



Finding of No Significant Impact for a NEPA Assigned Federal Aid Project

Proposed Action: 183 North Mobility Project

Project Limits: From Loop 1 (MoPac) to State Highway (SH) 45/Ranch-to-Market Road (RM) 620

City: Austin

County: Travis and
Williamson

State: Texas

TxDOT CSJ(s): 0151-05-100 and 3136-01-185

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that the 183 North Mobility Project will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment (EA) dated April 2016, and the entire project record. This decision documents the selection of the Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

The construction of two variable-priced (tolled) express lanes in each direction. The express lanes will 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, will 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 proposed express lanes will be constructed in the center median of US 183. Each express lane will be 11-foot-wide. A four-foot-wide buffer will separate the express lanes from the general purpose lanes. A concrete median barrier and four-foot-wide inside shoulders will separate express lane directions of travel.

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

The Build Alternative includes 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 will be 11-foot-wide. In general, ten-foot-wide outside shoulders will be adjacent to the general purpose lanes.

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

A shared use (bicycle/pedestrian) path will be constructed from Jollyville Road to Pond Springs Road, crossing under US 183 at McNeil Drive/Spicewood Springs Road. This shared use path will connect the existing bike lanes on Jollyville Road to the existing bike lanes on Pond Springs Road. Another shared



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use path will be constructed along the northbound frontage road from Pond Springs Road to Lake Creek Parkway. This path will connect the existing bike lanes on Pond Springs Road to the existing bike lanes on Lake Creek Parkway. Gaps in existing sidewalks along the frontage roads will 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 will be restriped to include bike lanes under US 183.

To achieve desired water quality treatment goals, existing water quality ponds will be expanded and/or new water quality ponds will be constructed.

With the exception of approximately eight acres (maximum) of additional right-of-way necessary to accommodate construction of new or expansion of existing water quality ponds, the Build Alternative will be contained within existing State-owned right-of-way. No new permanent easements are required.

A Notice of Availability of the draft EA was issued on October 12, 2015.

A public hearing for this project was held on November 12, 2015.

As a result of comments received on the draft EA during the posted comment period and from comments made at the public hearing, the addition of a shared use path in the vicinity of Barrington Way was included in the project design.

A Public Hearing Summary and Analysis report and certification that the required hearing was held has been prepared and is available for review on request.

The final EA, the Public Hearing Summary and Analysis report, and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the 183 North Mobility Project from Loop 1 (MoPac) in Travis County to SH 45/RM 620 in Williamson County, Texas.

TxDOT will ensure adherence and completion of all project commitments described in the final EA dated April 2016, Section 10.0. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

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 the Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

TxDOT Environmental Affairs Division Director

4/26/16

Date