

I.	Project Information		
Project	Name: 18	3 North Mobility Project	
Project	Limits Fro	m: Loop 1 (MoPac)	
Project	Limits To:	State Highway (SH) 45/Ranch-to-Market (RM) 620	
Main C	SJ of previ	iously cleared project: 0151-05-100	
Associa	ate CSJ(s)	of previously cleared project: 3136-01-185	
		eing done for work that will be done under a new CSJ that will need to be added to the d main CSJ?	
	□ Y	'es	
	⊠ N	lo	
If so, in	dicate the	new CSJ(s): Click or tap here to enter text.	
District:	Austin		
County((ies): Trav	is/Williamson	
Original	l Approved	d Environmental Classification (if "CE," also include the type and criterion): EA	
Original	l Environm	nental Clearance Date: April 26, 2016	
<if p<="" td="" the=""><td>oroject is a</td><td>assigned to TxDOT by FHWA, retain the following sentence; if not, delete it></td></if>	oroject is a	assigned to TxDOT by FHWA, retain the following sentence; if not, delete it>	
laws for	this proje	al review, consultation, and other actions required by applicable Federal environmental ct are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Understanding dated December 9, 2019, and executed by FHWA and TxDOT.	
II.	Reevalua	ation Number	
Reevalı	uation num	nber: 1	
III.	Reason f	or Reevaluation	
If there	is more th	an one reason for the reevaluation, just check the box for the primary reason.	
	\boxtimes D	Design change	
	□ P	assage of time	



	Change in affected environment
П	Omission/new information

Summary of reason for reevaluation: The current reevaluation is to address design changes to the preferred alternative described in the EA. The changes includes the inclusion of a proposed direct connector from the southbound US 183 express lanes that will provide direct access to the existing MoPac frontage roads in the form of a distributor lane that extends just south of Far West Boulevard. The addition of the direct connector and associated distributor lane necessitates moving a previously installed noise wall. The proposed design changes do not necessitate the acquisition of additional ROW.

For a design change on a project with multiple CSJs for different sections of the project, indicate which CSJs are affected by the above-described design change: **N/A**

Indicate any changes in right-of-way or easements required: None

Indicate any changes in the project limits: None

Identify any new potential relocations: None

IV. Public Involvement

Describe any public involvement conducted for this reevaluation, including a brief summary of the outcome: No public involvement conducted since the design changes do not 1) add capacity or involve the construction of a highway at a new location; and 2) significantly change conditions relating to land use, traffic volumes, and traffic patterns since the project was originally subject to public review and comment.

V. Coordination

Describe any coordination conducted for this reevaluation, including a brief summary of the outcome: N/A

VI. Review of Resource Areas

For each of the resource areas listed below, indicate whether the reason for the reevaluation invalidates the original environmental decision by checking one of the two boxes provided, and explain how that determination was made, with references to any supporting materials.

- For CEs, the CE determination is invalidated only if the project no longer meets the CE criteria at 23 CFR 771.117(a) and (b), or no longer meets the specific (c)-list or (d)-list criteria used.
- For EAs, the FONSI is invalidated only if the project will now have significant environmental impacts requiring an EIS.



For EISs, the FEIS/ROD is invalidated only if there are now new or different significant
environmental impacts not evaluated in the original EIS such that a supplemental EIS is now
required.

Also, for each of the resource areas listed below, indicate whether the reason for the reevaluation affects a previously issued permit or other environmental commitment, or triggers the need for any action under any other environmental law or regulation, and provide an explanation for that determination. If any new Activities were created in connection with the reason for the reevaluation, explain the status of any such Activity(ies).

/ totivity	(100).	
<u>Air</u>		
	\boxtimes	Original environmental decision valid
		Original environmental decision <u>no longer</u> valid
		Explanation: Click or tap here to enter text.
		eason for the reevaluation affects a previously issued permit or other environmental triggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation: Click or tap here to enter text.
<u>Archeo</u>	logical S	ites and Cemeteries
	\boxtimes	Original environmental decision valid
		Original environmental decision no longer valid
		Explanation: Click or tap here to enter text.
		eason for the reevaluation affects a previously issued permit or other environmental triggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation:
<u>Biology</u>	<u>/</u>	
	\boxtimes	Original environmental decision valid
		Original environmental decision <u>no longer</u> valid
		Explanation: The design change does not meet the TPWD Memorandum requirements for additional coordination since the project does not: 1) relate to an issue on which

TPWD previously commented; or 2) is a substantial change to the project from the previous coordination. This determination is based on no additional ROW needed for the project and no change to vegetation impacts that would require re-coordination with TPWD. The area with the new direct connector and distributor lane is located between the MoPac frontage road and MoPac main lanes, which continues to be a mix of Urban High and Low intensity areas reflected in the original Biological Evaluation Form.

Indicate if the reason for the reevaluation affects a previously issued permit, voluntary conservation

	other environmental commitment; or triggers the need for any action under any other law or regulation:				
	Yes				
\boxtimes	No				
	Explanation: Click or tap here to enter text.				
	ncern about the need to re-initiate coordination with TPWD, contact the ENV SME assigned we district to discuss.				
Community Im	<u>pacts</u>				
\boxtimes	Original environmental decision valid				
	Original environmental decision <u>no longer</u> valid				
	Explanation: The proposed design changes would require no displacements and would have no changes to community cohesion, neighborhood stability, existing access to specific services, or recreation patterns at public facilities as previously documented in the EA. A noise analysis did not identify any additional impacted receptors. Additionally, the design change would not alter existing travel patterns since there would be no changes to the existing Mopac frontage road or major alteration to Mopac southbound access.				
	reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:				
	Yes				
\boxtimes	No				
	Explanation: Click or tap here to enter text.				
Chapter 26					
\boxtimes	Original environmental decision valid				
	Original environmental decision no longer valid				

Explanation: Click or tap here to enter text.



	reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: Click or tap here to enter text.
Cumulative Im	<u>pacts</u>
\boxtimes	Original environmental decision valid
	Original environmental decision <u>no longer</u> valid
	Explanation:
	reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: <enter explanation=""></enter>
Induced Growt	<u>h</u>
\boxtimes	Original environmental decision valid
	Original environmental decision <u>no longer</u> valid
	Explanation: <enter explanation=""></enter>
	reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: <enter explanation=""></enter>
Hazardous Ma	aterials aterials
	Original environmental decision valid
	Original environmental decision <u>no longer</u> valid
	Explanation: . The proposed design changes do not require any additional ROW. Additionally, none of the sites identified to have the potential to impact the project in the original ISA are located near the location of the new direct connector and distributor lane



Because the date of the original ISA, an updated radius report was reviewed for any new listings not identified in the original report. See the 183 North Hazardous Materials Database Search Update Memo and Radius Report for details on newly identified sites. See Appendix C for Hazardous Materials memo and updated database report.

	reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: <enter explanation=""></enter>
Historic Reso	<u>burces</u>
	Original environmental decision valid
	Original environmental decision <u>no longer</u> valid
	Explanation: Historic-age properties were evaluated in the original EA from 1974 and older. All historic-age properties over 45 years old have been evaluated in the original EA.
	reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: <enter explanation=""></enter>
Noise	
\boxtimes	Original environmental decision valid
	Original environmental decision <u>no longer</u> valid
	Explanation: See the results of a noise analysis regarding potential impacts for the construction of the new direct connector and distributor lane (Appendix B - Noise Reevaluation Memo). Summary of results is no new impacts. The reevaluation was conducted in July 2019 and followed the 2011 Noise Guidelines. The construction of the road would require the removal of an existing noise wall (constructed for a previous project). The analysis determined that a combination of two 18-feet tall noise barriers at an updated location is reasonable and feasible. Noise analysis contains Noise Wall Comparison Map which shows locations of the existing and the proposed noise wall. The Noise analysis memo is available under the Perform Noise Analysis Activity. No new noise workshop is recommended since the wall will be replaced and there is no change

to the barrier's status (reasonableness and/or feasibleness).



		eason for the reevaluation affects a previously issued permit or other environmental riggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation: <enter explanation=""></enter>
Sectio	n 4(f)	
	\boxtimes	Original environmental decision valid
		Original environmental decision <u>no longer</u> valid
		Explanation: <enter explanation=""></enter>
		eason for the reevaluation affects a previously issued permit or other environmental triggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation: <enter explanation=""></enter>
Water		
	\boxtimes	Original environmental decision valid
		Original environmental decision <u>no longer</u> valid
		Explanation: <enter explanation=""></enter>
		eason for the reevaluation affects a previously issued permit or other environmental triggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation: <enter explanation=""></enter>
Other		
	\boxtimes	Original environmental decision valid
		Original environmental decision <u>no longer</u> valid
		Explanation: Visual Resources/Aesthetics: The height and visual effect of the new direct connector would not be a new visual intrusion since there are existing direct connectors at the same general location and the proposed replacement noise barrier will not

introduce an adverse affect. Overall, the conclusions in the EA that the proposed project would have a neutral effect on the visual resources within the project corridor is still valid. Additionally, the replacement barrier is not as tall as the existing wall because of the higher elevation of the direct-connect roadway edge-of-shoulder.

Indicate if the reason for the reevaluation affects a previously issued permit or other environmenta
commitment, or triggers the need for any action under any other environmental law or regulation:

☐ Yes

No

Explanation: <enter explanation>

VII. Reevaluation Conclusion

Check one of the boxes below to indicate the overall conclusion of this reevaluation.

☐ Original environmental decision <u>no longer</u> valid

VIII. Preparer

Name: Lindsey Kimmitt

Title: Environmental Specialist

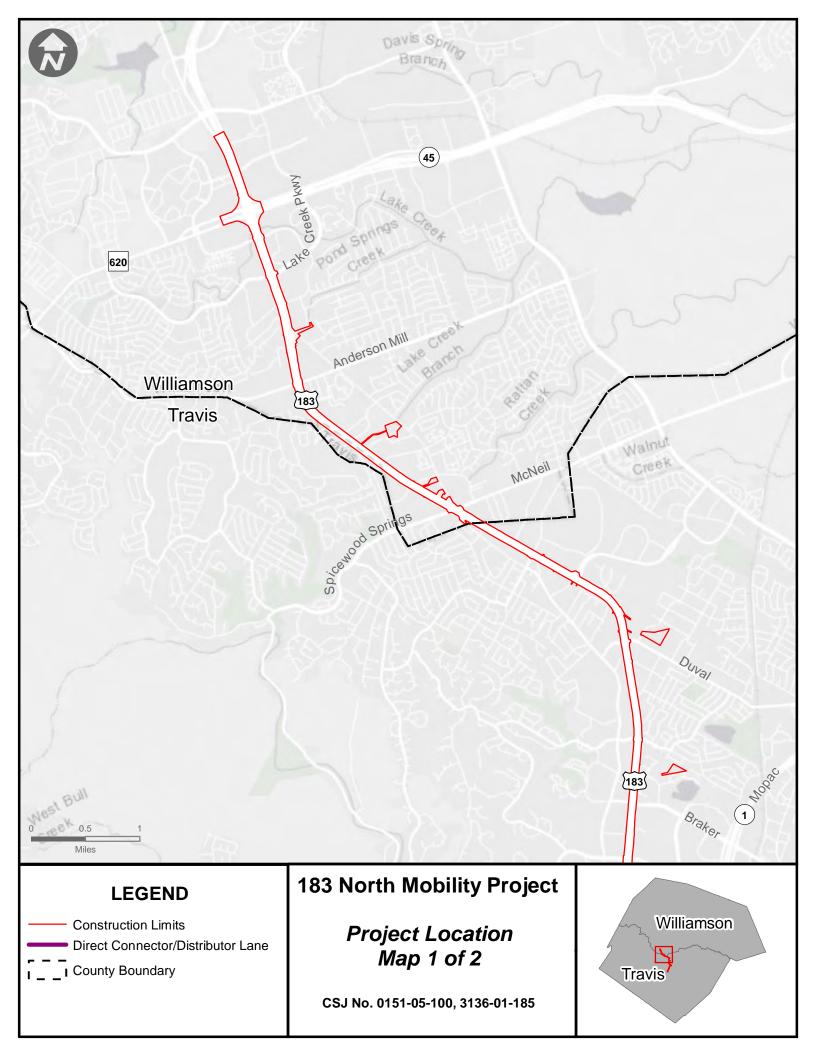
Date: February 4, 2020

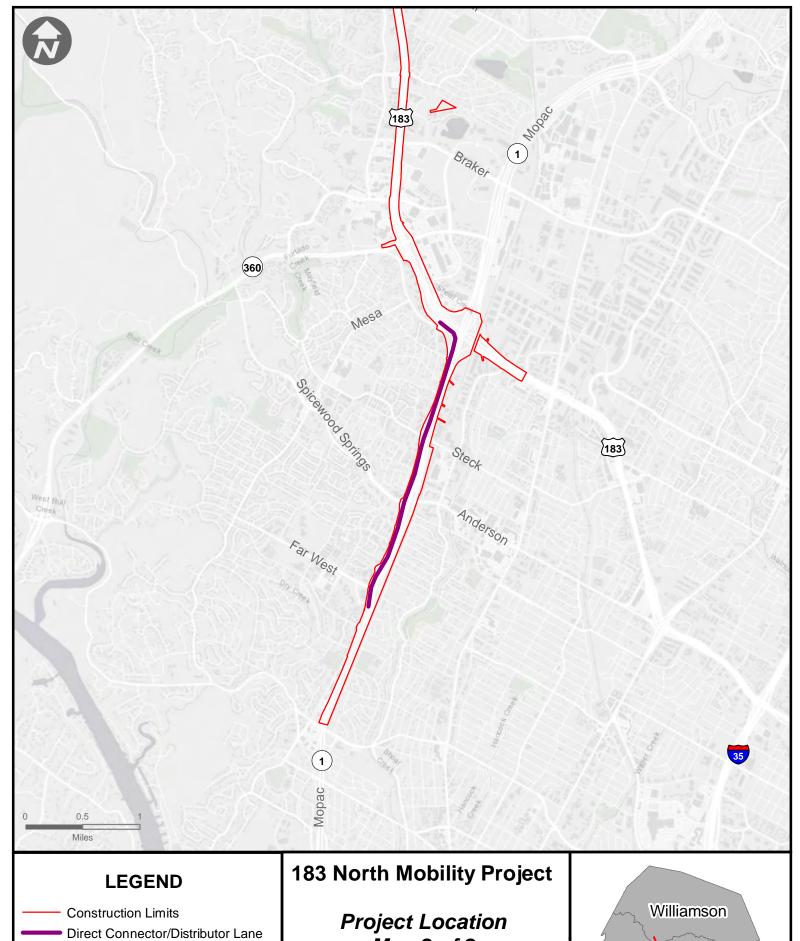
Assignment Details ★ R	eview		Back To List Print this Page
Review Reevaluation —			
Reviewed By:	Lindsey V Kimmitt -	CSJ:	015105100
Document Name:	US 183 North Reeval - 2-4-20	Highway:	US 183
Upload Date:	02/06/2020	District:	AUSTIN
Review Result:	Approved	County:	WILLIAMSON
Comments:			
			^
			~
ast Updated By: Lindsey	V Kimmitt Last Updated Date: 02/06/2020 10:37:06		

Appendix A

Figures

- 1) Project Location maps
- 2) Direct Connector/Distributor Lane Schematic



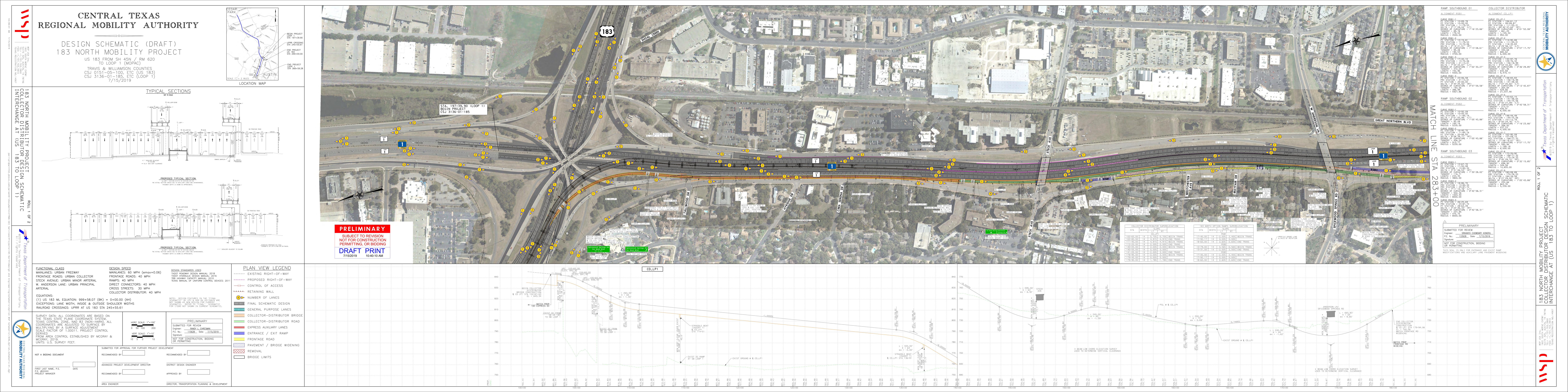


_ County Boundary

Project Location Map 2 of 2

CSJ No. 0151-05-100, 3136-01-185







Appendix B

183 North Mobility Project Noise

Reevaluation Memo



MEMO

TO: Central Texas Regional Mobility Authority and Texas Department of

Transportation

FROM: Michael Lieu, Senior Environmental Planner

SUBJECT: 183 North Mobility Project Traffic Noise Abatement Re-Evaluation

DATE: July 11, 2019

The Central Texas Regional Mobility Authority (CTRMA), in conjunction with the Texas Department of Transportation (TxDOT), proposed 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 project included 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. The current reevaluation is to address design changes to the preferred alternative described in the EA. The changes include the inclusion of a proposed direct connector from the southbound US 183 express lanes that provides direct access to the existing MoPac frontage roads in the form of a distributor lane that extends just south of Far West Boulevard. The proposed design generally includes one 14-foot wide lane with 6-foot and 4-foot shoulders. The addition of direct connector and associated distributor lane necessitates moving a previously installed noise wall.

The proposed design change that calls for the addition of a proposed direct connector and a distributor lane resulted in a horizontal and vertical shift from the design evaluated in the EA. This reevaluation will access the noise generated from the addition of the direct connector and distributor lane, and to study a replacement for the removal an existing noise wall.

Noise Impact Assessment

Based on TXDOT policy, an assessment of the proposed changes is required to determine whether the proposed changes would affect/change previous noise findings.



The previous noise study and the noise re-evaluation findings are as follows:

Representative Receiver	Location	NAC Category	NAC Level [#]	Existing (2015) #	Predicted (2035)#	Re- Evaluation (2035)#	Noise Impact
R16	Multi-Family Residence on Research Blvd/MoPac Service Rd	В	67	68	70	72	Υ
R17	Multi-Family Residence on MoPac Service Road (Wood Harbour Apts)	В	67	65	71	72	Υ
R18	Multi-Family Residence on MoPac Service Road (Terracina Apts)	В	67	59	62	61*	N
R19	Residence on Northforest	В	67	63	63	64*	N
R20	Residence on Northforest	В	67	64	63	64*	N

^{*}Noise levels Leq, dB(A)

Noise impacts at Receiver 16

Receiver R16 represents a balcony of a multi-family residences on Research Blvd/MoPac Service Road. The previous study (183 North Mobility Project Noise Technical Report, July 2015) predicted a 2035 noise level of 70 dB(A). With the addition of the direct connector ramp, the predicted noise level is 72 dB(A). Seven modeling sites were conducted at each level of the 3-story building. It was determined that a noise barrier would not meet the minimum feasible noise reduction of 5 dB(A) at more than 50% of the first-row receiver and reduce noise level by 7 dB(A) at more than one receiver. Based upon the modeling analysis of a 20-foot barrier, the maximum noise reduction that could be provided ranged from 1 to 7 dB(A). As in the previous study, this wall is not proposed (See Figure 1).

Noise impacts at Receiver 17

Receiver R17 represents five equivalent receptors in a courtyard seating area in the center of a multi-family residential community. The previous study predicted a 2035 noise level of 71 dB(A). With the addition of the direct connector ramp, the predicted noise level is 72 dB(A). A 25-foot building is between US 183 and the receiver. Noise abatement was considered for this area, however, a noise barrier would not be sufficient to achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A). Based upon the modeling analysis of a 20-

^{*}Noise levels with replacement noise wall



foot barrier, the maximum noise reduction that could be provided is two dB(A). As in the previous study, this wall is not proposed (See Figure 1).

Removal/Replacement of Existing Noise Wall

The addition of direct connector and associated distributor lane necessitates moving a previously installed noise wall along the southbound MoPac Expressway between Steck Avenue and Anderson Lane/Spicewood Spring Road. With the existing 1,582-feet long continuous noise barrier, which varies from 18 to 20-feet in height (785-feet long, 18-feet tall segment and 797-feet long, 20-feet tall segment), the previous 2035 modeled noise level was predicted to be 62 to 63 dB(A) at receivers R18, R19 and R20.

For the re-evaluation, a single continuous replacement noise barrier was not able to be built due to the configuration of the direct-connect roadway and the on-ramp. A combination of two noise barriers with a total length of 1,752-feet (1,146-feet long Barrier A and 606-feet long Barrier B) was evaluated along the edge of shoulder of the direct connector road and the on-ramp to the direct connector. The combination of two 18-feet tall noise barriers was found to meet the minimum feasible noise reduction of 5 dB(A) at more than 50% of the first-row receiver and reduce noise level by 7 dB(A) at more than one receiver. The re-evaluated wall is not as tall as the existing wall due to the higher elevation of the direct-connect roadway edge-of-shoulder. The predicted modeling noise level, with the updated wall location in place, was predicted to be 61 to 64 dB(A). The 1 dB(A) increase at receiver R19 and R20 and 1 dB(A) decrease at receiver R18 was primarily due to the addition of the direct-connect roadway and the configuration of the new on-ramp from MoPac Service Road (See Figure 2).

Summary

Overall, the reevaluation for the inclusion of a proposed the direct connector and distributor lane would not change the noise impacts reflected in the original EA. A noise barrier would continue to not be acoustically feasible for R16 and R17 since it would not meet the minimum feasible noise reduction of 5 dB(A) at more than 50% of the first-row receiver and reduce noise level by 7 dB(A) at more than one receiver. In regards to the removal/replacement of the existing noise barrier, the reevaluation determined that a combination of two noise barriers with a total length of 1,752-feet (1,146-feet long Barrier A and 606-feet long Barrier B) along the edge of the shoulder of the distributor lane and the on-ramp to the distributor lane would meet the minimum feasible noise reduction of 5 dB(A) at more than 50% of the first-row receiver and reduce noise level by 7 dB(A) at more than one receiver. Therefore, the proposed replacement noise barrier is considered reasonable and will be incorporated into the project.



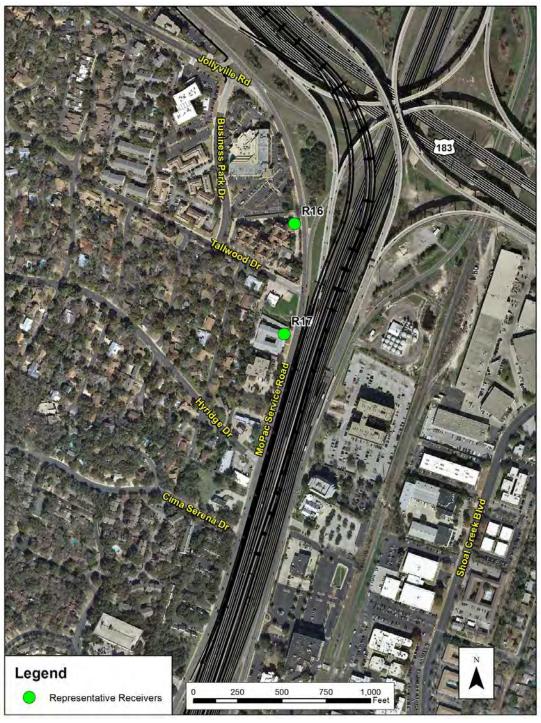


Figure 1



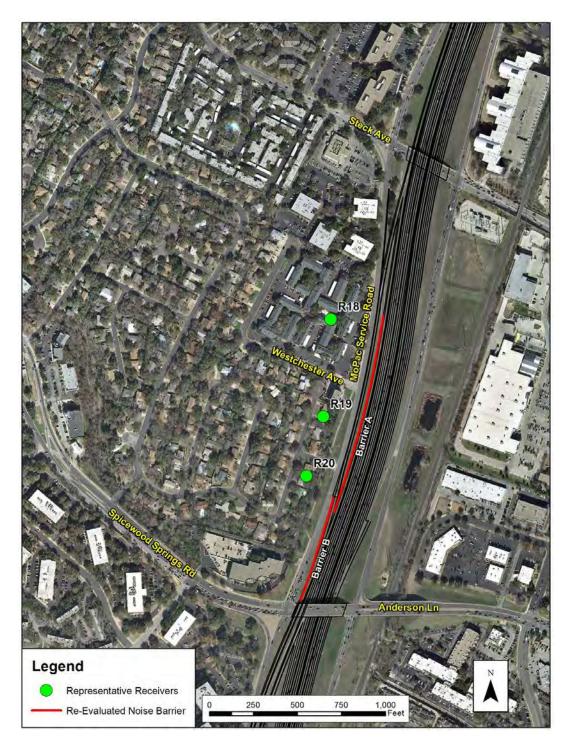
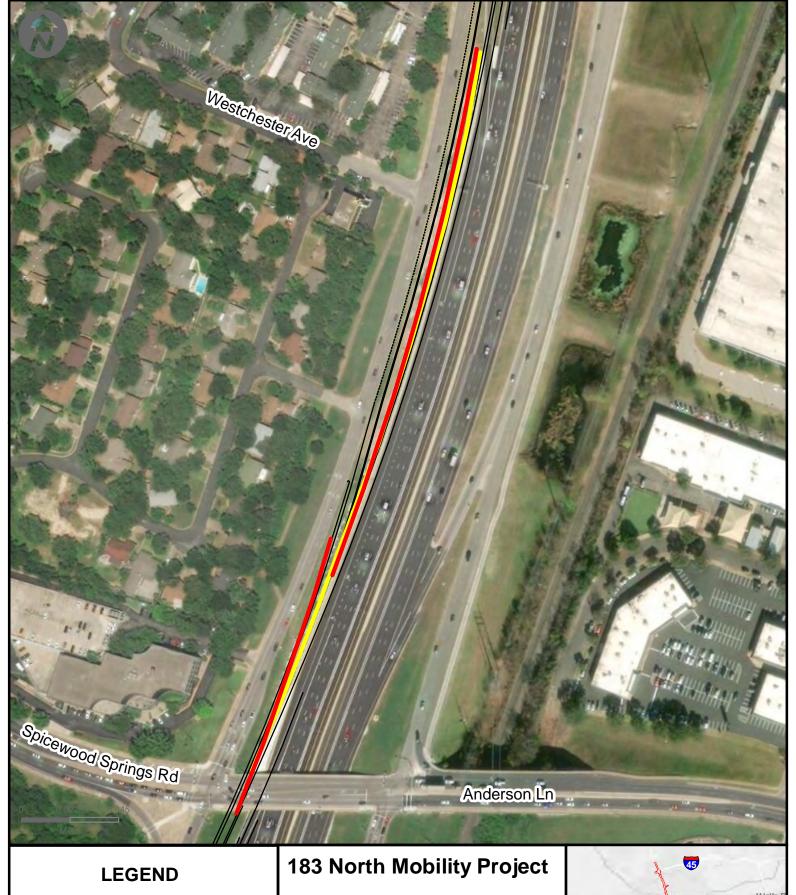


Figure 2



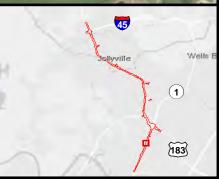
Re-evaluated Noise Wall

Original Noise Wall

Distributor Lane

Noise Wall Comparison Map

CSJ No. 0151-05-100, 3136-01-185



Appendix C

183 North Mobility Project

Hazardous Materials Memo



MEMO

TO: 183 North Reevaluation File

FROM: James D. Hamilton, AICP, Lead Environmental Planner

SUBJECT: 183 North Hazardous Materials Database Search Update

DATE: November 22, 2019

A regulatory database search report was conducted by GeoSearch on November 13, 2019, to provide information updating that which was obtained in support of the Initial Site Assessment for 183 North in December 2014. Nine database search reports were conducted originally in support of the ISA, including a project-wide search report in 2013, another search report in 2014 for an extension of the project limits not previously included, and seven search reports with radii based on proposed water quality detention ponds. Database listings from the 2019 report for those databases and prescribed radii required for review in TxDOT's ISA form were compared with listings in the 2013-2014 search reports. Those listings that are new or were otherwise not included in the earlier search reports are listed in the Table 1 and described, explained and evaluated below. All addresses and locations are in Austin, Texas.

TABLE 1. NEW HAZMAT SITES

Map ID	Site Name	Site ID	Distance to project area	Database Acronym	Resolution
2	Closed Convenience Store	110405	ROW	LPST	Resolved
10	7937 N. Mopac Expwy	1156344	UPRR ROW	ERNSTX	Resolved
89	ARA Manufacturing	092166	185 ft.	LPST	Resolved
108	Lake Creek Shell	120679	1,900 ft. (0.35 mile)	LPST	Resolved
121	Capital City Lumber	112715	1,300 ft. (0.25 mile)	LPST	Resolved
143	Allen Park Property	T3224	300 ft.	IHWCA	Resolved
180	JJ Pickle Campus	TXD 000633982	550 ft. (0.1 mile)	RCRA Sites	Resolved
188	Research Park	3002	200 ft.	VCP, IHWCA	Unresolved
206	Economy Firniture Inds.	108296	1,500 ft. (0.3 mile)	LPST, VCP	Resolved
217	Former Maverick Drilling	2715	1,500 ft. (0.3 mile)	VCP	Resolved
231	Camp Mabry	T0929	0.7 mile	IHWCA	Resolved
234	Domain/IBM	T2222, TXD 041470543	0.8 mile	RCRA Sites	Resolved
237	Blue Star Austin Land	T2107	0.9 mile	IHWCA	Resolved



Map ID #2 - Closed convenience store, US 183 & RM 620, ID #110405. Leaking Petroleum Storage Tank (LPST) site. This site had previously been identified as a Petroleum Storage Tank (PST) site but earlier database reports did not indicate its LPST status. Records indicate that the site is currently owned by TxDOT, indicating that it has already been acquired for ROW under a previous project (such as SH 45 or 183A Phase I). Four underground gasoline storage tanks installed on the property in 1990 were removed from the ground in 1995. Corrective action was initiated in 1996 and TCEQ issued concurrence in 2003. Since considerable construction has since proceeded and been completed in the TxDOT ROW, resolution of potential contamination issues will have been documented in previous project files.

Map ID #10 - 7937 North MoPac Expressway, ID #1156344. Emergency Response Notification System (ERNSTX) site. In 2016, a deceased human subject was discovered on Union Pacific railroad ROW. The incident was subsequently addressed by local emergency personnel with no environmental issues pertaining to the planned project.

Map ID #89 - ARA Manufacturing/Star Stop 78/Chevron USA/Tetco Store 72, 13775 Research Boulevard, ID #092166. LPST site. This site had previously been identified as a PST site but earlier database reports did not indicate its LPST status. A leaking tank was reported in 1988 with groundwater impact. Seven underground storage tanks installed from 1971 to 1989, including six gasoline tanks and one used oil tank, were removed from the ground in 2002. Corrective action followed and TCEQ issued concurrence in 2005. No additional information on the presence or absence of contamination on site is available from TCEQ online records. Planned project excavation nearest to this location is in the center of the existing US 183 ROW, approximately 185 feet from the property.

Map ID #108 - Lake Creek Shell, 13201 RM 620 North, ID #120679. LPST site. Two 12,000-gallon underground gasoline storage tanks installed in 1998 remain in use at this site. A fuel release was determined in January 2019 based on groundwater monitoring conducted in 2018. Benzene levels were found to exceed TCEQ PST Plan A Category III Target Concentrations. The lateral extent of the groundwater contamination has not yet been defined to residential health-based values for ingestion. Groundwater monitoring is ongoing and site assessment is incomplete. No project excavation is currently planned within a 0.25-mile radius of this site. Consequently, this site is of little concern to the planned project.

Map ID #121 - Capitol City Lumber, 0.089 mile (470 feet) east-southeast of US 183 and Burnet Road, ID #112715. LPST site. This site was listed as unlocatable in previous database searches. A leaking tank was reported in 1997 with no groundwater impact. One underground gasoline storage tank was removed from the ground in 1997. TCEQ issued final concurrence in 2000. Owing to the site status, its location topographically down-gradient from the planned project, and no project excavation planned within a 0.25-mile site radius, this site is of little concern to the project.

Map ID #143 - Allen Park property, 6413 Westside Drive, ID #T3224. Industrial Hazardous Waste Corrective Action (IHWCA) site. A Phase II Environmental Site Assessment (ESA) in 2013 identified elevated levels of TPH, arsenic and mercury concentrations in soil on site, approximately 300 feet west of the project ROW. Further testing and site investigation were conducted and contaminated soils were excavated, removed, and disposed off site in 2016. The site is of little concern to the planned project.

Map ID #180. J.J. Pickle Research Campus (University of Texas), 10100 Burnet Road, EPA ID #TXD000633982. The site is listed in the RCRA Corrective Action (RCRAC), RCRA Subject to Corrective Action (RCRASUBC) and RCRA Treatment, Storage and Disposal (RCRAT) databases per the 2019 search report. No release of contamination into the environment is indicated by the database records. This site was covered by the Environmental Assessment (EA) based on earlier listings in the IHWCA; VCP; Comprehensive Environmental Response, Compensation and Liability Information System; and Radioactive Waste Site databases as compiled in the 2013-2014 database search report. The site is of little concern to the planned project.



Map ID #188 - Research Park, 6515 and 6521 McNeil Drive; 12451, 12455, 12501, and 12515 Research Boulevard; Voluntary Cleanup Program (VCP) ID #3002, Municipal Solid Waste Landfill Site (MSWLF) Permit # 100525, IHWCA ID #84400. Research Park Plaza, an approximately 250-acre office park on the northeast side of US 183 between Riata Trace Parkway and Technology Boulevard, with access to/from McNeil Drive to the north, had new listings and updates to previous listings in the 2019 database search report within prescribed search radii:

- Research Park, VCP ID #3002. Application to the VCP was approved in June 2019 to
 address elevated concentrations of metals above residential assessment levels (RALs) in
 soil and for elevated concentrations of metals, chlorinated solvents, and TPH above
 RALs in groundwater. Additional information from TCEQ on the extent of contamination
 is not yet available online.
- Austin Facility, MSWLF Permit # 100525. The Municipal Solid Waste Landfill database
 listing for this property, owned by Apple Inc., indicates an enclosed structure over a
 closed landfill. A notice of intent to operate a recycling facility at that location was filed
 with TCEQ in May 2019. No record of problems or issues with the closed landfill were
 identified. The site is of little concern to the planned project.
- Austin Facility, IHWCA ID #84400. IHWCA site. Recent activity reported in 2019
 included continuing routine closures of temporary hazardous waste management units on
 site after waste had been transported off site. The site is of little concern to the planned
 project.

Map ID #206 - Economy Furniture Industries/Public Transportation Garage, 9315 McNeil Road, LPST ID #108296, VCP ID #1653. This site is listed as both LPST and a Voluntary Cleanup Program (VCP) site, located at approximately 0.24 mile from the planned project. Absence of the site listing in previous database search reports may be due to marginal differences in the mapped project limits: This property is currently the Capital Metropolitan Transportation Authority North Operations and Maintenance Facility.

- Correspondence with TCEQ began in 1994 regarding a potential LPST. No groundwater impact was indicated and the case was closed in 2004. Three underground storage tanks were removed from the ground in 1994, including one gasoline tank installed in 1964, and two diesel tanks—one installed in 1974 and another installed in 1976. New tanks were installed by Capital Metro in 2004. The site is topographically down-gradient from the project. No project excavation is planned within 0.25 mile of the site. This site is of little concern to the planned project.
- Database records report that the site was included in the VCP in 2003. Chemicals of
 concern included metals, total petroleum hydrocarbons (TPH), volatile and semivolatile
 organic compounds, and chlorinated solvents. TCEQ issued a certificate of completion in
 2010. The site is topographically down-gradient from the project. No project excavation
 is planned within 0.25 mile of the site. This site is of little concern to the planned project.

Map ID #217 - Former Maverick Drilling, 12228 Roxie Drive, ID #2715. VCP site. A Phase I ESA in 2014 found metals and TPH present in soil on site above Texas Risk Reduction Program Tier 1 residential PCLs. Monitoring well samples later found groundwater contamination. In 2015, TCEQ issued a Certificate of Completion for remediation of contaminants under the VCP. The property is approximately 0.3 mile and hydrogeologically down-gradient from the planned project. This site is of little concern to the project.

Map ID #231 - Camp Mabry, 2210 West 35th Street, ID #T0929. IHWCA site. The corrective action at this site pertains to a Military Munitions Response Program site inspection and work plan developed by the US Army Corps of Engineers for the site. Since the property is approximately 0.7 mile and topographically down-gradient from the planned project, the site is of little concern to the project.

Map ID #234 - The Domain, southeast corner of Domain Drive at Esperanza Crossing, ID #T2222. IHWCA site. This 6.9-acre property overlaps with the larger IBM RCRAC-listed



property described below. A Phase I ESA in 2006 indicated the possible presence of contaminants on site. A Limited Subsurface Investigation in 2007 concluded that the low level of constituents of concern on site would require no further action and TCEQ concurred in 2008. Owing to the status of the site, its distance of approximately 0.8 mile from the project, and being topographically down-gradient from the project, the site is of little concern to the planned project.

Map ID #234 - IBM, 11400 Burnet Road, EPA ID #TXD041470543. This site, redeveloped as part of The Domain mixed-use development, is listed in the RCRAC and RCRASUBC databases per the 2019 search report. Human exposure and release to groundwater of contaminants were determined to be controlled as of 2009. The site was listed previously as an IHWCA site and covered by the EA as such. Since the status of the site is that releases have been controlled and owing to the property being approximately 0.8 mile and topographically down-gradient from the planned project, this site is of little concern to the project. This site overlaps with The Domain site listed above.

Map ID #237 - Blue Star Austin land (now occupied office building), west side of Diehl Trail (12708 Riata Vista Circle), ID #T2107. IHWCA site. A Phase II ESA of this formerly undeveloped property, approximately 0.9 mile from the planned project, indicated elevated levels of lead in fill materials used on site. TCEQ found that residential protective concentration levels (PCLs) were achieved in 2006. The site is of little concern to the project.

James D. Hamilton, AICP Lead Environmental Planner, WSP USA



MEMO February 7, 2020

To: Oscar Solis, P.E.

Senior Project Manager

Central Texas Regional Mobility Authority

From: Jon Geiselbrecht

Environmental Program Manager

Austin District

Subject: 183 North - NEPA Re-evaluation #1

CSJ: 0151-05-100, 3136-01-185 From Loop 1 (Mopac) to SH 45/RM 620

Travis and Williamson Counties

On February 6, 2020, the Environmental Affairs Division (ENV) approved NEPA re-evaluation #1 submitted by the Central Texas Regional Mobility Authority (Mobility Authority). Attached is a copy of the approved re-evaluation.

Receipt of this correspondence completes the environmental phase of project development. Please note that all environmental permits, issues, and commitments from the original project clearance remain in effect.

If you have any questions, please contact me at 512-832-7218.

cc (electronically): April Sandoval, P.E.

Shirley Nichols



I.	Project Information				
Project	oject Name: 183 North Mobility Project				
Project	Limits From:	Loop 1 (MoPac)			
Project	Limits To: St a	ate Highway (SH) 45/Ranch-to-Market (RM) 620			
Main C	SJ of previous	sly cleared project: 0151-05-100			
Associa	te CSJ(s) of	previously cleared project: 3136-01-185			
	lluation being sly cleared m	done for work that will be done under a new CSJ that will need to be added to the ain CSJ?			
	□ Yes				
	⊠ No				
If so, inc	dicate the nev	w CSJ(s): Click or tap here to enter text.			
District:	Austin				
County((ies): Travis/\	Williamson			
Original	Approved Er	nvironmental Classification (if "CE," also include the type and criterion): EA			
Original	Environment	tal Clearance Date: April 26, 2016			
<if p<="" td="" the=""><td>oroject is assi</td><td>gned to TxDOT by FHWA, retain the following sentence; if not, delete it></td></if>	oroject is assi	gned to TxDOT by FHWA, retain the following sentence; if not, delete it>			
laws for	this project a	eview, consultation, and other actions required by applicable Federal environmental are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a derstanding dated December 9, 2019, and executed by FHWA and TxDOT.			
II.	Reevaluatio	n Number			
Reevalu	uation numbe	r: 1			
III.	Reason for	Reevaluation			
If there	is more than	one reason for the reevaluation, just check the box for the primary reason.			
	⊠ Desi	gn change			
	□ Pass	sage of time			



	Change in affected environment
П	Omission/new information

Summary of reason for reevaluation: The current reevaluation is to address design changes to the preferred alternative described in the EA. The changes includes the inclusion of a proposed direct connector from the southbound US 183 express lanes that will provide direct access to the existing MoPac frontage roads in the form of a distributor lane that extends just south of Far West Boulevard. The addition of the direct connector and associated distributor lane necessitates moving a previously installed noise wall. The proposed design changes do not necessitate the acquisition of additional ROW.

For a design change on a project with multiple CSJs for different sections of the project, indicate which CSJs are affected by the above-described design change: **N/A**

Indicate any changes in right-of-way or easements required: None

Indicate any changes in the project limits: None

Identify any new potential relocations: None

IV. Public Involvement

Describe any public involvement conducted for this reevaluation, including a brief summary of the outcome: No public involvement conducted since the design changes do not 1) add capacity or involve the construction of a highway at a new location; and 2) significantly change conditions relating to land use, traffic volumes, and traffic patterns since the project was originally subject to public review and comment.

V. Coordination

Describe any coordination conducted for this reevaluation, including a brief summary of the outcome: N/A

VI. Review of Resource Areas

For each of the resource areas listed below, indicate whether the reason for the reevaluation invalidates the original environmental decision by checking one of the two boxes provided, and explain how that determination was made, with references to any supporting materials.

- For CEs, the CE determination is invalidated only if the project no longer meets the CE criteria at 23 CFR 771.117(a) and (b), or no longer meets the specific (c)-list or (d)-list criteria used.
- For EAs, the FONSI is invalidated only if the project will now have significant environmental impacts requiring an EIS.



For EISs, the FEIS/ROD is invalidated only if there are now new or different significant
environmental impacts not evaluated in the original EIS such that a supplemental EIS is now
required.

Also, for each of the resource areas listed below, indicate whether the reason for the reevaluation affects a previously issued permit or other environmental commitment, or triggers the need for any action under any other environmental law or regulation, and provide an explanation for that determination. If any new Activities were created in connection with the reason for the reevaluation, explain the status of any such Activity(ies).

ACTIVITY	y(ies).	
<u>Air</u>		
	\boxtimes	Original environmental decision valid
		Original environmental decision no longer valid
		Explanation: Click or tap here to enter text.
		eason for the reevaluation affects a previously issued permit or other environmental triggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation: Click or tap here to enter text.
Arched	ological S	sites and Cemeteries
	\boxtimes	Original environmental decision valid
		Original environmental decision no longer valid
		Explanation: Click or tap here to enter text.
		eason for the reevaluation affects a previously issued permit or other environmental triggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation:
<u>Biolog</u>	У	
	\boxtimes	Original environmental decision valid
		Original environmental decision no longer valid
		Explanation: The design change does not meet the TPWD Memorandum requirements for additional coordination since the project does not: 1) relate to an issue on which

TPWD previously commented; or 2) is a substantial change to the project from the previous coordination. This determination is based on no additional ROW needed for the project and no change to vegetation impacts that would require re-coordination with TPWD. The area with the new direct connector and distributor lane is located between the MoPac frontage road and MoPac main lanes, which continues to be a mix of Urban High and Low intensity areas reflected in the original Biological Evaluation Form.

Indicate if the reason for the reevaluation affects a previously issued permit, voluntary conservation

	r other environmental commitment; or triggers the need for any action under any other al law or regulation:
	Yes
\boxtimes	No
	Explanation: Click or tap here to enter text.
	concern about the need to re-initiate coordination with TPWD, contact the ENV SME assigned ctive district to discuss.
Community I	<u>mpacts</u>
	Original environmental decision valid
	Original environmental decision no longer valid
	Explanation: The proposed design changes would require no displacements and would have no changes to community cohesion, neighborhood stability, existing access to specific services, or recreation patterns at public facilities as previously documented in the EA. A noise analysis did not identify any additional impacted receptors. Additionally, the design change would not alter existing travel patterns since there would be no changes to the existing Mopac frontage road or major alteration to Mopac southbound access.
	e reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: Click or tap here to enter text.
Chapter 26	
\boxtimes	Original environmental decision valid
	Original environmental decision no longer valid

Explanation: Click or tap here to enter text.

	reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: Click or tap here to enter text.
Cumulative Im	<u>pacts</u>
\boxtimes	Original environmental decision valid
	Original environmental decision no longer valid
	Explanation:
	reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: <enter explanation=""></enter>
Induced Growt	<u>h</u>
\boxtimes	Original environmental decision valid
	Original environmental decision no longer valid
	Explanation: <enter explanation=""></enter>
	reason for the reevaluation affects a previously issued permit or other environmental or triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: <enter explanation=""></enter>
Hazardous Ma	aterials attention of the state
\boxtimes	Original environmental decision valid
	Original environmental decision no longer valid
	Explanation: . The proposed design changes do not require any additional ROW. Additionally, none of the sites identified to have the potential to impact the project in the original ISA are located near the location of the new direct connector and distributor lane.

Because the date of the original ISA, an updated radius report was reviewed for any new listings not identified in the original report. See the 183 North Hazardous Materials Database Search Update Memo and Radius Report for details on newly identified sites. See Appendix C for Hazardous Materials memo and updated database report.

	eason for the reevaluation affects a previously issued permit or other environmental r triggers the need for any action under any other environmental law or regulation:
	Yes
\boxtimes	No
	Explanation: <enter explanation=""></enter>
Historic Resou	urces_
	Original environmental decision valid
	Original environmental decision <u>no longer</u> valid
	Explanation: Historic-age properties were evaluated in the original EA from 1974 and older. All historic-age properties over 45 years old have been evaluated in the original EA.
	eason for the reevaluation affects a previously issued permit or other environmental r triggers the need for any action under any other environmental law or regulation:
	Yes
	No
	Explanation: <enter explanation=""></enter>
Noise	
	Original environmental decision valid
	Original environmental decision <u>no longer</u> valid
	Explanation: See the results of a noise analysis regarding potential impacts for the construction of the new direct connector and distributor lane (Appendix B - Noise Reevaluation Memo). Summary of results is no new impacts. The reevaluation was conducted in July 2019 and followed the 2011 Noise Guidelines. The construction of the road would require the removal of an existing noise wall (constructed for a previous project). The analysis determined that a combination of two 18-feet tall noise barriers at an updated location is reasonable and feasible. Noise analysis contains Noise Wall Comparison Map which shows locations of the existing and the proposed noise wall. The Noise analysis memo is available under the Perform Noise Analysis Activity. No new

noise workshop is recommended since the wall will be replaced and there is no change

to the barrier's status (reasonableness and/or feasibleness).

		eason for the reevaluation affects a previously issued permit or other environmental retriggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation: <enter explanation=""></enter>
Sectio	n 4(f)	
	\boxtimes	Original environmental decision valid
		Original environmental decision no longer valid
		Explanation: <enter explanation=""></enter>
		eason for the reevaluation affects a previously issued permit or other environmental triggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation: <enter explanation=""></enter>
Water		
	\boxtimes	Original environmental decision valid
		Original environmental decision no longer valid
		Explanation: <enter explanation=""></enter>
		eason for the reevaluation affects a previously issued permit or other environmental triggers the need for any action under any other environmental law or regulation:
		Yes
	\boxtimes	No
		Explanation: <enter explanation=""></enter>
Other		
	\boxtimes	Original environmental decision valid
		Original environmental decision no longer valid
		Explanation: Visual Resources/Aesthetics: The height and visual effect of the new direct connector would not be a new visual intrusion since there are existing direct connectors at the same general location and the proposed replacement noise barrier will not

introduce an adverse affect. Overall, the conclusions in the EA that the proposed project would have a neutral effect on the visual resources within the project corridor is still valid. Additionally, the replacement barrier is not as tall as the existing wall because of the higher elevation of the direct-connect roadway edge-of-shoulder.

ndicate if the reason for the reevaluation affects a previously issued permit or other environmental
commitment, or triggers the need for any action under any other environmental law or regulation:

□ Yes

No

Explanation: <enter explanation>

VII. Reevaluation Conclusion

Check one of the boxes below to indicate the overall conclusion of this reevaluation.

☐ Original environmental decision <u>no longer</u> valid

VIII. Preparer

Name: Lindsey Kimmitt

Title: Environmental Specialist

Date: February 4, 2020

signment Details * R	eview		Back To List Print this Page
eview Reevaluation —			
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Document Name:	US 183 North Reeval - 2-4-20	Highway:	US 183
Upload Date:	02/06/2020	District:	AUSTIN
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comments:			
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