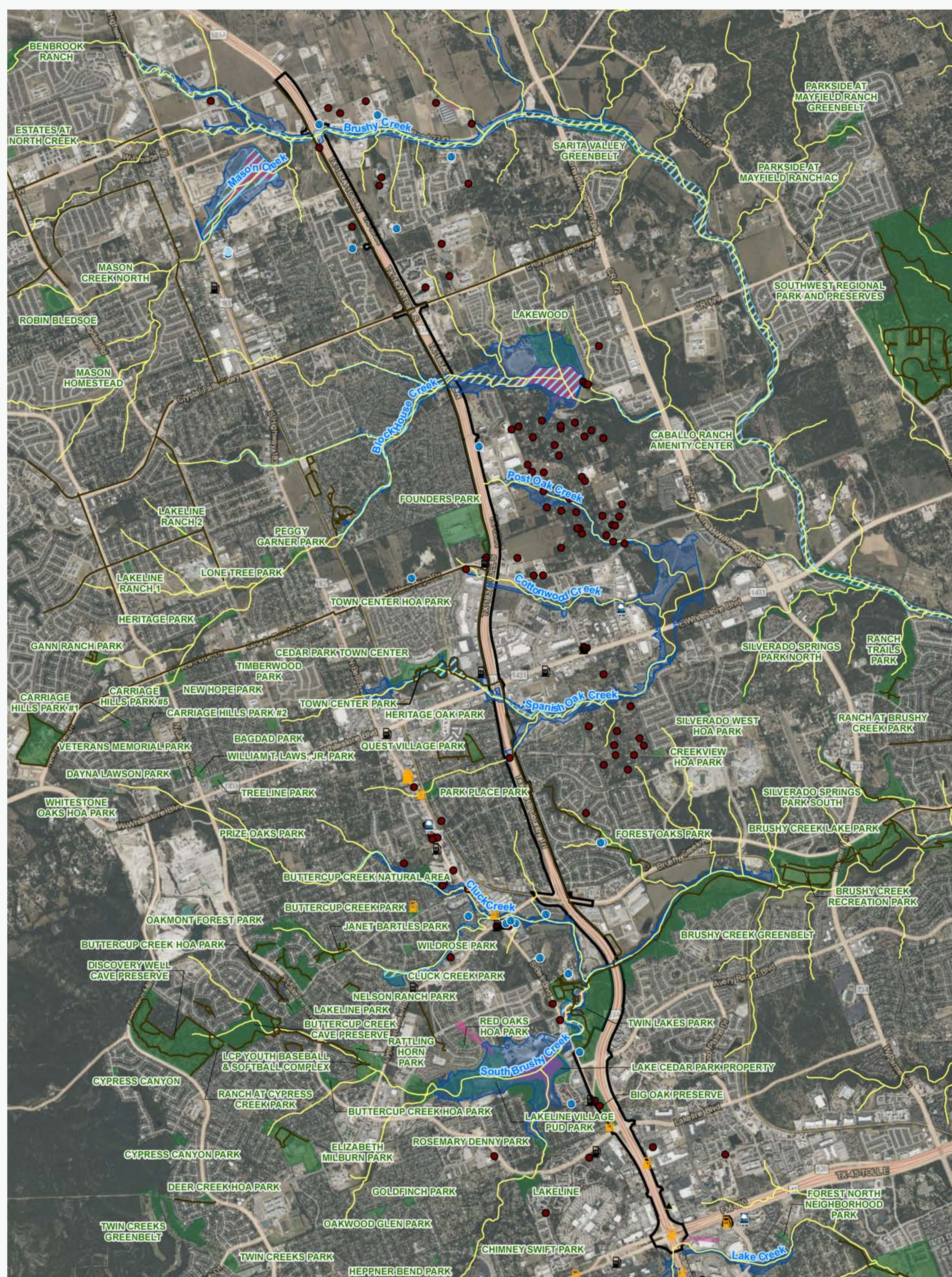
Our project team is collaborating with:

- TCEQ for water quality permitting;
- TxDOT for NEPA assignment, as well as roadway and bridge designs; and
- Williamson County Development Services for flood plain permitting.



Water Quality and Water Resources

Environmental Features Map



Project Location	Water Well (TCEQ)	FEMA Flood Zones
Submitted Drillers Reports (TWDB)	Trails (Williamson Co)	FEMA Zone AE (Floodway)
Voluntary Cleanup (TCEQ)	Parks (Williamson Co)	National Hydrography Dataset (NHD) Stream (USGS)
Industrial and Hazardous Waste Corrective Action Program (TCEQ)	Wetlands (National Wetland Inventory)	
Petroleum Storage Tank (TCEQ)		
Leaking Petroleum Storage Tank (TCEQ)		
Groundwater Well (TWDB)		

Potential Water Quality Treatment Measures:

- Water Quality Ponds
- Vegetative Filter Strips
- Detention ponds to support volumetric increases
- Proprietary Water Quality Devices

Biological and Ecological Resources

Environmental Efforts

Minimizing impacts within the right-of-way

Incorporating voluntary conservation and recovery measures along with water-free drilling techniques

Consulting with resource agencies, U.S. Fish and Wildlife Service (USFWS) and Texas Parks and Wildlife Department

The types of environmental studies being conducted include Geological Assessments and Habitat Assessments. Species of interest include, but are not limited to:



Eurycea salamanders



Karst invertebrates

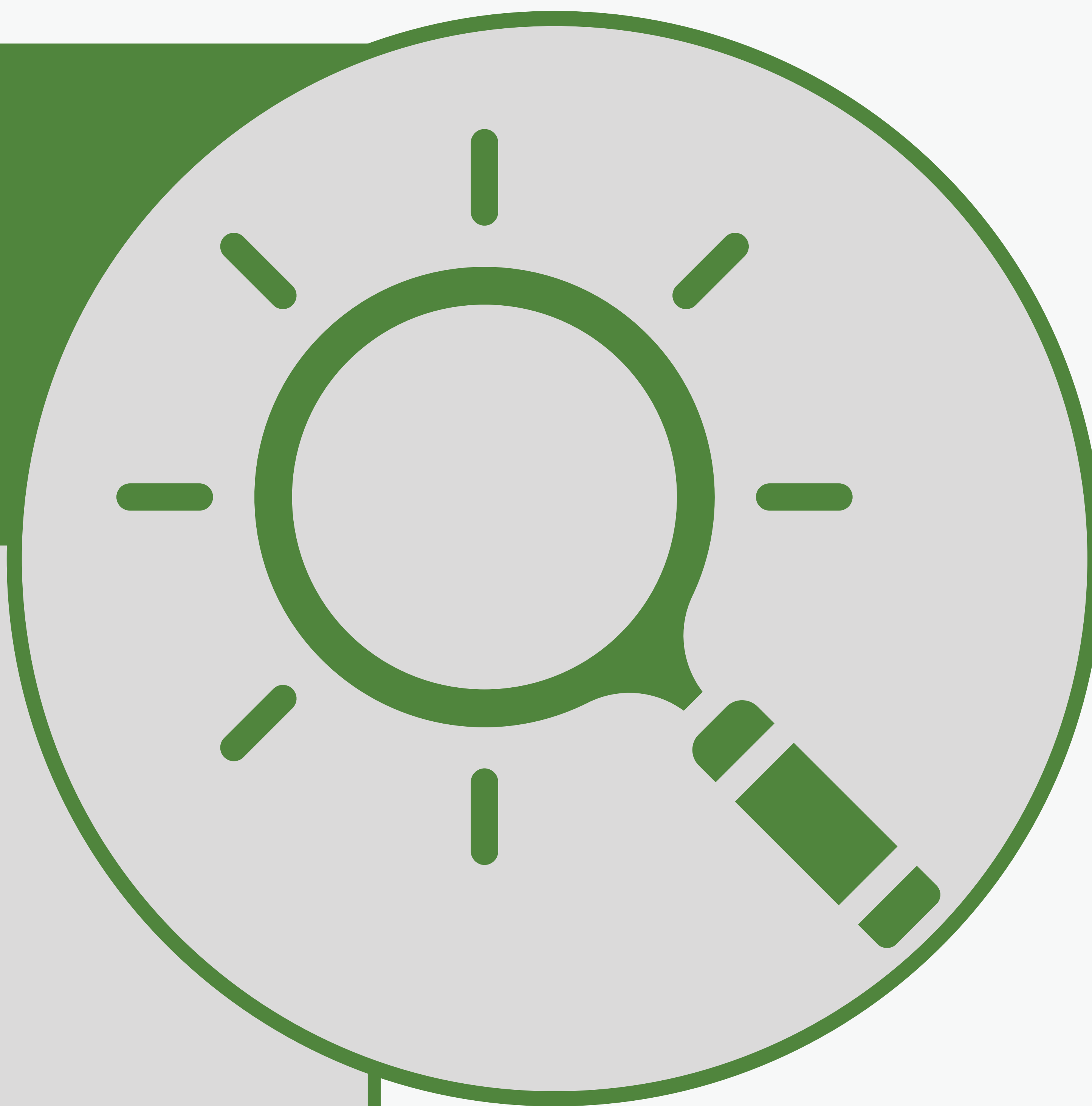
Including the Tooth Cave Spider, the Tooth Cave Ground Beetle, and the Bone Cave Harvestman

Cultural & Historic Resources

An Archaeological Background Study and Historic Resources Project Coordination Request was approved by TxDOT and the Texas Historical Commission (THC) as part of the Environmental Impact Statement (EIS) for the 183A Toll Phases I and II.

The purpose of the cultural resources studies are to:

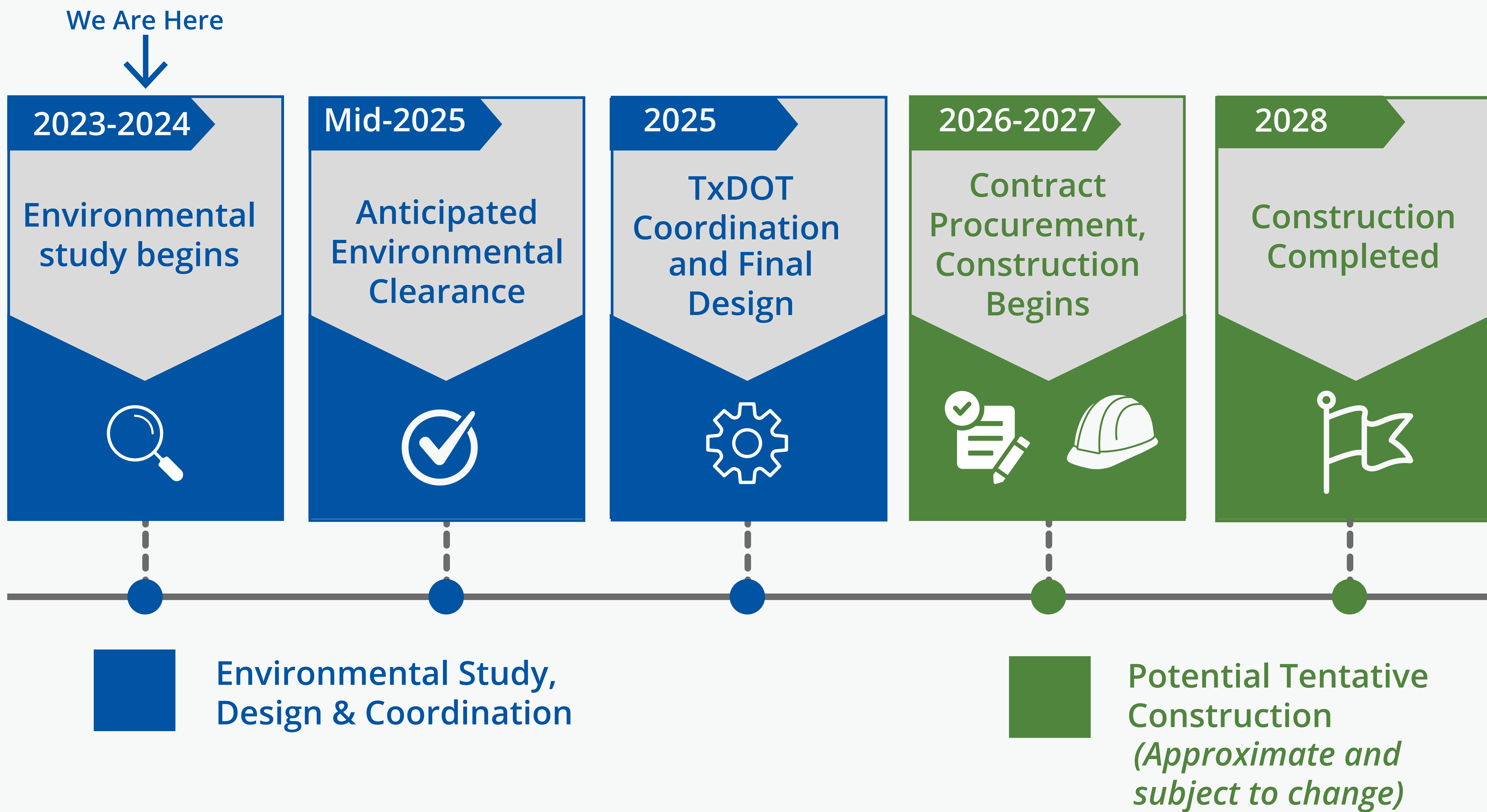
- Identify cultural resources (historic-age buildings, cemeteries, and archaeological sites) within the project's Area of Potential Effect (APE)
- Determine if any cultural resources are Historic Properties (listed in or eligible for listing in the National Register of Historic Places [NRHP])
- Determine the effect of the project on Historic Properties
- Minimize impact to Historic Properties



TxDOT and THC determined that no Historic Properties are located within the APE. Consequently, no further work is necessary, as it is unlikely that the APE contains significant and intact historic resources, cemeteries, or archaeological sites.

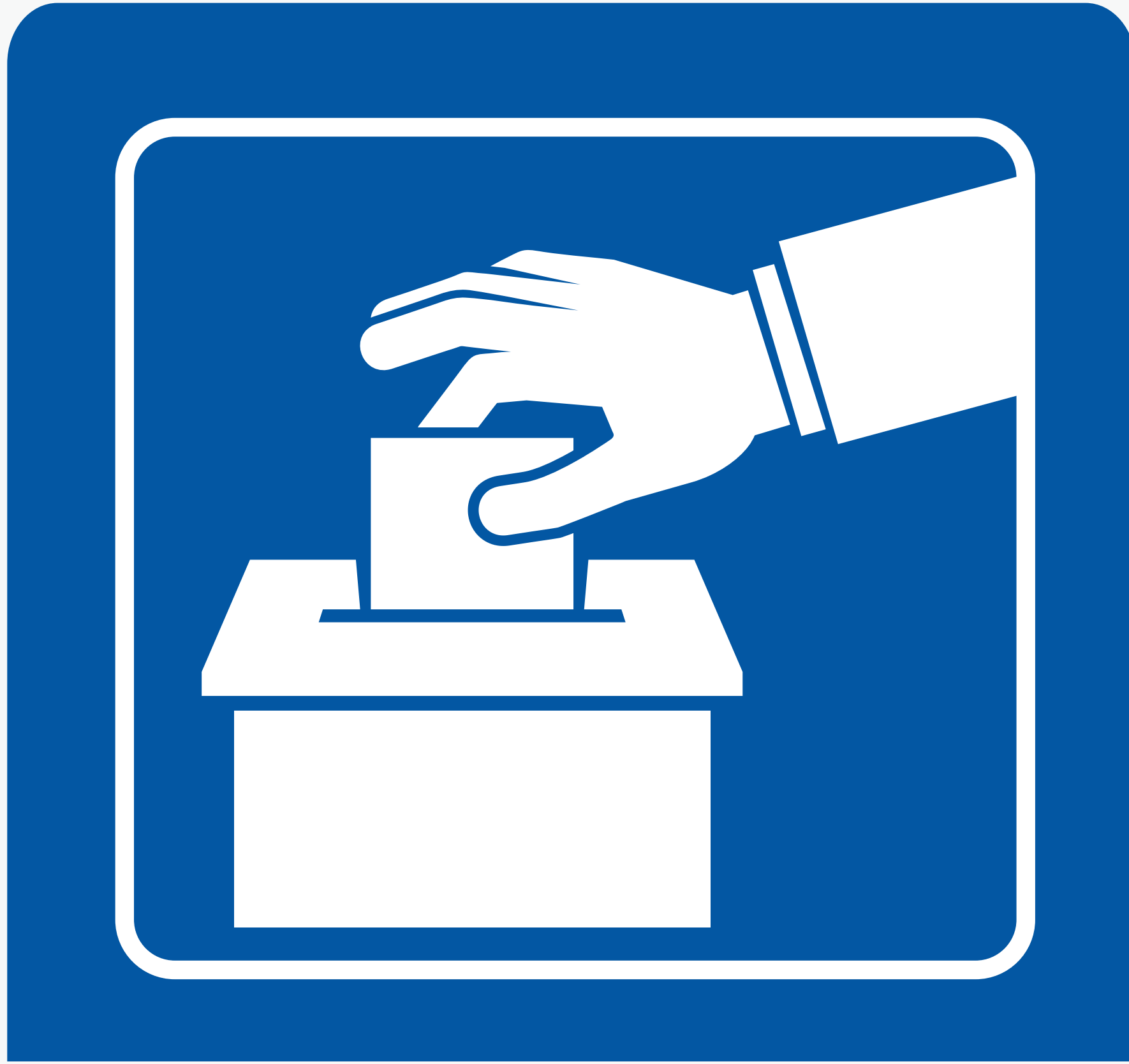
Next Steps

Should use of the 183A Toll continue to increase as anticipated, signifying the need for an additional lane, the proposed timeline for construction would be as follows:



**The project timeline is subject to the completion and findings of the environmental study, project demand, and coordination with ongoing projects in the area (e.g., 183A Frontage Road Project managed by TxDOT).*

Stay Involved



Submit a Comment



Sign Up for Our Newsletter



Follow Us



Contact Us

View the "How to Submit a Comment" board for more information

www.mobilityauthority.com/183a-ac



@CTXMobility



Facebook.com/MobilityAuthority



183aacproject@gmail.com



(512) 996-9778

How to Submit a Comment

To be included in the official record for the Virtual Open House, comments must be received by 11:59 p.m. on September 1, 2024.

You may submit in many ways:



Email:
183aacproject@gmail.com



Online:
www.mobilityauthority.com/183a-ac-comment



Mail:
Central Texas Regional Mobility Authority
c/o 183A Added Capacity Project
3300 N. IH 35, Suite 300
Austin, TX 78705