



Documentation of Public Meeting

Project Location

Williamson County

183A Added Capacity Environmental Study

CSJ 0914-05-238

Project Limits

FM 620/SH 45 to Hero Way

Meeting Location

Virtual Open House at www.MobilityAuthority.com/183a-ac

Meeting Date and Time

Wed., Jul. 31, 2024 beginning at 5 p.m. through Sun., Sept. 1, 2024 at 11:59 p.m.

Translation Services

Translation services were offered throughout the Virtual Open House notices. A telephone hotline for Spanish speakers was available.

Elected Officials in Attendance

None self-identified

Total Number of Attendees (approx.)

974

Total Number of Commenters

47

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- A. Comment Response matrix
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1. Virtual Open House Meeting Summary

The Central Texas Regional Mobility Authority (Mobility Authority) hosted the Virtual Open House for the 183A Added Capacity Project to share information with the public on the environmental study for the possible addition of a fourth lane in the center median of 183A Toll in both directions between FM 620 and Hero Way. Official comments were accepted from Wed., Jul. 31, 2024 to Sun., Sept. 1, 2024 at www.MobilityAuthority.com/183a-ac.

The Virtual Open House website included details on the project's history, the environmental study, and instructions for submitting comments. Comments were accepted online, by mail, and email.

Documentation of the Virtual Open House website is found in **Appendix A**, and the virtual exhibit boards are found in **Appendix B**.

2. Comments Received

a. Overview of Comments

During the official comment period, 47 individuals provided 47 comments between Jul. 31, 2024 and Sept. 1, 2024.

Comment topics included Purpose & Need, Noise Impact, Out of Scope Improvements, Safety & Community Impact, Mobility Authority Tolling, Public Transit, Partnership Requests, Mobility Authority Qualified Veteran Discount Program, TxDOT Frontage Road Project, TxDOT Coordination, Construction Operations, and Purpose & Scope. Several comments mentioned the Block House Creek neighborhood and specific streets within the neighborhood.

Copies of individual comments can be found in **Appendix C**. Personal information has been redacted.

b. Comment Response Matrix (Begins on next page)

Name	Comment	Response
Andrew Alexander	If the people who are on 183A driving 20 mph under the posted speed limit in the left lane were cited for disrupting the flow of traffic, per our state's "slow poke" laws and the posted laws along the highway stating that slower traffic must keep right, then traffic would flow correctly on 183A.	The Mobility Authority is committed to improving transportation efficiency and safety across our roadways. While the enforcement of traffic laws, such as those related to speed and lane use, falls under the jurisdiction of local law enforcement agencies, we will continue to collaborate with them to ensure that the roadways are safe and efficient for all users.
Steve Brown	PLEASE START ALLOWING ALL DISABLED VETERANS A MAX OF 2 EXEMPT VEHICLES AND AND ALLOW US TO START AT 0 BALANCE CAUSE THE SIGNUP PROCESS IS TERRIBLE	<p>Comments and concerns have been noted. The Mobility Authority deeply values the service and sacrifices of our veterans. We recognize that the signup process should be as seamless as possible, and we are continuously working to improve the user experience, and your feedback will be taken into account as we review and refine our program policies and processes.</p> <p>Additionally, the Mobility Authority's Qualified Veteran Program is limited to one vehicle per qualified veteran except in the case of a hardship, in which case a second vehicle can be added to the program. To fill out the Hardship Registration Form, visit https://www.mobilityauthority.com/projects-programs/veteran-hardship/.</p> <p>For more information or assistance with the signup process, you can visit our Veterans Program page: https://www.mobilityauthority.com/projects-programs/programs/veterans/ or call our customer service team at (512) 410-0562.</p>
Lori	I do not like traveling on the express lane for 15 mins. Earlier. It's to expensive.,I'm not married it makes it another bill which no one needs right now, it's really tight to get Tabs insurance tires, ma instance on my Car. It feels like I get penalizes for accdintel going on toll Road it's just another way to get money off us tax payers.	Comments and concerns have been noted. Taxes paid by citizens are not used to build or maintain the 183A Toll Road. The Mobility Authority tolling model is designed to finance the construction and maintenance of the road, allowing us to deliver critical infrastructure much faster than traditional funding methods would permit. While tolling may seem inconvenient at times, it provides a way to ensure those who choose to use the road contribute to its upkeep, without placing additional tax burdens on those who do not. The Mobility Authority uses fixed toll rates that increase over time based on inflation. This gradual adjustment ensures the necessary funding for the construction, maintenance, and operation of the roads, while keeping pace with rising costs. Additionally, roads are never really paid off. Use of roadways degrades them, and highways need routine maintenance, upgrading and eventual replacement. A continuous funding stream is needed to maintain the road, and this is generated through tolls.
Jon	I support the 4th lane expansion of 183A however, please consider incorporating TxDOT's US 183 frontage road job into this project to minimize construction time frames and delays to the traveling public on both projects. Makes sense to have one contractor perform both jobs if phasing allows.	Thank you for your support of the project. If the 183A Added Capacity Project proceeds to construction, our team will coordinate with TxDOT's Frontage Road Project to effectively manage the construction activities. For more information on the TxDOT Frontage Road Project, visit https://www.txdot.gov/projects/projects-studies/austin/us183-frontage-roads.html
Lizbeth Ortiz	Me gustaría q me llegara el bill a tiempo	<p>En Inglés: Comment has been noted. Customers needing assistance with a Mobility Authority Pay by Mail toll bill should call our customer service center at (512) 410-0562.</p> <p>En español: Se ha anotado el comentario. Los clientes que necesiten ayuda con una factura de peaje de pago por correo de Mobility Authority deben llamar a nuestro centro de atención al cliente al (512) 410-0562.</p>
John Horbal	<p>I would like to understand the specific noise barrier additions and changes to 183. Presently the highway sits above the present noise barrier which I can see from my front and rear yards. The noise presently affects my house value and affects my sleep. I going to have suggest that we get a law suit to stop construction until these issues can be address in our neighborhood.</p> <p>When can we see what changes are going to take place to improve and prevent future noise issues.</p> <p>I would like to see the present noise studies to understand the present level to make sure they are with in regulation.</p>	As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/

Name	Comment	Response
Danielle Pena	Tolls should be free on off hours like at night. And only be charged during rush hour times. It's ridiculous that it's \$10 to go 7 miles. If you charge less, more cars will utilize the toll highway, thus still making money and the streets aren't as congested throughout the day. I don't think it should be charged \$7 on a busy day like mopac does sometimes but lowering toll all around helps your citizens during this hard time. Y'all make money anyways.	The Mobility Authority uses fixed toll rates that increase over time based on inflation. This gradual adjustment ensures the necessary funding for the construction, maintenance, and operation of the roads, while keeping pace with rising costs. Additionally, roads are never really paid off. Use of roadways degrades them, and highways need routine maintenance, upgrading and eventual replacement. A continuous funding stream is needed to maintain the road, and this is generated through tolls.
Jim Carter	I have disabled plates ,,and my car DVR3G6 is on file with you. all tollways are not free, can you provide me a list of which tollways are free and tollways that are not free...Please include prices	The Mobility Authority's Qualified Veteran Discount Program waives tolls on several Mobility Authority toll roads for eligible veterans, who must be in a vehicle registered with the State of Texas and display a qualifying specialty license plate. Qualifying Texas license plates are disabled veterans and recipients of the Purple Heart, Legion of Valor and Medal of Honor awards. The Mobility Authority's Qualified Veteran Discount Program applies to roads with fixed toll rates, including 183A Toll, 290 Toll, SH 71 Toll, 45SW Toll, and 183 Toll. Roads with variable toll rates, such as MoPac and the future 183N, are not free, and the tolls fluctuate based on demand. For these roads with variable toll rates, the price is posted on electronic message boards and is visible to drivers as they approach the entrance to the lane so they can decide whether or not their trip is worth that amount. Fixed toll rates can be found here: https://www.mobilityauthority.com/pay-your-toll/rates/calculate/ . For more information or assistance with registration, visit our Veterans Program page: https://www.mobilityauthority.com/projects-programs/programs/veterans/ or call our customer service team at (512) 410-0562.
Brian Pitman	I have multiple office locations in the area, and I support the plan as presented. Brian Pitman, CEO, Independence Title	Thank you for your support of the 183A Added Capacity Project. We appreciate your positive feedback and are glad to hear that you value the proposed improvements. Expanding the roadway from three to four lanes in each direction between FM 620 and Hero Way would be a way to enhance safety and reduce congestion, which are top priorities for TxDOT and the Mobility Authority. Your support is vital as we continue to work on delivering projects that improve the quality of transportation in our region.
Eliminate Toll Roads	Y'all should be eliminated! You are an organization that are thieves and liars. You're frauds!! Citizens shouldn't have to double pay in taxes and still pay to use roadways.	Comments and concerns have been noted. Taxes paid by citizens are not used to build or maintain the 183A Toll Road. Tolling is a user-fee paid by only those who choose to use the road
Venkatesh Meesala	Hello, As someone who frequently uses the toll road between Hero Way and FM620, I've definitely noticed traffic has been getting worse, especially over the last year. I think adding a lane on both sides would really help with future congestion. It's also important not to close the existing toll road during the construction, as that would just make things harder for those of us who rely on it.	Thank you for supporting the 183A Added Capacity Project. Should the project move forward to construction, our team is committed to keeping the public informed in advance of any closures, ensuring that traffic continues to flow smoothly. We will provide timely updates through email, social media, and text messages, allowing the public to plan accordingly.

Name	Comment	Response
Andy Eis	<p>The linked page http://www.mobilityauthority.com/183a-ac-comment doesn't seem to be functional. Community Impact put out an article today for residents to submit comments.</p> <p>My comment: if this work follows the systematic development of expanded capacity as the area grows, then this makes sense. Will this section eventually have general purpose lanes (no charge) and tolled lanes? It's currently all tolled. Also, it seems to me that there's already widening work going on in the areas like the Hero Way intersection.</p>	<p>Thank you for your note. The comment form was fixed shortly after this comment was received. The current project is focused on adding an additional lane in the center median of the existing 183A Toll to better serve the community and address congestion. The addition of frontage roads is outside the scope of this project. However, the TxDOT US 183 frontage road project, from RM 1431 to Avery Ranch Boulevard, is designed to address congestion, enhance safety and improve mobility along US 183 in Williamson County. The approximate 3-mile project includes constructing two grade-separated lanes on each side of the Mobility Authority's 183A toll road, as well as a shared-use path on the northbound side of the roadway, connecting to the existing US 183 trailhead. For more information, we suggest reaching out to TxDOT. To learn more visit https://www.txdot.gov/projects/projects-studies/austin/us183-frontage-roads.html.</p>
Elissa Coggin	Please give us a break from construction for a little bit! The traffic has been bad for so long! Can't you just redo the lines to make another lane?	Comments and concerns have been noted. Full-width shoulders are a design requirement for added capacity projects, necessary for the safe operation and maintenance of the roadway and benefit both the traveling public and our maintenance crews. The 183A Added Capacity Project is currently under an environmental study. Construction is dependent upon the results of this environmental study, Mobility Authority Board approval, and coordination with the 183A Frontage Road Project managed by TxDOT.
Josh Howard	<p>Has a cost-benefit analysis been conducted for adding two lanes in each direction and delaying the project? Adding just one lane now and invariably another in 20 years seems inefficient and costly use of funds.</p> <p>If a second lane is added, consider including a counterflow lane in the median to adjust traffic flow based on commuting patterns. This could help future-proof the project.</p>	The current focus of this project is solely on the environmental study to evaluate the potential for an additional lane in each direction. The decision to move forward with construction is dependent on the results of the environmental study, Mobility Authority Board approval, and coordination with the 183A Frontage Road Project (managed by TxDOT).
Brenda Vreeke	<p>Hi there! Love this open house and the amount of information presented that is easy to understand. I'd love to add a comment that our Blockhouse Creek neighborhood could really benefit from a noise wall. In general but especially if the additional lanes go in. I'm all for the lanes and the growth further North will absolutely need it and it's smart. But the noise mitigation would be very helpful for the houses like ours that back to 183A.</p> <p>Thank you again for this forum!</p> <p>Brenda Vreeke</p>	As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/ .
Steven A Mendoza Jr.	Block House Creek neighborhood could really benefit from a noise wall. In general but especially if the additional lanes go in. I'm all for the lanes and the growth further North will absolutely need it and it's smart. But the noise mitigation would be very helpful for the houses like ours that back to 183A.	As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/ .
Daniel Holden	Why can't we just have the tolls start at 1431 so no frontage roads need to be built?	The Mobility Authority does not determine which roads to build, nor do they decide which projects are tolled or where the tolls begin. The Mobility Authority executes regional plans that are aligned with the Capital Area Metropolitan Planning Organization (CAMPO), which includes forecasts for traffic growth 20-30 years into the future to ensure capacity to minimize congestion in the non-tolled general purpose lanes.

Name	Comment	Response
Mary-Ellen Nichols	I don't think the 4th lane is necessary. If you reduced the fees on the toll, you would probably get more drivers paying to use the toll and that would potentially help some of the frontage road congestion problems.	<p>The Mobility Authority uses fixed toll rates that increase over time based on inflation. This gradual adjustment ensures the necessary funding for the construction, maintenance, and operation of the roads, while keeping pace with rising costs. By tying toll increases to inflation, the system remains sustainable and helps maintain a consistent and reliable travel experience for those who choose to use the toll roads.</p> <p>The 183A Added Capacity Project is being developed by in collaboration with our regional partners including the Capital Area Metropolitan Planning Organization (CAMPO) which anticipates and plans for the region's transportation needs 20-30 years into the future, including walking, driving, biking, and freight. This long-term planning helps ensure solutions are developed that provide reliable travel times well into the future. This project comes after the successful performance of the 183A Toll Road (Phases I and II), which has exceeded traffic projections—demonstrating just how strong the need is for reliable travel options. The 183A Toll Road significantly improves travel times and reduces traffic congestion on adjacent non-tolled roadways, including US 183.</p>
Fernando Gaytan	I agree this project should be implemented as traffic grows.	Thank you for your support of the 183A Added Capacity Project. We appreciate your positive feedback and are glad to hear that you value the proposed improvements. Expanding the roadway from three to four lanes in each direction between FM 620 and Hero Way would be a way to enhance safety and reduce congestion, which are top priorities for TxDOT and the Mobility Authority. Your support is vital as we continue to work on delivering projects that improve the quality of transportation in our region.
Mona Carver	I am glad to see the extra toll lanes added to 183A, but a solution needs to be provided for either free lanes or free frontage road lanes from Lakeline Blvd to 1431. At this point, if you want to go from Lakeline Mall to Cypress Creek or 1431 and avoid the cost of the tolls, you have to drive east under the 183 overpass, drive to Avery Ranch Rd, and then go back west under the 183 overpass. This is extremely inefficient. I hope you will try doing this some time and see how much time it adds to everyone's drive time. To me, this is as important as adding more toll lanes.	The current project is focused on adding an additional lane in the center median of the existing 183A Toll to better serve the community and address congestion. The addition of frontage roads is outside the scope of this project. However, the TxDOT US 183 frontage road project, from RM 1431 to Avery Ranch Boulevard, is designed to address congestion, enhance safety and improve mobility along US 183 in Williamson County. The approximate 3-mile project includes constructing two grade-separated lanes on each side of the Central Texas Regional Mobility Authority's 183A toll road, as well as a shared-use path on the northbound side of the roadway, connecting to the existing US 183 trailhead. For more information, we suggest reaching out to TxDOT. To learn more visit https://www.txdot.gov/projects/projects-studies/austin/us183-frontage-roads.html .
Michele Phavorachit	<ol style="list-style-type: none"> 1. Please provide more road clean-up. There is so much debris on the toll, it flies up and hits my windshield. I have 5 different cracks on my windshield solely from 130 toll. 2. The toll charges when you exit and when you get right back on. I made an accidental exit one time and had to get back on, it charged me for that. Coming from Houston, their toll system makes more sense. It either charges at all exits and inbetween, or charges on all entries. 	<p>Comments and concerns have been noted. SH 130 is managed by TxDOT, and we recommend sharing your concerns on road clean up with the TxDOT team. Visit www.txdot.gov/about/contact-us/report-an-issue.html to learn more about how to share your feedback.</p> <p>The Mobility Authority closely monitors our facilities for both reactive and routine maintenance needs. Routine maintenance is critical to preserving the strength, quality, long-term performance, and most importantly, safety of our roadways.</p>

Name	Comment	Response
Ryan Blair	<p>These are my comments on the project. Thanks for your consideration.</p> <p>Please add an additional through lane on the Northbound frontage road (NBFR) at Lakeline Mall Dr, and shift the right turn lane over 12'. Currently the traffic is bottlenecked because the through lane upstream dead-ends into a right turn lane. So effectively there's only one through lane before the exit ramp merges onto the NBFR. This intersection backs up on the ramp and even onto US183A frequently. Adding capacity on 183A means nothing if the bottlenecks at the cross roads, ramps and frontage roads are not fixed. There's not much NB right turn lane traffic for Lakeline Mall Dr. A less desirable option would be to convert the right lane to a shared through and right lane.</p> <p>Remove the overhead toll plaza infrastructure building, including the toll booths just north of Park Street.</p> <p>At the Lakeline Blvd, Northbound to southbound turnaround, provide a separated receiving lane on the Southbound frontage with a merge downstream. This will enable the Uturn traffic to enter the southbound frontage road without having to wait for the Lakeline double right turn heavy traffic.</p> <p>Has CTRMA or TxDOT analyzed a diverging diamond type intersection at RM1431 to improve traffic flow and safety?</p> <p>Thanks, Ryan Blair</p>	<p>The current project is focused on adding an additional lane in each direction in the center median of the existing 183A Toll Road to address congestion. The TxDOT US 183 frontage road project, from RM 1431 to Avery Ranch Boulevard, is designed to address congestion, enhance safety and improve mobility along US 183 in Williamson County. The approximate 3-mile project includes constructing two grade-separated lanes on each side of the Central Texas Regional Mobility Authority's 183A toll road, as well as a shared-use path on the northbound side of the roadway, connecting to the existing US 183 trailhead. For more information, we suggest reaching out to TxDOT. To learn more visit https://www.txdot.gov/projects/projects-studies/austin/us183-frontage-roads.html.</p> <p>Regarding the concern about 1431, the Mobility Authority is coordinating with Cedar Park on potential improvements to the 1431 intersection separate from the 183A Added Capacity Project. For more information, visit: https://www.cedarparktexas.gov/445/Mobility-Projects.</p>
Terrie Moncada	<p>We would like a noise abatement. We live on Socorro bend Leander and request one.</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>

Name	Comment	Response
Farah Saad	<p>Hello,</p> <p>We are the neighbours of block house creek locating in socorro bnd. In regards of adding 2 more lanes on 183A we are requesting a noise abatement wall by our end.</p> <p>Thank you!</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>
Adam Greenfield	<p>Dear 183A Added Capacity Project staff,</p> <p>Thank you for this opportunity to provide public comment on the 183A Added Capacity Project.</p> <p>I do not support the proposal to add more lanes to 183A, whether tolled or not.</p> <p>As our region's population continues to grow, we must consider how our transportation system can accommodate the new residents. However, it's also important to ask what our collective vision is for our region and build toward that. This project's vision seems to be of more highways, more asphalt, and more driving along with all its attendant issues, including pollution, crashes, lack of transportation choice, high costs associated with car ownership, and induced sprawl. Is this really the community's will? Has CTRMA polled the public about this?</p> <p>This project assumes that population growth has to equal more driving, which is false. Population growth can equal more transit and denser urban development, if we choose. Any measure, including extra highway capacity, that entrenches car-dependency keeps us trapped in the downward spiral of more highways and more sprawl.</p> <p>It's well established by now that congestion relief is not a worthy goal - see this report. Any effort to relieve congestion just encourages more driving until congestion is as bad or worse than before, but now with even more cars and their accompanying problems. Instead, we should encourage more space-efficient alternatives to driving, including transit, bicycling, and walking.</p> <p>Please also explain why an extra toll lane is needed as opposed to merely changing the pricing on the existing toll lanes if there's congestion.</p> <p>Here are among the measures I ask CTRMA to consider instead of widening 183A:</p> <p>Create and implement goals to reduce Vehicle Miles Traveled; increase transit, bicycling, and walking in this area; and reduce vehicular deaths and serious injuries to zero</p> <p>Install air quality monitors in this area</p> <p>Survey the public (without inducing slanted thinking, including car-centric thinking) on what kind of place they want to live in - consider the exercises led by Place It - and start to implement that vision</p> <p>Thank you for your attention in this matter.</p>	<p>At the Mobility Authority, we are committed to enhancing mobility for everyone—whether you're driving, walking, or using public transit. To achieve this, we take a holistic approach, recognizing that no single solution, and no single entity will independently address all the region's challenges. The Mobility Authority is one of many regional partners working collaboratively to reduce congestion and improve the transportation network in Central Texas by implementing the region's long-term plan. We share your interest in making public transit a more viable option, and we partner closely with agencies like CapMetro and Capital Area Rural Transportation Systems (CARTS) to support public transportation solutions. CapMetro buses travel toll-free on our roads, creating more predictable travel times for transit riders, thereby making transit a more appealing option for the community.</p> <p>We highly value mobility for pedestrians and cyclists and want to highlight that the current 183A Toll Road includes a shared-use path, which will be maintained if this project proceeds to construction. Additionally, research shows that the 183A Toll Road has resulted in decreased fuel consumption and lower levels of pollutants associated with global warming and unhealthy ground-level ozone in the area. This demonstrates widespread benefits even for those who choose not to use the toll road.</p> <p>The 183A Added Capacity Project is being developed by the Mobility Authority in collaboration with our regional partner, Capital Area Metropolitan Planning Organization (CAMPO), which anticipates and plans for the region's transportation needs 20-30 years into the future, including walking, driving, biking, and freight. This long-term planning helps ensure solutions are developed that provide reliable travel times well into the future. This project comes after the successful performance of the 183A Toll Road (Phases I and II), which has exceeded traffic projections—demonstrating just how strong the need is for reliable travel options. The 183A Toll Road significantly improves travel times and reduces traffic congestion on adjacent non-tolled roadways, including US 183.</p> <p>The proposed project is currently in the environmental study phase, and the information shared at the Virtual Open House aims to gather community input to help guide future decisions. While the environmental study follows the NEPA process, which does not involve polling, public input remains a key focus of the open house. The timeline for the anticipated construction phase will depend on the findings from this study, including air quality, which will be assessed as part of the categorical exclusion.</p> <p>Regarding toll prices, the 183A Toll Road was developed as a fixed rate toll road with toll rates that gradually increase on an annual basis consistent with the consumer price index to keep pace with inflation. It is not a variably-priced managed lane like the MoPac Express Lane, which was developed as a congestion management tool leveraging supply and demand principles to either encourage or discourage use depending on traffic levels. Toll revenue helps fund maintenance and operations of the toll road and gets reinvested in future multimodal transportation improvements for Central Texas. This allows us to sustain a reliable and well-maintained system for those who opt to use it for a fee.</p>

Name	Comment	Response
Cynthia Langdon	<p>Good morning,</p> <p>I am one of the neighbors that back up to 183a. I am writing to express my concerns about the toll road and the plans add 2 more lanes. I live in the Blockhouse Creek neighborhood on Socorro Bend. The current noise level from the road already exceeds the city's noise ordinance. It's already so loud during rush hour it's unpleasant to be outside our own homes. I live at the end of Socorro by the HEB center. This part of the neighborhood is ground level to 13 lanes of traffic. I understand the neighborhood wall was built with the majority of the road being below street level. But our area has more lanes and is on street level. The area continues to grow which means more traffic and more noise. I am asking for a noise abatement wall be added to our end of the neighborhood that has the most lanes right next to our homes.</p> <p>Please feel free to contact me if you have any questions.</p> <p>Thank you,</p> <p>Cynthia Langdon</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>
Jacob Garcia	<p>Saw this virtual open house in the community impact newsletter. I think the information presented was great and informative. It looks like there won't be any ROW impacts so this looks like a great solution to help with the anticipated future growth.</p>	<p>Thank you for your support of the 183A Added Capacity Project. We appreciate your positive feedback and are glad to hear that you value the proposed improvements. Expanding the roadway from three to four lanes in each direction between FM 620 and Hero Way would be a way to enhance safety and reduce congestion, which are top priorities for TxDOT and the Mobility Authority. Your support is vital as we continue to work on delivering projects that improve the quality of transportation in our region.</p>
Mona Mehdy	<p>Hello,</p> <p>I oppose this project.</p> <p>CTRMA has approved large highway expansion which only increases individual car use rather than supporting and demanding investments in infrastructure to support in mobility that via bus, train and carpools. The current trend is self-destructive and destructive to our land, air.</p>	<p>Comments and concerns have been noted. The Mobility Authority does not decide which roads are built or determine which projects are tolled, including where tolls begin. The 183A Added Capacity Project aligns with Capital Area Metropolitan Planning Organization (CAMPO) which includes traffic growth forecasts for 20 to 30 years into the future.</p> <p>Your desire for more public transit has been noted, and the Mobility Authority works hand in hand with major public transit agencies such as CapMetro and other services provided by Capital Area Rural Transportation Systems. CapMetro buses can travel toll-free on our roads, promoting efficient transportation options for the community.</p>
Jackson Hurst	<p>I approve and support TxDOT's/CTRMA's 183A Added Capacity Project. The aspect that I love about TxDOT's/CTRMA's 183A Added Capacity Project is that TX-183A will be widened from 3 lanes to 4 lanes in each direction from FM-620 and Hero Way which will improve safety and reduce congestion.</p>	<p>Thank you for your support of the 183A Added Capacity Project. We appreciate your positive feedback and are glad to hear that you value the proposed improvements. Expanding the roadway from three to four lanes in each direction between FM 620 and Hero Way would be a way to enhance safety and reduce congestion, which are top priorities for TxDOT and the Mobility Authority. Your support is vital as we continue to work on delivering projects that improve the quality of transportation in our region.</p>

Name	Comment	Response
Tom Langdon	<p>This email is for the record of the Virtual Open House for the 183-A added capacity project. We live in Block House Creek, on Socorro Bend in the section of the neighborhood roughly level with the tollway. We have lived here since before the tollway went in.</p> <p>The introduction of the tollway, years ago, has created a very significant increase in general road noise for our street and surrounding areas. The presence of the solid fence on the back side of Socorro Bend does virtually nothing to cut down on the noise. Currently, including the frontage lanes, there are 13 lanes of traffic across from our houses. The addition of two lanes of tolled traffic on 183A itself will bring that to 15 total lanes. I am not particularly happy about this, and wish it were not going through. I also realize there's not a great deal any of us can do to stop it.</p> <p>What I would appreciate, at the expense of the toll authority, is some increase in noise abatement at least for the section of Block House Creek south of the Scottsdale Drive entrance. This would include McDowell Bend and Socorro Bend, each street being roughly level with the tollway and more affected by the additional road noise caused by even more lanes. We would like for the fence along this stretch to be raised and upgraded to reduce the impact of road noise on our homes.</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>
Rachel Holcomb	<p>Please build a high, sound barrier wall along Block House Creek to help keep out the additional noise this project will bring. We can already often hear loud trucks and cars on the highway as it is and I live three blocks away from the actual road, so I can't imagine how loud it must be for people whose yards actually back up to the highway. With the additional lanes, comes more traffic and noise, so a sound barrier is a necessity.</p> <p>-- Rachel Holcomb BHC resident</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>
Skye Cockrell	<p>Please put a sound wall up to protect our neighborhood from traffic noise. We have you on one side & now a huge store on New Hope. The sounds from traffic from both are over whelming.</p>	<p>Comments and concerns have been noted. The adjacent developments mentioned near New Hope are not part of the Mobility Authority's jurisdiction. However, as part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>

Name	Comment	Response
Liz Ramos-Flyod	<p>Hello, I live at 1406 Mojave bend and am very concerned about the toll road noise. Should additional lanes be added or not- as it is we need a taller sound wall and also trees planted to absorb some sound. It is very loud constantly from the toll noises.</p> <p>Thank you, Liz floyd</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>
Natalie Sandhaus	<p>Adding another lane is not only not necessary but will negatively affect the neighborhoods that sit right next to it. The noise is already too much for many of those neighbors and an additional lane will only make it worse. This would also have a negative impact on the environment due to the construction that would be required.</p>	<p>Comments and concerns have been noted. The additional lane being proposed would be a proactive measure that would allow for the 183A Toll Road to accommodate future traffic volumes, predicted by census data and road use. For example, census data indicates that Williamson County's population has grown each year since 2019 and is projected to exceed 1 million by 2040. As a result, weekday traffic on 183A near areas such as Crystal Falls Plaza, Park Street Plaza, and Lakeline Plaza are expected to increase, highlighting the need for congestion relief. The 183A Added Capacity Project is a proposed solution that builds on previous road improvements, proactively helping to support Williamson County's growth while maintaining reliable travel times.</p> <p>Regarding noise impact concerns, our team is conducting a noise evaluation to assess the potential impact of this project as part of the environmental study. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>
Nicole Garcia	<p>We are at capacity for this neighborhood. There is an elementary school so close to the road y'all are expanding on. Is no one worried about their safety? Not to mention the dust, and noise, and all of the trees we have lost. This is not worth it and I'm getting so sad about what is happening to our little oasis 🌵. I can't complain enough</p> <p>Thank you,</p> <p>Nicole Moore Garcia</p>	<p>Comments and concerns have been noted. This 183A Added Capacity Project is currently in the environmental study phase with construction still pending. Should the project move forward with construction, the Mobility Authority is committed to prioritizing safety and implementing measures that will minimize disturbances during construction and ensure the safety of all community members, especially children. Environmental considerations, including the preservation of trees and green spaces, are also integral to our project planning.</p>

Name	Comment	Response
Ariel	<p>I live in the Block House Creek neighborhood in the corner that is closest to 183A and New Hope. We butt up against the HEB Center. I've lived here since 2012 and adore the area. Our neighborhood is highly sought after due to the incredible community that we have, and all work to continue to foster. Our tight knit community is unique and special. I love my home, have put a lot of time, energy, and cost into it and don't plan on moving in the foreseeable future. However, the disturbance from 183A and the growing traffic in its current state has already begun to negatively impact our life. Between the highway and feeder road and ramps, there are currently 13 lanes to 183A by us and there is no noise abatement wall or methods in place. The neighborhood wall is not a noise abatement wall, nor is it very tall. The road noise is constant and can be heard inside our home, even after I went through the expense of replacing all of the windows. My son has asked if I could "turn off the sound" and I had to explain that it is coming from the road and there's nothing I can do. I invested in a beautiful patio to enjoy in our backyard, but the road noise has made it difficult to enjoy. We have a projector and planned on being able to enjoy movies and stream concerts but the road noise drowns it out. I find that due to the noise, we are spending more and more time indoors, which limits our activity levels and therefore impacts our health as well as our quality of life.</p> <p>While I understand that with the benefit of development and growth of the region, some sacrifices may have to be made. However, I feel that the burden is being placed unfairly and unreasonably upon our part of the Block House Creek neighborhood, with little compassion or understanding from CTRMA. As an ETJ, we are often overlooked by local governments as well.</p> <p>The Added Capacity to 183A project will directly impact us and decrease our quality of life. Future traffic on the toll roads is estimated to increase by 50%, which I think is a low estimate considering the new development off of New Hope and continued development north through the corridor. CTRMA needs to commit to protecting the community even as it must grow. Noise abatement efforts must be a part of the scope of the 183A Added Capacity project. At the very least, there needs to be a noise abatement wall built to protect our area, built of appropriate noise abatement materials and built to at least the height of the 2 story houses located adjacent to the road for the most impact through sound diffraction. Landscaping can assist as well, both on the road side and on the neighborhood side. I think it would be lovely to see CTRMA partner with other organizations in the area to see what native plants and environmental contributions could be made through this effort. While it is clearly out of CTRMA's purview to do anything within the neighborhood, it should partner with the Block House Creek Municipal Utility District (BHC MUD) to support protection of the quality of life of the neighborhood. Maybe that looks like investments in the landscaping for the lots closest to the highway, or other creative ideas. As future lanes are added, placing them below ground level should be seriously considered to contribute to noise abatement.</p> <p>Clearly, there is no one solution that is the right answer, nor sufficient on its own. A collection of strategies and methods for meaningful noise abatement must be provided and implemented by CTRMA, along with compassion, understanding, and respect for those who live in the area. Not only for our quality of life, but also for the value of the neighborhood and area.</p> <p>I look forward to seeing what CTRMA comes up with and hope that they listen to and partner with the community as well. After all, we all care about the area, we are all a part of the community, so let's come together and commit to making a difference.</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p> <p>We have noted the potential organizations you suggested to partner with. The Mobility Authority works closely with its partner agencies, as well as local cities and counties to help implement regional transportation plans. Should this project move forward with construction, the Mobility Authority will consider partnering with the appropriate entities to deliver mobility solutions aimed to benefit the community.</p>

Name	Comment	Response
Ariel Zimmerman	<p>To whom it may concern,</p> <p>I live in the Block House Creek neighborhood in the corner that is closest to 183A and New Hope. We butt up against the HEB Center. I've lived here since 2012 and adore the area. Our neighborhood is highly sought after due to the incredible community that we have, and all work to continue to foster. Our tight knit community is unique and special. I love my home, have put a lot of time, energy, and cost into it and don't plan on moving in the foreseeable future.</p> <p>However, the disturbance from 183A and the growing traffic in its current state has already begun to negatively impact our life. Between the highway and feeder road and ramps, there are currently 13 lanes to 183A by us and there is no noise abatement wall or methods in place. The neighborhood wall is not a noise abatement wall, nor is it very tall. The road noise is constant and can be heard inside our home, even after I went through the expense of replacing all of the windows. My son has asked if I could "turn off the sound" and I had to explain that it is coming from the road and there's nothing I can do. I invested in a beautiful patio to enjoy in our backyard, but the road noise has made it difficult to enjoy. We have a projector and planned on being able to enjoy movies and stream concerts but the road noise drowns it out. I find that due to the noise, we are spending more and more time indoors, which limits our activity levels and therefore impacts our health as well as our quality of life.</p> <p>While I understand that with the benefit of development and growth of the region, some sacrifices may have to be made. However, I feel that the burden is being placed unfairly and unreasonably upon our part of the Block House Creek neighborhood, with little compassion or understanding from CTRMA. As an ETJ, we are often overlooked by local governments as well.</p> <p>The Added Capacity to 183A project will directly impact us and decrease our quality of life. Future traffic on the toll roads is estimated to increase by 50%, which I think is a low estimate considering the new development off of New Hope and continued development north through the corridor. CTRMA needs to commit to protecting the community even as it must grow. Noise abatement efforts must be a part of the scope of the 183A Added Capacity project. At the very least, there needs to be a noise abatement wall built to protect our area, built of appropriate noise abatement materials and built to at least the height of the 2 story houses located adjacent to the road for the most impact through sound diffraction. Landscaping can assist as well, both on the road side and on the neighborhood side. I think it would be lovely to see CTRMA partner with other organizations in the area to see what native plants and environmental contributions could be made through this effort. While it is clearly out of CTRMA's purview to do anything within the neighborhood, it should partner with the Block House Creek Municipal Utility District (BHC MUD) to support protection of the quality of life of the neighborhood. Maybe that looks like investments in the landscaping for the lots closest to the highway, or other creative ideas. As future lanes are added, placing them below ground level should be seriously considered to contribute to noise abatement.</p> <p>Clearly, there is no one solution that is the right answer, nor sufficient on its own. A collection of strategies and methods for meaningful noise abatement must be provided and implemented by CTRMA, along with compassion, understanding, and respect for those who live in the area. Not only for our quality of life, but also for the value of the neighborhood and area.</p> <p>I look forward to seeing what CTRMA comes up with and hope that they listen to and partner with the community as well. After all, we all care about the area, we are all a part of the community, so let's come together and commit to making a difference.</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p> <p>We have noted the potential organizations you suggested to partner with. The Mobility Authority works closely with its partner agencies, as well as local counties to help implement regional transportation plans. Should this project move forward with construction, the Mobility Authority will consider partnering with the appropriate entities to deliver mobility solutions aimed to benefit the community.</p>

Name	Comment	Response
Luanne Miller	<p>I live in the Block House Creek neighborhood near 183A where the highway is on the same level as our homes. The traffic is loud now. I can't imagine how high the noise level will be when the two lanes are added to the toll road. Please build a noise barrier wall for the area where the highway is on ground level on the south side of our neighborhood.</p> <p>Thanks for your consideration.</p> <p>Sincerely, Luanne Miller</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>
Tom Wald	<p>Thank you for the opportunity to provide input for the 183A Added Capacity Project.</p> <p>Noise Walls Since noise walls are part of the consideration of this project, please consider placing noise walls in order to provide relief to users of the shared-use paths along the corridor. These would be helpful, even if they are only placed along a portion of the corridor.</p> <p>New Shared-Use Paths Please add shared-use paths along the corridor in locations that do not currently have them.</p> <p>Shade Trees Please begin adding shade trees for the shared-use paths along the corridor. Again, these would be helpful, even if they are only placed along a portion of the corridor.</p> <p>Protective Barriers In locations where vehicles have departed the roadway and entered a shared-use path, please place protective barriers (e.g. jersey barriers or guardrails), to protect shared-use path users from future vehicle incursions.</p> <p>I look forward to working with you and your consultants to help shape these transportation measures.</p> <p>Thank you, Tom</p>	<p>Comments on noise, shared-use paths, shade trees, and protective barriers have been noted. As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project, based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise impact, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/. The current scope of the environmental study does not include shared use path improvements.</p>
Theresa Garibay	<p>REFERENCE TO 183A Expansion & Added Capacity Project:</p> <p>Additional sound barriers are needed to insulate our neighborhood (Block House Creek) from the sound of 183A. The toll road has already infringed our once peaceful and quiet neighborhood. Any additional expansions are unwanted.</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>

Name	Comment	Response
		The Mobility Authority collaborates with regional partners such as Capital Area Metropolitan Planning Organization (CAMPO) to assess the needs for projects. The proposed additional lane was identified as a proactive step to maintain reliable travel times for future years.
Joe Bonckowski	The noise already generated by the 183A outside of my neighborhood is plenty. New lanes are to be added there has to be something done to mitigate the noise. I live about 6 houses away currently and at heavy use times I can't hear my wife speaking and she's right next to me.	As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/
J Corley	Please ensure a noise barrier wall is included in the plans for the homes along 183A in the Block House Creek neighborhood. Also, please consider placing "yield to pedestrian" signs at the intersection of Scottsdale and 183A. More people are walking to amenities across the highway, and cars do not always stop at red for a right hand turn.	As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/ . Your request for a "Yield to Pedestrian" sign at the intersection of Scottsdale and 183A falls outside the scope of the 183A Added Capacity Project, which focuses solely on the environmental study of potentially adding a fourth lane in the center median of 183A. Our team will look at the addition of this sign as a separate from the 183A Added Capacity Project, in coordination with the City of Austin.

Name	Comment	Response
Tracy Norwood	<p>Please ensure a noise abatement wall is included in the plans for the homes along 183A in the Block House Creek neighborhood.</p> <p>Also, please consider placing "yield to pedestrian" signs at the intersection of Scottsdale and 183A. More people are walking to amenities across the highway, and cars do not always stop at red for a right hand turn.</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p> <p>Your request for a "Yield to Pedestrian" sign at the intersection of Scottsdale and 183A falls outside the scope of the 183A Added Capacity Project, which focuses solely on the environmental study of potentially adding a fourth lane in the center median of 183A. Our team will look at the addition of this sign as a separate from the 183A Added Capacity Project, in coordination with the City of Austin.</p>
Jose Hill	<p>I live on Socorro bend Leander Texas. We already hear the noise from 183A frontage road. We are concerned about you adding two more lanes or more request that you add something to help with noise.</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>
Star Gutierrez	<p>To whom it may concern,</p> <p>I live in the Block House Creek neighborhood in the corner that is closest to 183A and New Hope. We butt up against the HEB Center. I've lived here since 2012 and adore the area. Our neighborhood is highly sought after due to the incredible community that we have, and all work to continue to foster. Our tight knit community is unique and special. I love my home, have put a lot of time, energy, and cost into it and don't plan on moving in the foreseeable future.</p> <p>However, the disturbance from 183A and the growing traffic in its current state has already begun to negatively impact our life. Between the highway and feeder road and ramps, there are currently 13 lanes to 183A by us and there is no noise abatement wall or methods in place. The neighborhood wall is not a noise abatement wall, nor is it very tall. The road noise is constant and can be heard inside our home, even after I went through the expense of replacing all of the windows. My son has asked if I could "turn off the sound" and I had to explain that it is coming from the road and there's nothing I can do. I invested in a beautiful patio to enjoy in our backyard, but the road noise has made it difficult to enjoy. We have a projector and planned on being able to enjoy movies and stream concerts but the road noise drowns it out. I find that due to the noise, we are spending more and more time indoors, which limits our activity levels and therefore impacts our health as well as our quality of life.</p> <p>While I understand that with the benefit of development and growth of the region, some sacrifices may have to be made. However, I feel that the burden is being placed unfairly and unreasonably upon our part of the Block House Creek neighborhood, with little compassion or understanding from CTRMA. As an ETJ,</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p> <p>We have noted the potential organizations you suggested to partner with. The Mobility Authority works closely with its partner agencies, as well as local counties to help implement regional transportation plans. Should this project move forward with construction, the Mobility Authority will consider partnering with the appropriate entities to deliver mobility solutions aimed to benefit the community.</p>

Name	Comment	Response
	<p>we are often overlooked by local governments as well.</p> <p>The Added Capacity to 183A project will directly impact us and decrease our quality of life. Future traffic on the toll roads is estimated to increase by 50%, which I think is a low estimate considering the new development off of New Hope and continued development north through the corridor. CTRMA needs to commit to protecting the community even as it must grow. Noise abatement efforts must be a part of the scope of the 183A Added Capacity project. At the very least, there needs to be a noise abatement wall built to protect our area, built of appropriate noise abatement materials and built to at least the height of the 2 story houses located adjacent to the road for the most impact through sound diffraction. Landscaping can assist as well, both on the road side and on the neighborhood side. I think it would be lovely to see CTRMA partner with other organizations in the area to see what native plants and environmental contributions could be made through this effort. While it is clearly out of CTRMA's purview to do anything within the neighborhood, it should partner with the Block House Creek Municipal Utility District (BHC MUD) to support protection of the quality of life of the neighborhood. Maybe that looks like investments in the landscaping for the lots closest to the highway, or other creative ideas. As future lanes are added, placing them below ground level should be seriously considered to contribute to noise abatement.</p> <p>Clearly, there is no one solution that is the right answer, nor sufficient on its own. A collection of strategies and methods for meaningful noise abatement must be provided and implemented by CTRMA, along with compassion, understanding, and respect for those who live in the area. Not only for our quality of life, but also for the value of the neighborhood and area.</p> <p>I look forward to seeing what CTRMA comes up with and hope that they listen to and partner with the community as well. After all, we all care about the area, we are all a part of the community, so let's come together and commit to making a difference.</p> <p>Thank you for your time.</p>	
Amber Wood	<p>I live in Block House Creek, one block from the toll road. As it is now, I hear the cars inside my home when the house is quiet. This is typically as I'm going to bed. We replaced our windows a few year ago and I was surprised that there wasn't really any improvement to the sound. The noise is a greater nuisance when I'm trying to enjoy my backyard or when I'm taking my dog for a walk in the neighborhood. When outside, the sound is much harder to ignore. It is loud and it is constant. With added lanes, I expect the sound to increase and I ask that you provide some sort of sound protection for our neighborhood. As much as it bothers me when I'm outside laying in my hammock and reading a book, I can't imagine how it is for the houses that back up to the toll road whose peace is significantly disturbed both inside and outside their home. Many residents in this neighborhood are original owners and did not choose to buy a home next to a toll road. My husband and I built our home in 2002 when it was all empty land. We have enjoyed the business growth that the road has brought to our community, but the sound and the high cost per mile to get from Scottsdale to Lakeline has made it a sore spot.</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p>

Name	Comment	Response
Mary Lemons	<p>Please ensure a noise abatement wall is included in the plans for the homes along 183A in the Block House Creek neighborhood.</p> <p>Also, please consider placing "yield to pedestrian" signs at the intersection of Scottsdale and 183A. More people are walking to amenities across the highway, and cars do not always stop at red for a right hand turn.</p>	<p>As part of the environmental study, our team is conducting a noise evaluation to assess the potential impact of this project. The traffic noise analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, including Block House Creek, calculates existing and projected future noise levels, and considers noise abatement measures, such as sound walls, if the predicted future noise levels exceed acceptable noise levels for properties that surround the project based on the Federal Highway Administration (FHWA) Noise Abatement Criteria Table. The results of the analysis will be shared with the public once available. If sound walls are deemed to be reasonable and feasible, the public will be invited to a noise workshop and a voting process would follow. For more information on noise abatement measures, visit https://www.fhwa.dot.gov/environment/noise/noise_barriers/.</p> <p>Your request for a "Yield to Pedestrian" sign at the intersection of Scottsdale and 183A falls outside the scope of the 183A Added Capacity Project, which focuses solely on the environmental study of potentially adding a fourth lane in the center median of 183A. Our team will look at the addition of this sign as a separate from the 183A Added Capacity Project, in coordination with the City of Austin.</p>

3. Virtual Open House Metrics

The following is documentation of attendance and activity during the Virtual Open House.



Dates of Analysis: Jul. 31, 2024- Sept. 1, 2024



Total Unique Visitors: 974

4. Notices Provided

The following documentation lists the public notices issued in preparation for the Virtual Open House.

a. Elected Official Letters

On Jul. 12, 2024, 64 elected officials were sent a letter inviting them to participate in the Virtual Open House, which included a project overview and instructions for accessing the event. A follow-up email was also sent on Jul. 15, 2024. Samples of the letter, email, and mailing list are found in **Appendix D**.

b. Mailed Postcards

On Jul. 10, 2024, a postcard was mailed to 1,745 residents and adjacent property owners within a 500 foot radius of the project inviting them to participate in the Virtual Open House. The postcard provided details about the project, the Virtual Open House, and instructions for submitting comments during the official comment period. A copy of the postcard is included in **Appendix E**.

c. Display Advertisements

Display ads were published in the following editions of local newspapers:

- Austin American-Statesman
 - Jul. 15, 2024
- Community Impact North- Northwest Austin
 - Jul. 15, 2024
- Community Impact Leander- Liberty Hill
 - Jul. 17, 2024
- Community Impact Cedar Park- Far Northwest
 - Jul. 13, 2024

Documentation of each display ad can be found in **Appendix F**.

d. Emails to Subscribers

On Jul. 16, and Jul. 31, 2024 subscribers of the Mobility Authority's Expressway News were sent information on the Virtual Open House. At the time of the notifications, the Mobility Authority Expressway News list had 20,595 subscribers. Additionally, information about the Virtual Open House was included in the July Expressway News.

Copies of the emails and newsletter can be found in **Appendix G**.

e. Mobility Authority Media Alerts, Press Releases and Coverage

One media alert was sent prior to the Virtual Open House on Jul. 16, 2024. Another media alert was sent on Jul. 31, 2024, the day the Virtual Open House began. Both alerts were sent to 85 media contacts. The initial press release was also posted on the Mobility Authority Press and Announcements webpage.

The Virtual Open House was covered by news outlets including *Fox7*, *Community Impact*, and *KXAN Austin*.

Copies of the press releases, media alerts and news coverage can be found in **Appendix H**.

f. Virtual Outreach

Between Jul. 15, 2024 and Sept. 1, 2024, information about the 183A Added Capacity Virtual Open House was posted nine times to the Mobility Authority X/Twitter account @CTXMobility, seven times to the project X/Twitter account @183AToll, nine times to Mobility Authority Facebook, and once to Nextdoor. Examples of the posts can be found in **Appendix I**.

g. TxDOT Notice

On Jul. 19, 2024, TxDOT posted information about the Open House on its “Hearings and Meetings” webpage, along with the display ad. Documentation of this content can be found in **Appendix J**.

Appendix A: Documentation of Virtual Open House Website

183A Added Capacity

VIRTUAL OPEN HOUSE JULY 31 – SEPT. 1, 2024

Proposal for the possible addition of a fourth lane in the median of 183A Toll between FM 620 and Hero Way.

SCROLL TO

How to Submit a Comment

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

Due to the unprecedented growth of Cedar Park and Leander, and growing number of drivers on the 183A Toll Road, the Mobility Authority is conducting an environmental study for the possible addition of a fourth lane in the center median of 183A Toll in both directions between FM 620 and Hero Way. An additional lane would be a proactive measure allowing for the 183A Toll Road to accommodate future traffic volumes and reduce anticipated traffic congestion for years to come.

Get Involved

Starting Wednesday, July 31, 2024 until Sunday, September 1, 2024, we invite you to view the 183A Added Capacity Project exhibits and share your feedback.

Please share your input on:

Project goals and objectives

Mobility, connectivity, and safety concerns on 183A from RM 620/ SH 45 to Hero Way

Environmental Constraints

Anything else you'd like to share

View the Virtual Open House Exhibits

To explore the 183A Added Capacity Project's environmental study, click on each board below. You can download all materials for your convenience and reference. To share your thoughts or feedback, please refer to the "How to Submit a Comment" section.



[View all exhibits](#) or view each individually below.

Introduction

[Why You're Here](#)

[Who is the Mobility Authority?](#)

[What is the 183A Added Capacity Project?](#)

Project History

[Project Background](#)

[Development Over the Decade](#)

[Project Benefits](#)

[Project Objectives](#)

[Project Development Process](#)

[What is the National Environmental Policy Act?](#)

Environmental Study

[Environmental Considerations](#)

[Highway Traffic Noise Evaluation](#)

[Noise Evaluation Process](#)

[Traffic Noise and Abatement](#)

[What is the Edwards Aquifer Recharge Zone?](#)

[Water Quality and Water Resources](#)

[Biological and Ecological Resources](#)



[Cultural and Historic Resources](#)

[Next Steps](#)

Get Involved

[Stay Involved](#)

Download

01.	183A Added Capacity Project Fact Sheet	
02.	Draft Schematic (Subject to Change)	

How to Submit a Comment

Comments must be received or postmarked by 11:59pm, Sunday, September 1, 2024 to be included in the official record of this Virtual Open House. Official comments will be received and accepted by the project team in the following ways:

Email

Send your comment by email 183aacproject@gmail.com.

Mail

Central Texas Regional Mobility Authority

c/o 183A Added Capacity

3300 N. IH-35, Suite 300

Austin, TX 78705

Online

Fill out the digital comment form below to submit a comment for the official record of this Virtual Open House.

183A Added Capacity – Digital Comment Form

Name *

Phone

Email *

Enter Email

Confirm Email

Address

Address 2

City

State

Zip Code *

Comment *

Upload File (pdf, doc, xlsx only.)

No file chosen

Max. file size: 3 MB.

Per Texas Transportation Code, §201.811 (a) (5): check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

Environmental Study

What environmental resources are studied?

The 183A Added Capacity environmental study includes, but is not limited to, the review and analysis of:

- Natural Resources (State and Federal protected species, water resources)
- Cultural Resources
- Hazardous Materials
- Community Impacts
- Traffic Noise Analysis
- Air Quality

How do you plan to address the possibility of additional noise?

The environmental studies performed for the project will include a review of projected traffic noise that could result from the proposed improvements. The Mobility Authority will prepare a traffic noise analysis following the required federal process. The analysis will also evaluate noise abatement measures for the adjacent residents and businesses that might be impacted by traffic noise.

Will the project affect water quality in nearby waterways?

The Mobility Authority is committed to mitigating impacts of construction to the surrounding environment, should the project move forward. Best Management Practices (BMPs) and Voluntary Control Measures (VCMs) will be incorporated into the design and installed prior to construction in efforts to maintain water quality, remaining in compliance with the Texas Commission on Environmental Quality's Edwards Aquifer Protection Program.

What measures are in place to protect and preserve natural habitats during and after construction?

The project will remain in compliance with the Endangered Species Act (ESA). Analysis of federally-listed threatened and endangered species and consultation with the U.S. Fish and Wildlife Service will be performed.

When might construction begin?

If use of the corridor continues to increase as anticipated, signifying the need for an additional lane, the start of construction would then be dependent on the results of the environmental study, Mobility Authority Board approval, and coordination with the **183A Frontage Road Project** (managed by TxDOT). It is possible construction could begin as early as the second half of 2026.

Stay Connected

Please note: The form below is NOT the official comment form for the 183A Added Capacity Virtual Open House. Comments that are submitted through this form will not be included in the official record of the Virtual Open House. If you are attempting to submit an official comment to be included in the Virtual Open House, please use the form above or visit <https://www.mobilityauthority.com/projects-programs/projects/183a-ac/#jl-how-to-submit-a-comment>.

Contact us via email below or by phone at [\(512\) 996-9778](tel:5129969778).

Name *

Email Address *

Phone Number

Street Address

Message

☐ Sign up for updates

► **Submit**

Appendix B: Documentation of Virtual Open House Exhibit Boards

183A

ADDED
CAPACITY

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.

183AADDED
CAPACITY

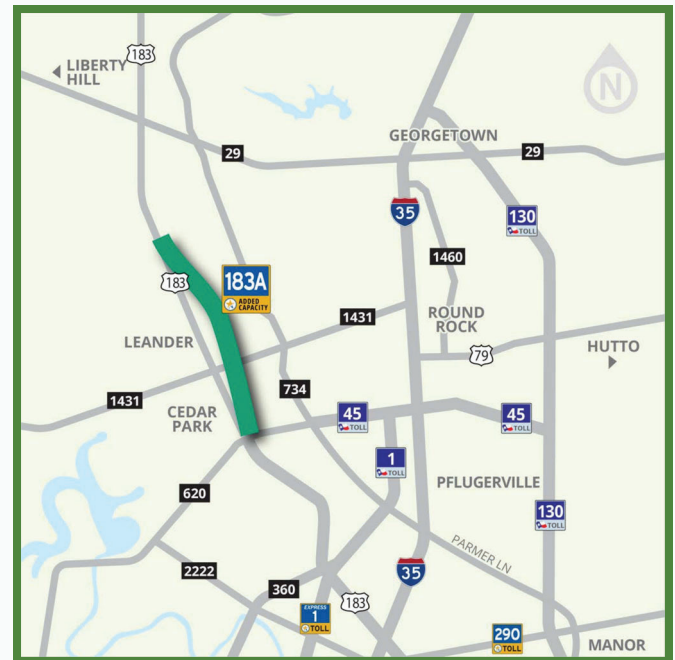
What is the 183A Added Capacity Project?

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

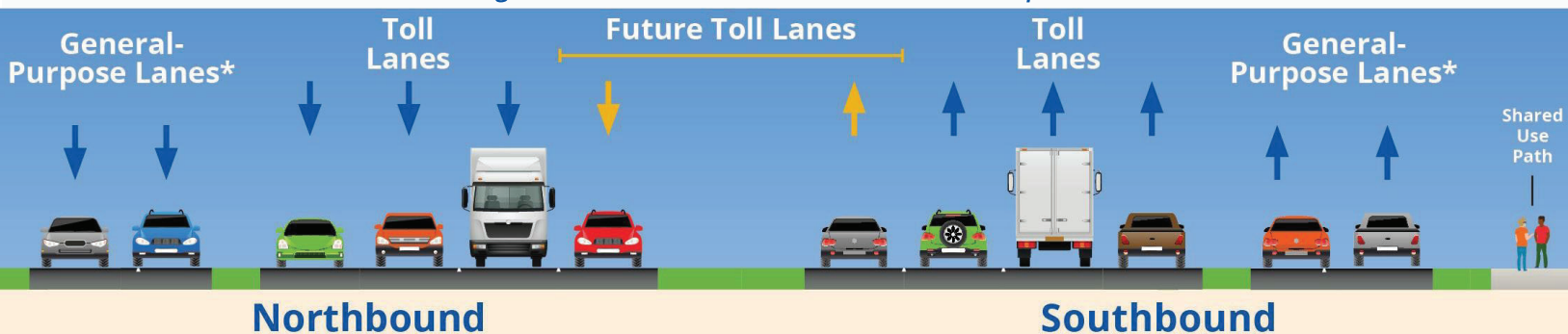
The 183A Added Capacity Project is currently undergoing an environmental study, which is expected to continue through 2025. If corridor usage increases as anticipated, indicating the need for an additional lane, construction would be dependent on:

- 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*



183A

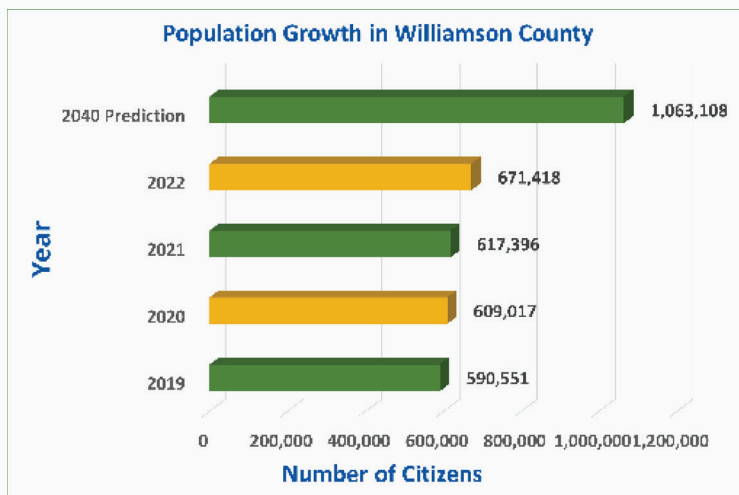
ADDED
CAPACITY

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



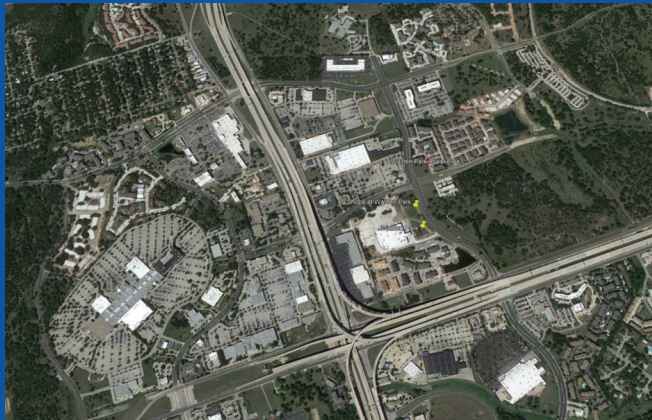
91,740



+72 %

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

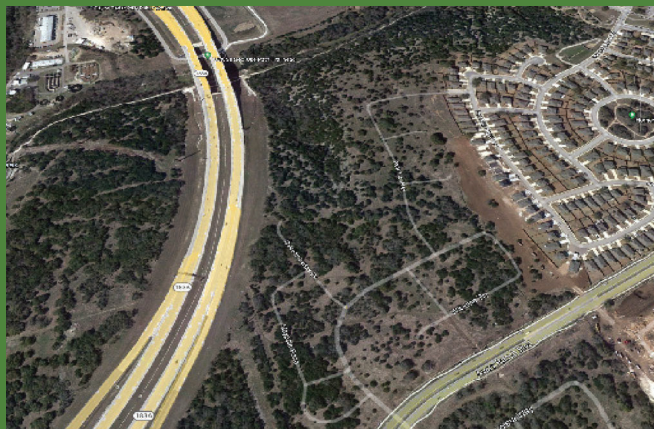
Development Over the Decade



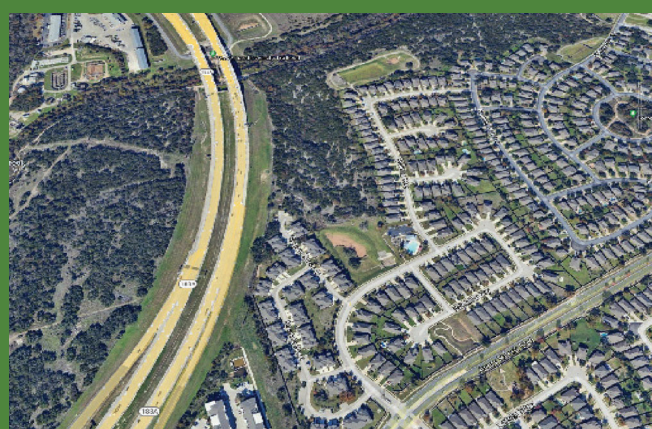
Walden Park in January 2014



Walden Park in January 2024



Homestead Development in
January 2014



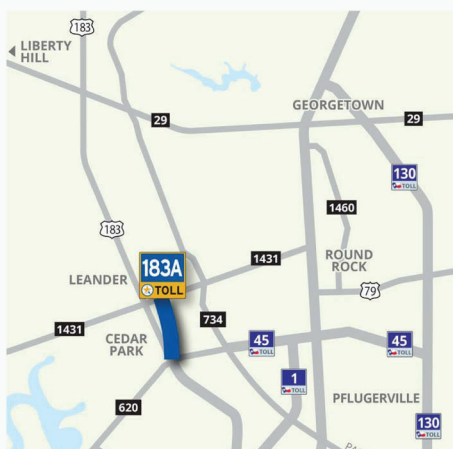
Homestead Development in
January 2024

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.

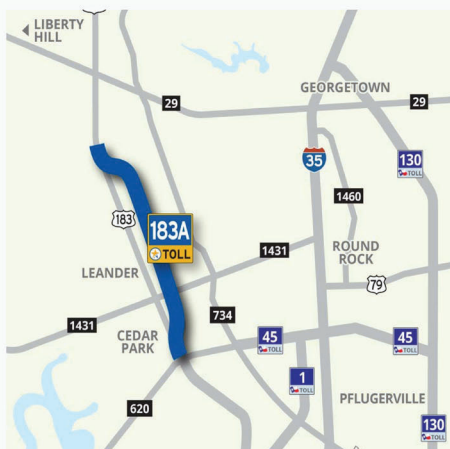
183A Toll History

183A Phase I



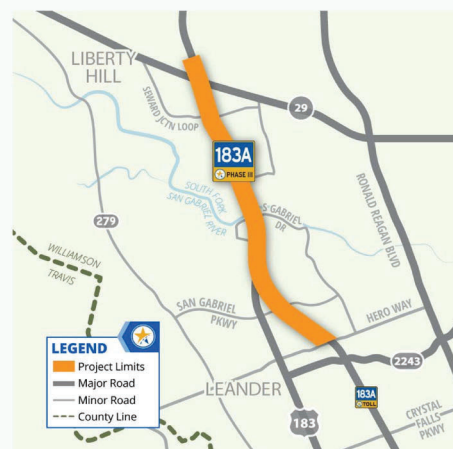
A 6.6-mile tolled roadway between RM 620 and RM 1431, with non-tolled frontage roads from RM 1431 northward to the San Gabriel River. It opened in March 2007.

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

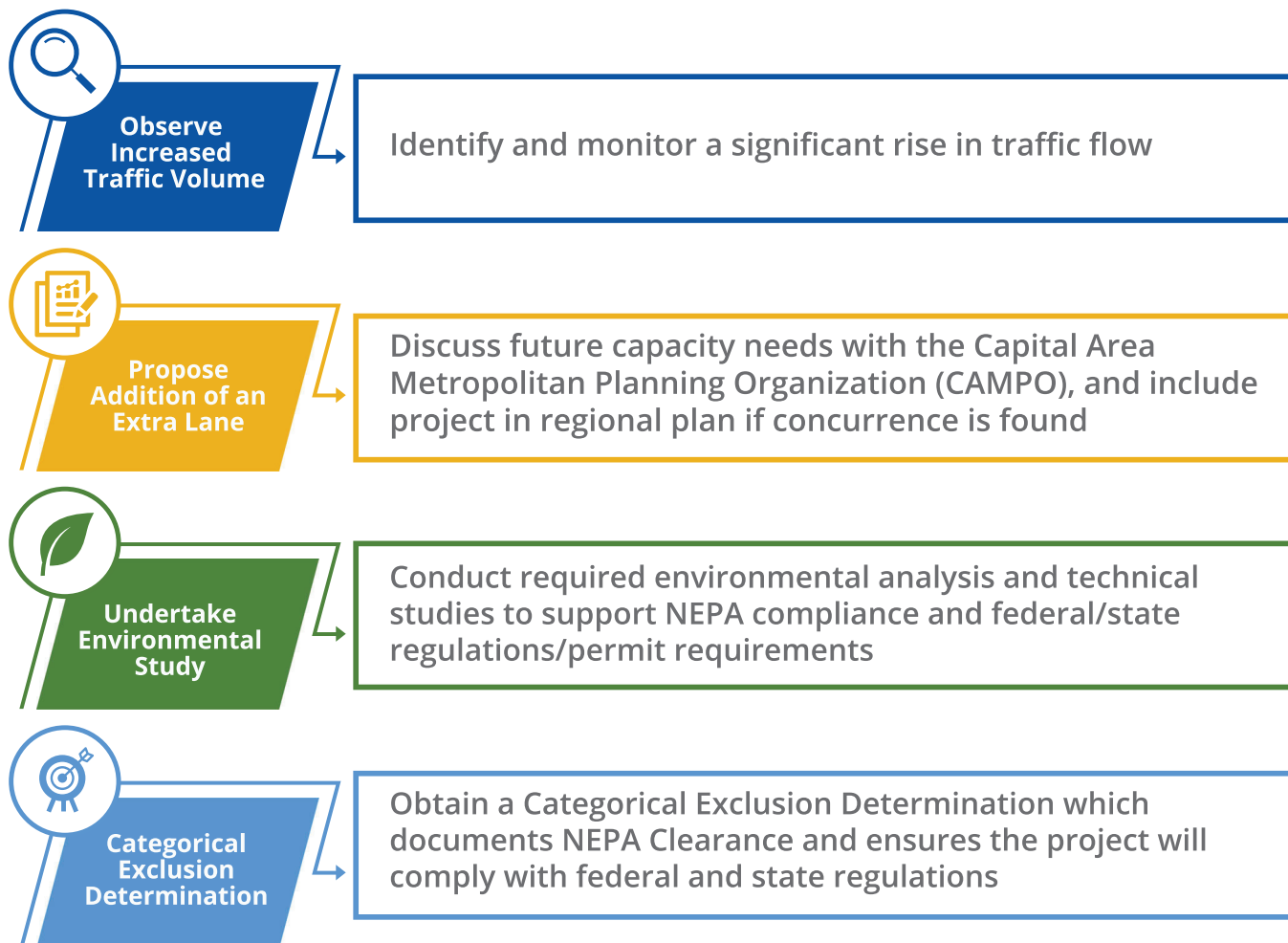
Avoid and minimize impacts to water quality

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.

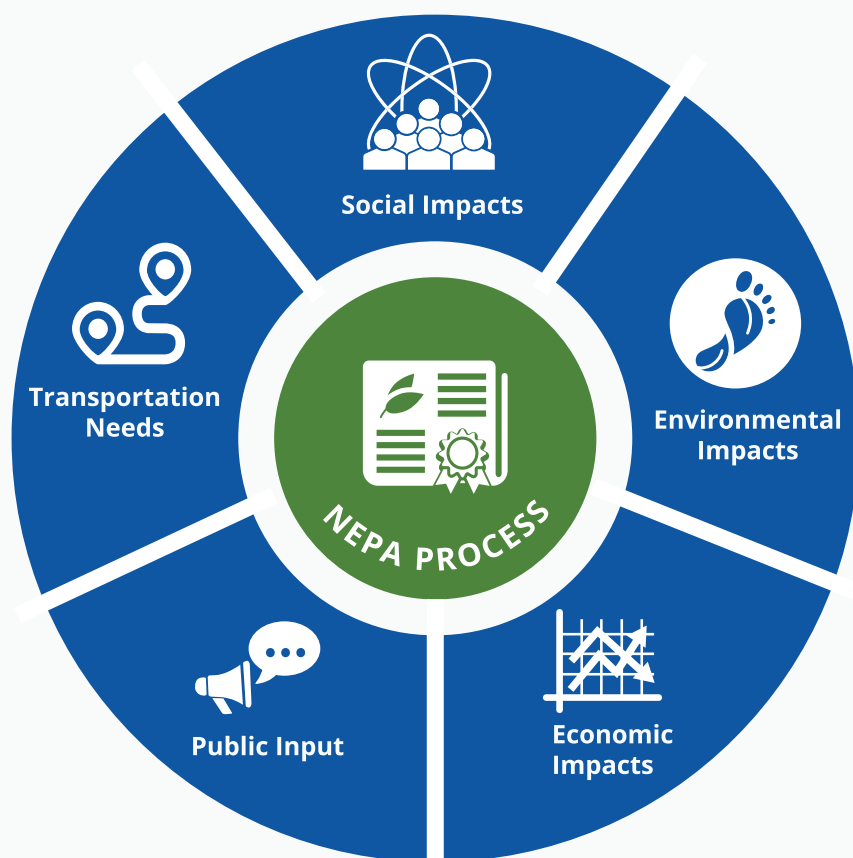


What is the National Environmental Policy Act (NEPA)?

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

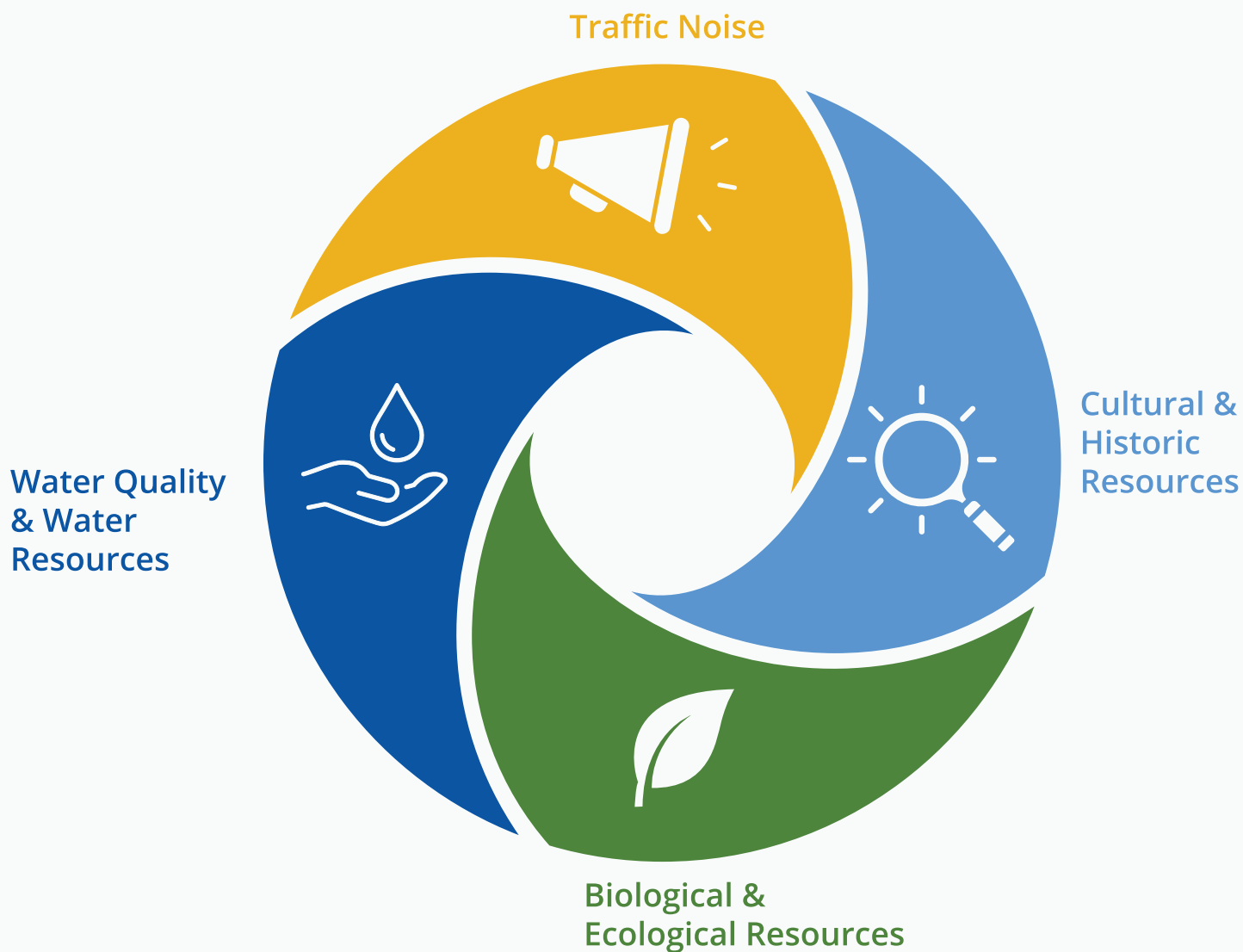
The NEPA process:

- 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



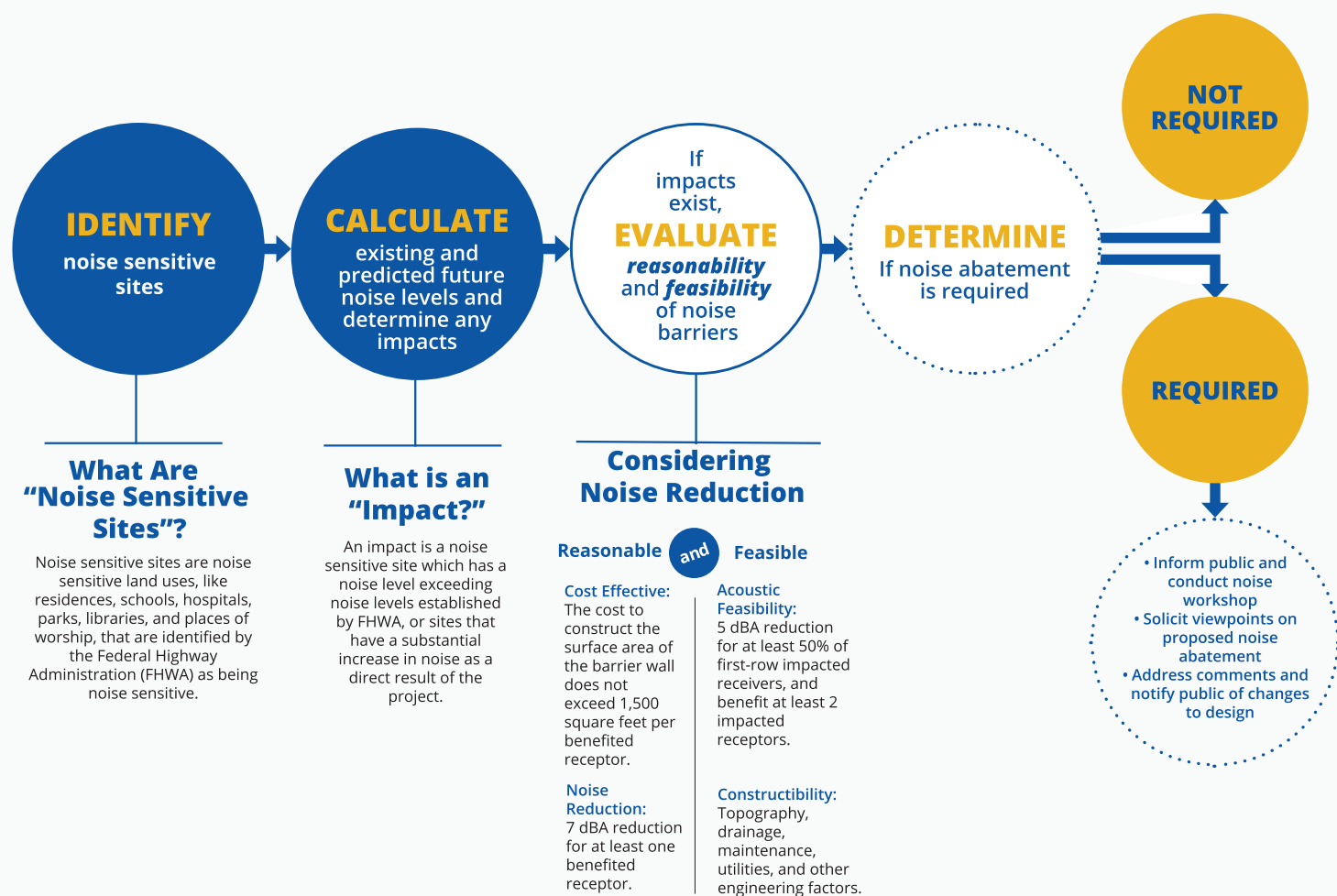
Existing Barriers

- 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.

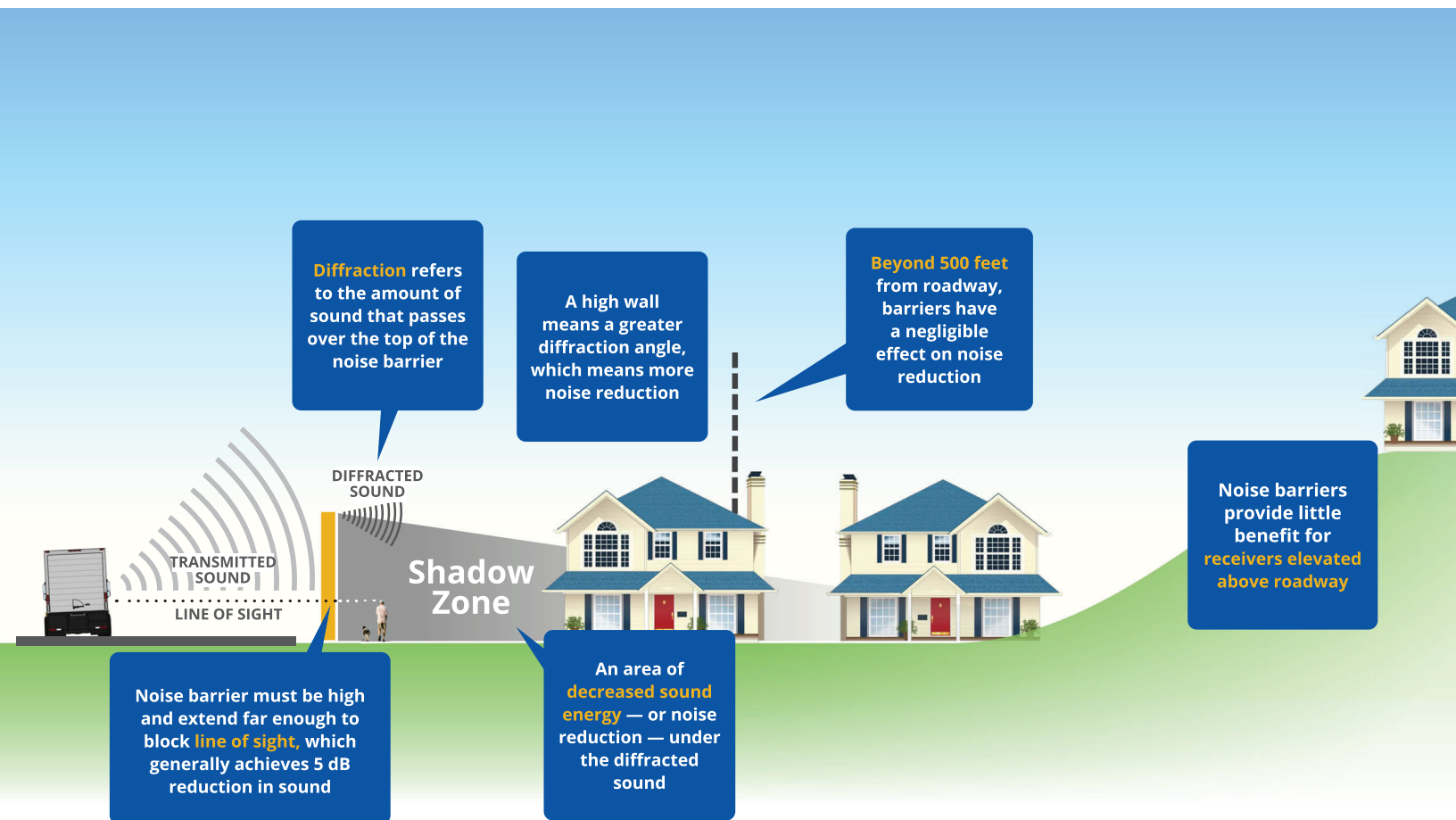
Noise Evaluation Process



*dBA, or decibels A, is a measurement for noise level

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?

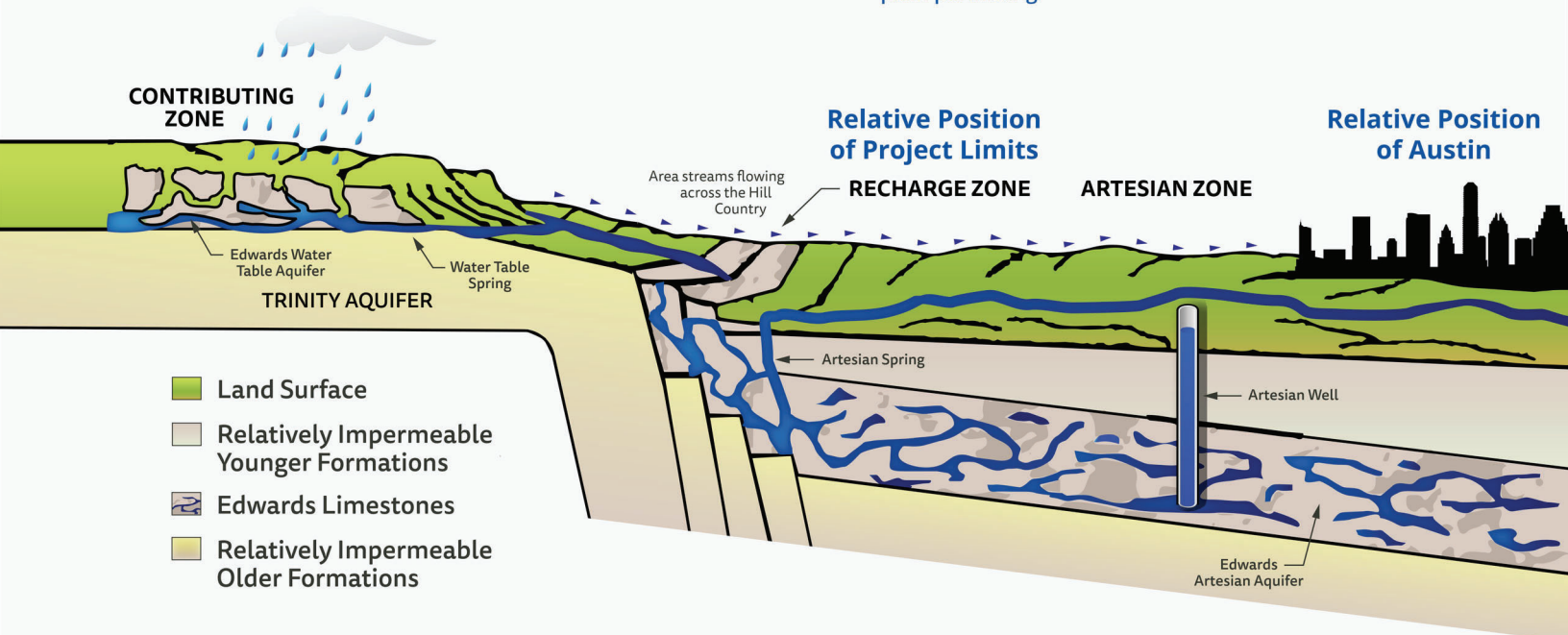
- The south section of this project falls within the Edwards Aquifer Recharge Zone.
- The Edwards Aquifer is a drinking water source for South Central Texas.
- Fractures, caves, sinking streams, and sinkholes act as conduits to the aquifer.
- Texas Commission on Environmental Quality (TCEQ) Edwards Aquifer 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.

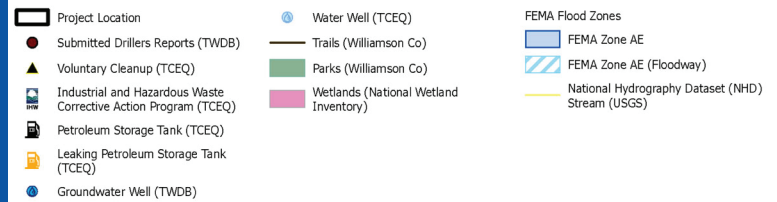
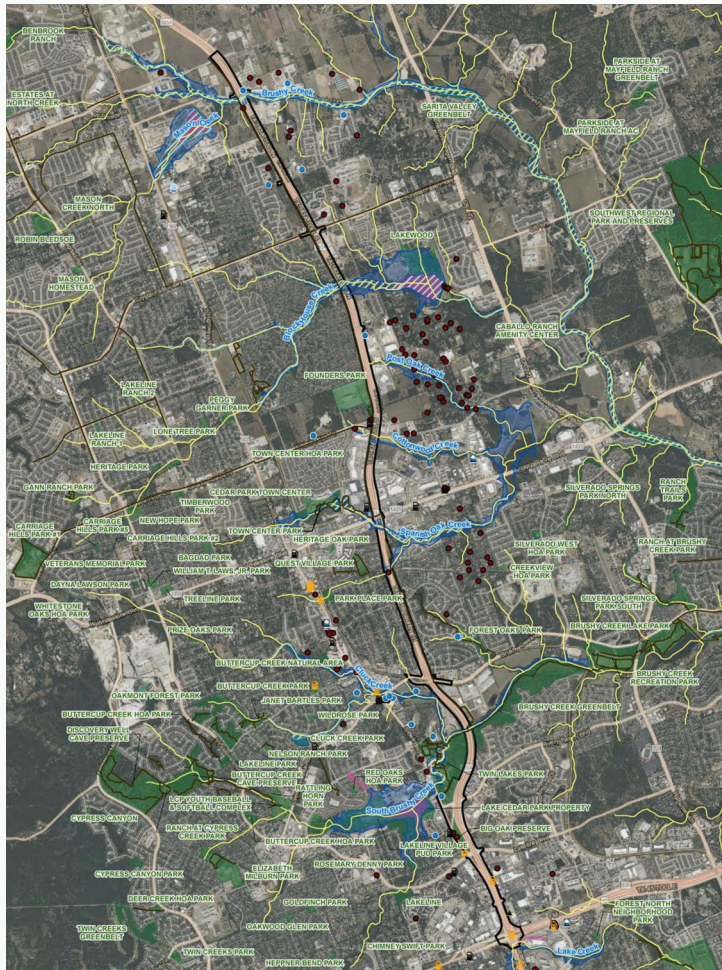
Our project team is collaborating with:

- 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



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

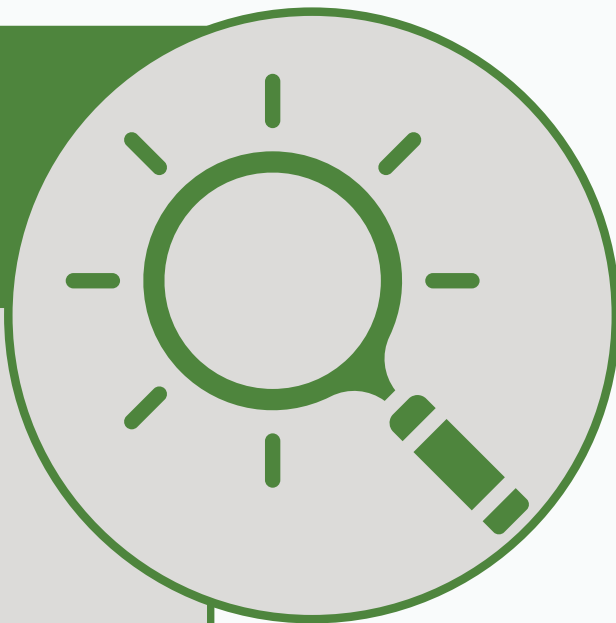
Including the Tooth Cave Spider, the Tooth Cave Ground Beetle, and the Bone Cave Harvestman

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



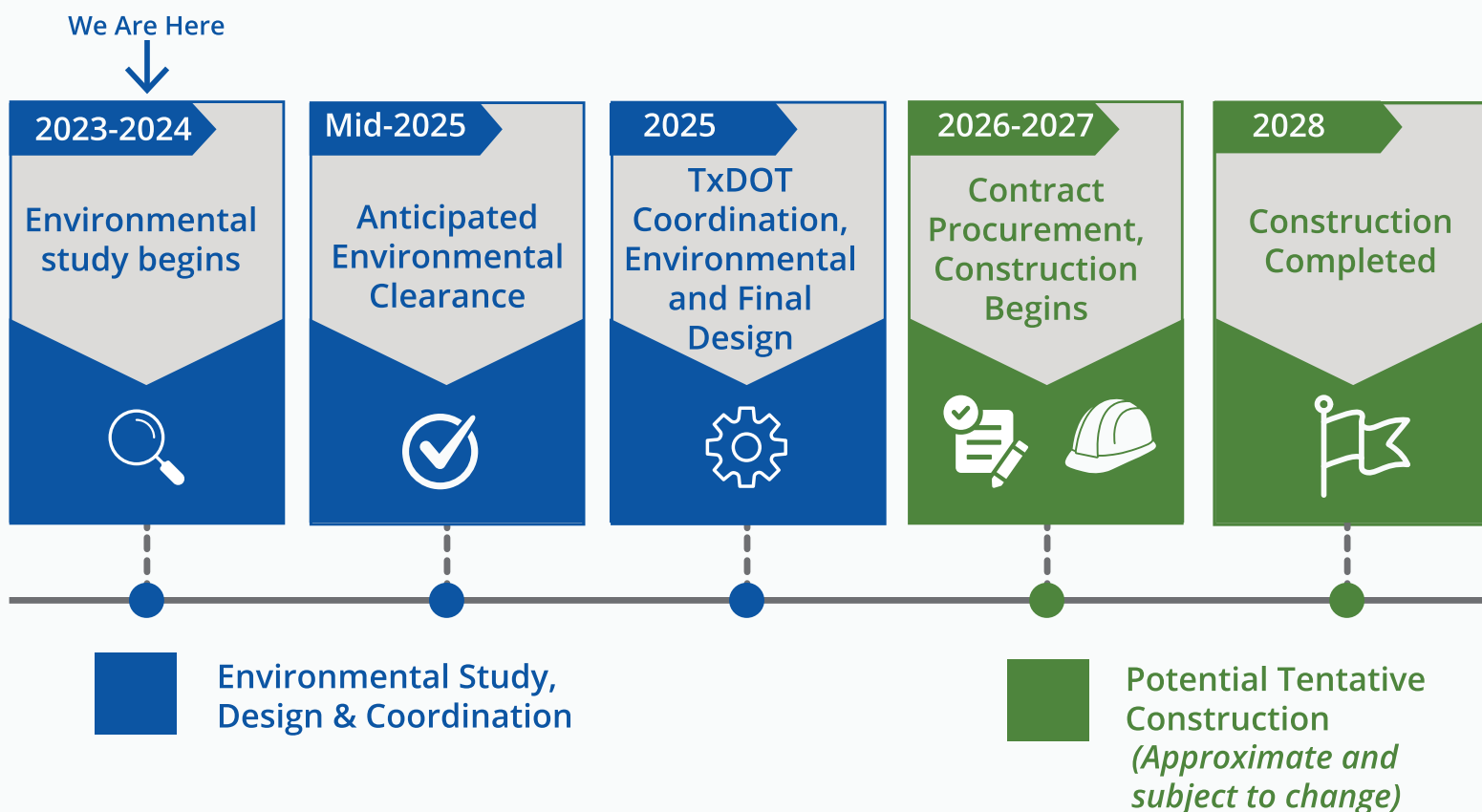
TxDOT and THC determined that no Historic Properties are located within the APE. Consequently, no further work is necessary, as it is unlikely that the APE contains significant and intact historic resources, cemeteries, or archaeological sites.

183A

ADDED
CAPACITY

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:

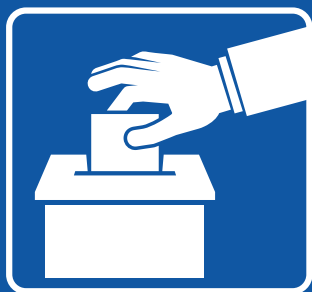


**The project timeline is subject to the completion and findings of the environmental study, project demand, and coordination with ongoing projects in the area (e.g., 183A Frontage Road Project managed by TxDOT).*

183A

ADDED
CAPACITY

Stay Involved



Submit a Comment

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



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183aacproject@gmail.com



(512) 996-9778

18

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

Appendix C: Comments Received

**183A Added Capacity - Digital Comment Form : Entry
3960**

Name

Andrew Alexander

Email

[REDACTED]

Zip Code

78641

Comment

If the people who are on 183A driving 20 mph under the posted speed limit in the left lane were cited for disrupting the flow of traffic, per our state's "slow poke" laws and the posted laws along the highway stating that slower traffic must keep right, then traffic would flow correctly on 183A.

**183A Added Capacity - Digital Comment Form : Entry
3983**

Name

Steven Brown

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Round Rock

State

TX

Zip Code

78665

Comment

PLEASE START ALLOWING ALL DISABLED VETERANS A MAX OF 2 EXEMPT VEHICLES AND AND ALLOW US TO START AT 0 BALANCE CAUSE THE SIGNUP PROCESS IS TERRIBLE

Name
Lori
Email Address
[REDACTED]
Phone Number
[REDACTED]
Street Address
[REDACTED]
Message
<p>I do not like traveling on the express lane for 15 mins. Earlier. It's too expensive.,I'm not married it makes it another bill which no one needs right now, it's really tight to get Tabs insurance tires, ma instance on my Car. It feels like I get penalized for accident going on toll Road it's just another way to get money off us tax payers.</p>
Updates Sign Up
<ul style="list-style-type: none">• Sign up for updates

**183A Added Capacity - Digital Comment Form : Entry
3940**

Name

jon

Email

[REDACTED]

Zip Code

76527

Comment

I support the 4th lane expansion of 183A however, please consider incorporating TxDOT's US 183 frontage road job into this project to minimize construction time frames and delays to the traveling public on both projects. Makes sense to have one contractor perform both jobs if phasing allows.

Newsletter

- Sign up for updates

**183A Added Capacity - Digital Comment Form : Entry
3993**

Name

Lizbeth Ortiz

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

Address 2

[REDACTED]

City

Austin

State

TEXAS

Zip Code

78753

Comment

Me gustaría q me llegara el bill a tiempo

Newsletter

- Sign up for updates

Noise levels for my home with the changes to 183 project

1 message

Thu, Aug 1, 2024 at 11:58 AM

[REDACTED]
To: "183aacproject@gmail.com" <183aacproject@gmail.com>

I would like to understand the specific noise barrier additions and changes to 183. Presently the highway sits above the present noise barrier which I can see from my front and rear yards. The noise presently affects my house value and affects my sleep. I going to have suggest that we get a law suit to stop construction until these issues can be address in our neighborhood.

When can we see what changes are going to take place to improve and prevent future noise issues.

I would like to see the present noise studies to understand the present level to make sure they are with in regulation.

Regards,

John Horbal

**183A Added Capacity - Digital Comment Form : Entry
4168**

Name

Danielle

Phone

[REDACTED]

Email

[REDACTED]

Zip Code

78641

Comment

Tolls should be free on off hours like at night. And only be charged during rush hour times. It's ridiculous that it's \$10 to go 7 miles. If you charge less, more cars will utilize the toll highway, thus still making money and the streets aren't as congested throughout the day. I don't think it should be charged \$7 on a busy day like mopac does sometimes but lowering toll all around helps your citizens during this hard time. Y'all make money anyways.

Texas Transportation Code

- I could benefit monetarily from the project or other item about which I am commenting.

msg

1 message

Jim carter [REDACTED]
To: 183aacproject@gmail.com

Thu, Aug 1, 2024 at 9:32 AM

I have disabled plates ,,and my car [REDACTED] is on file with you.
all tollways are not free, can you provide me a list of which tollways are free and tollways
that are not free...Please include prices
Jim

**183A Added Capacity - Digital Comment Form : Entry
4086**

Name

Brian Pitman

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Austin

State

TX

Zip Code

78730

Comment

I have multiple office locations in the area, and I support the plan as presented.
Brian Pitman, CEO, Independence Title

Texas Transportation Code

- I do business with TxDOT

Newsletter

- Sign up for updates

**183A Added Capacity - Digital Comment Form : Entry
4349**

Name

Eliminate TOLL ROADS!

Email

[REDACTED]

Zip Code

78719

Comment

Y'all should be eliminated! You are an organization that are thieves and liars. You're frauds!! Citizens shouldn't have to double pay in taxes and still pay to use roadways.

Texas Transportation Code

- I am employed by TxDOT

**183A Added Capacity - Digital Comment Form : Entry
4268**

Name

Venkatesh

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

TX

Zip Code

78641

Comment

Hello,
As someone who frequently uses the toll road between Hero Way and FM620, I've definitely noticed traffic has been getting worse, especially over the last year. I think adding a lane on both sides would really help with future congestion. It's also important not to close the existing toll road during the construction, as that would just make things harder for those of us who rely on it.

Comment for 183A study

1 message

Andy Eis [REDACTED]
To: 183aacproject@gmail.com

Fri, Aug 2, 2024 at 10:59 AM

The linked page <http://www.mobilityauthority.com/183a-ac-comment> doesn't seem to be functional. Community Impact put out an article today for residents to submit comments.

My comment: if this work follows the systematic development of expanded capacity as the area grows, then this makes sense. Will this section eventually have general purpose lanes (no charge) and tolled lanes? It's currently all tolled. Also, it seems to me that there's already widening work going on in the areas like the Hero Way intersection.

Andy Eis

**183A Added Capacity - Digital Comment Form : Entry
4576**

Name

Elissa Coggin

Email

[REDACTED]

Zip Code

78641

Comment

Please give us a break from construction for a little bit! The traffic has been bad for so long! Can't you just redo the lines to make another lane?

Comment

1 message

Josh Howard [REDACTED]
To: 183aacproject@gmail.com

Sat, Aug 3, 2024 at 12:16 PM

Has a cost-benefit analysis been conducted for adding two lanes in each direction and delaying the project? Adding just one lane now and invariably another in 20 years seems inefficient and costly use of funds.

If a second lane is added, consider including a counterflow lane in the median to adjust traffic flow based on commuting patterns. This could help future-proof the project.

Sent from my iPhone
Josh

**183A Added Capacity - Digital Comment Form : Entry
4577**

Name

Brenda Vreeke

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

WA

Zip Code

78641

Comment

Hi there! Love this open house and the amount of information presented that is easy to understand. I'd love to add a comment that our Blockhouse Creek neighborhood could really benefit from a noise wall. In general but especially if the additional lanes go in. I'm all for the lanes and the growth further North will absolutely need it and it's smart. But the noise mitigation would be very helpful for the houses like ours that back to 183A.

Thank you again for this forum!

Brenda Vreeke

**183A Added Capacity - Digital Comment Form : Entry
4703**

Name

Steven A Mendoza Jr

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

TX

Zip Code

78641

Comment

Block House Creek neighborhood could really benefit from a noise wall. In general but especially if the additional lanes go in. I'm all for the lanes and the growth further North will absolutely need it and it's smart. But the noise mitigation would be very helpful for the houses like ours that back to 183A.

Newsletter

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**183A Added Capacity - Digital Comment Form : Entry
4702**

Name

Daniel Holden

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

TX

Zip Code

78641-7829

Comment

Why can't we just have the tolls start at 1431 so no frontage roads need to be built?

Texas Transportation Code

- I do business with TxDOT

**183A Added Capacity - Digital Comment Form : Entry
4832**

Name

Mary-Ellen Nichols

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Liberty Hill

State

TX

Zip Code

78642

Comment

I don't think the 4th lane is necessary. If you reduced the fees on the toll, you would probably get more drivers paying to use the toll and that would potentially help some of the frontage road congestion problems.

Texas Transportation Code

- I could benefit monetarily from the project or other item about which I am commenting.

**183A Added Capacity - Digital Comment Form : Entry
4855**

Name

Fernando Gaytan

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Austin

State

TX

Zip Code

78741

Comment

I agree this project should be implemented as traffic grows.

Texas Transportation Code

- I do business with TxDOT

**183A Added Capacity - Digital Comment Form : Entry
4734**

Name

Mona Carver

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Austin

State

TX

Zip Code

78729

Comment

I am glad to see the extra toll lanes added to 183A, but a solution needs to be provided for either free lanes or free frontage road lanes from Lakeline Blvd to 1431. At this point, if you want to go from Lakeline Mall to Cypress Creek or 1431 and avoid the cost of the tolls, you have to drive east under the 183 overpass, drive to Avery Ranch Rd, and then go back west under the 183 overpass. This is extremely inefficient. I hope you will try doing this some time and see how much time it adds to everyone's drive time. To me, this is as important as adding more toll lanes.

**183A Added Capacity - Digital Comment Form : Entry
5352**

Name

Michele

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Buda

State

TX

Zip Code

78610

Comment

1. Please provide more road clean-up. There is so much debris on the toll, it flies up and hits my windshield. I have 5 different cracks on my windshield solely from 130 toll.
2. The toll charges when you exit and when you get right back on. I made an accidental exit one time and had to get back on, it charged me for that. Coming from Houston, their toll system makes more sense. It either charges at all exits and inbetween, or charges on all entries.

183A 4th Lane Project Comments

1 message

Ryan Blair [REDACTED]
To: 183aacproject@gmail.com

Thu, Aug 8, 2024 at 11:27 AM

These are my comments on the project. Thanks for your consideration.

1. Please add an additional through lane on the Northbound frontage road (NBFR) at Lakeline Mall Dr, and shift the right turn lane over 12'. Currently the traffic is bottlenecked because the through lane upstream dead-ends into a right turn lane. So effectively there's only one through lane before the exit ramp merges onto the NBFR. This intersection backs up on the ramp and even onto US183A frequently. Adding capacity on 183A means nothing if the bottlenecks at the cross roads, ramps and frontage roads are not fixed. There's not much NB right turn lane traffic for Lakeline Mall Dr. A less desirable option would be to convert the right lane to a shared through and right lane.
2. Remove the overhead toll plaza infrastructure building, including the toll booths just north of Park Street.
3. At the Lakeline Blvd, Northbound to southbound turnaround, provide a separated receiving lane on the Southbound frontage with a merge downstream. This will enable the Uturn traffic to enter the southbound frontage road without having to wait for the Lakeline double right turn heavy traffic.
4. Has CTRMA or TxDOT analyzed a diverging diamond type intersection at RM1431 to improve traffic flow and safety?

Thanks, Ryan Blair

Wall

1 message

Terrie Moncada [REDACTED]
To: 183aacproject@gmail.com

Sun, Aug 11, 2024 at 4:29 PM

We would like a noise abatement. We live on Socorro bend Leander and request one.

[Sent from Yahoo Mail for iPhone](#)

Noise abatement wall

1 message

farah saad [REDACTED]
To: 183aacproject@gmail.com

Sun, Aug 11, 2024 at 4:33 PM

Hello,

We are the neighbours of block house creek locating in socorro bnd. In regards of adding 2 more lanes on 183A we are requesting a noise abatement wall by our end.

Thank you!

Public comment regarding 183A Added Capacity Project

1 message

Adam Greenfield [REDACTED]
To: 183aacproject@gmail.com

Wed, Aug 14, 2024 at 1:07 PM

Dear 183A Added Capacity Project staff,

Thank you for this opportunity to provide public comment on the 183A Added Capacity Project.

I do not support the proposal to add more lanes to 183A, whether tolled or not.

As our region's population continues to grow, we must consider how our transportation system can accommodate the new residents. However, it's also important to ask what our collective vision is for our region and build toward that. This project's vision seems to be of more highways, more asphalt, and more driving along with all its attendant issues, including pollution, crashes, lack of transportation choice, high costs associated with car ownership, and induced sprawl. Is this really the community's will? Has CTRMA polled the public about this?

This project assumes that population growth has to equal more driving, which is false. Population growth can equal more transit and denser urban development, if we choose. Any measure, including extra highway capacity, that entrenches car-dependency keeps us trapped in the downward spiral of more highways and more sprawl.

It's well established by now that congestion relief is not a worthy goal - [see this report](#). Any effort to relieve congestion just encourages more driving until congestion is as bad or worse than before, but now with even more cars and their accompanying problems. Instead, we should encourage more space-efficient alternatives to driving, including transit, bicycling, and walking.

Please also explain why an extra toll lane is needed as opposed to merely changing the pricing on the existing toll lanes if there's congestion.

Here are among the measures I ask CTRMA to consider instead of widening 183A:

- Create and implement goals to reduce Vehicle Miles Traveled; increase transit, bicycling, and walking in this area; and reduce vehicular deaths and serious injuries to zero
- Install air quality monitors in this area
- Survey the public (without inducing slanted thinking, including car-centric thinking) on what kind of place they want to live in - consider [the exercises led by Place It](#) - and start to implement that vision

Thank you for your attention in this matter.

Best,

Adam Greenfield

183 expansion

1 message

Cynthia Langdon [REDACTED]

To: 183aacproject@gmail.com

Wed, Aug 14, 2024 at 9:39 AM

Good morning,

I am one of the neighbors that back up to 183a. I am writing to express my concerns about the toll road and the plans add 2 more lanes. I live in the Blockhouse Creek neighborhood on Socorro Bend.

The current noise level from the road already exceeds the city's noise ordinance. It's already so loud during rush hour it's unpleasant to be outside our own homes. I live at the end of Socorro by the HEB center. This part of the neighborhood is ground level to 13 lanes of traffic. I understand the neighborhood wall was built with the majority of the road being below street level. But our area has more lanes and is on street level. The area continues to grow which means more traffic and more noise.

I am asking for a noise abatement wall be added to our end of the neighborhood that has the most lanes right next to our homes.

Please feel free to contact me if you have any questions.

Thank you,

Cynthia Langdon

[REDACTED]

**183A Added Capacity - Digital Comment Form : Entry
6374**

Name

Jacob

Email

[REDACTED]

Zip Code

78759

Comment

Saw this virtual open house in the community impact newsletter. I think the information presented was great and informative. It looks like there won't be any ROW impacts so this looks like a great solution to help with the anticipated future growth.

Comments on 183 expansion project

1 message

Mona Mehdy [REDACTED]

Sun, Aug 18, 2024 at 9:52 AM

To: "183aacproject@gmail.com" <183aacproject@gmail.com>

Hello,
I oppose this project.

CTRMA has approved large highway expansion which only increases individual car use rather than supporting and demanding investments in infrastructure to support in mobility thatvia bus, train and carpools. The current trend is self-destructive and destructive to our land, air.

Mona Mehdy
[REDACTED]

**183A Added Capacity - Digital Comment Form : Entry
6537**

Name

Jackson Hurst

Email

[REDACTED]

Address

[REDACTED]

City

Kennesaw

State

Georgia

Zip Code

30144

Comment

I approve and support TxDOT's/CTRMA's 183A Added Capacity Project. The aspect that I love about TxDOT's/CTRMA's 183A Added Capacity Project is that TX-183A will be widened from 3 lanes to 4 lanes in each direction from FM-620 and Hero Way which will improve safety and reduce congestion.

Texas Transportation Code

- I could benefit monetarily from the project or other item about which I am commenting.

Newsletter

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183A, added capacity

1 message

Tom Langdon [REDACTED]

Sun, Aug 25, 2024 at 3:13 PM

To: "183aacproject@gmail.com" <183aacproject@gmail.com>

Hi,

This email is for the record of the Virtual Open House for the 183-A added capacity project. We live in Block House Creek, on Socorro Bend in the section of the neighborhood roughly level with the tollway. We have lived here since before the tollway went in.

The introduction of the tollway, years ago, has created a very significant increase in general road noise for our street and surrounding areas. The presence of the solid fence on the back side of Socorro Bend does virtually nothing to cut down on the noise. Currently, including the frontage lanes, there are 13 lanes of traffic across from our houses. The addition of two lanes of tolled traffic on 183A itself will bring that to 15 total lanes. I am not particularly happy about this, and wish it were not going through. I also realize there's not a great deal any of us can do to stop it.

What I would appreciate, at the expense of the toll authority, is some increase in noise abatement at least for the section of Block House Creek south of the Scottsdale Drive entrance. This would include McDowell Bend and Socorro Bend, each street being roughly level with the tollway and more affected by the additional road noise caused by even more lanes. We would like for the fence along this stretch to be raised and upgraded to reduce the impact of road noise on our homes.

Thank you,
Tom Langdon

Comment about the 183 Expansion project.

1 message

Rachel H [REDACTED]
To: 183aacproject@gmail.com

Wed, Aug 28, 2024 at 11:45 PM

Please build a high, sound barrier wall along Block House Creek to help keep out the additional noise this project will bring. We can already often hear loud trucks and cars on the highway as it is and I live three blocks away from the actual road, so I can't imagine how loud it must be for people whose yards actually back up to the highway. With the additional lanes, comes more traffic and noise, so a sound barrier is a necessity.

--

Rachel Holcomb
BHC resident

**183A Added Capacity - Digital Comment Form : Entry
7716**

Name

Skye Cockrell

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

TX

Zip Code

78641

Comment

Please put a sound wall up to protect our neighborhood from traffic noise. We have you on one side & now a huge store on New Hope. The sounds from traffic from both are over whelming.

Noise concern

1 message

Liz Ramos-Floyd [REDACTED]
To: 183aacproject@gmail.com

Thu, Aug 29, 2024 at 6:32 AM

Hello,

I live at 1406 Mojave bend and am very concerned about the toll road noise. Should additional lanes be added or not- as it is we need a taller sound wall and also trees planted to absorb some sound. It is very loud constantly from the toll noises.

Thank you, Liz floyd

Sent from my iPhone

**183A Added Capacity - Digital Comment Form : Entry
7940**

Name

Natalie Sandhaus

Email

[REDACTED]

Address

[REDACTED]

City

Leander

Zip Code

78641

Comment

Adding another lane is not only not necessary but will negatively affect the neighborhoods that sit right next to it. The noise is already too much for many of those neighbors and an additional lane will only make it worse. This would also have a negative impact on the environment due to the construction that would be required.

Please stop

1 message

Nicole Garcia [REDACTED]
To: 183aacproject@gmail.com

Fri, Aug 30, 2024 at 12:28 PM

We are at capacity for this neighborhood. There is an elementary school so close to the road y'all are expanding on. Is no one worried about their safety? Not to mention the dust, and noise, and all of the trees we have lost. This is not worth it and I'm getting so sad about what is happening to our little oasis 🙄. I can't complain enough

Thank you,

Nicole Moore Garcia

183A Added Capacity Comment

1 message

Ariel Zimmerman [REDACTED]
To: 183aacproject@gmail.com

Fri, Aug 30, 2024 at 12:16 PM

To whom it may concern,

I live in the Block House Creek neighborhood in the corner that is closest to 183A and New Hope. We butt up against the HEB Center. I've lived here since 2012 and adore the area. Our neighborhood is highly sought after due to the incredible community that we have, and all work to continue to foster. Our tight knit community is unique and special. I love my home, have put a lot of time, energy, and cost into it and don't plan on moving in the foreseeable future.

However, the disturbance from 183A and the growing traffic in its current state has already begun to negatively impact our life. Between the highway and feeder road and ramps, there are currently 13 lanes to 183A by us and there is no noise abatement wall or methods in place. The neighborhood wall is not a noise abatement wall, nor is it very tall. The road noise is constant and can be heard inside our home, even after I went through the expense of replacing all of the windows. My son has asked if I could "turn off the sound" and I had to explain that it is coming from the road and there's nothing I can do. I invested in a beautiful patio to enjoy in our backyard, but the road noise has made it difficult to enjoy. We have a projector and planned on being able to enjoy movies and stream concerts but the road noise drowns it out. I find that due to the noise, we are spending more and more time indoors, which limits our activity levels and therefore impacts our health as well as our quality of life.

While I understand that with the benefit of development and growth of the region, some sacrifices may have to be made. However, I feel that the burden is being placed unfairly and unreasonably upon our part of the Block House Creek neighborhood, with little compassion or understanding from CTRMA. As an ETJ, we are often overlooked by local governments as well.

The Added Capacity to 183A project will directly impact us and decrease our quality of life. Future traffic on the toll roads is estimated to increase by 50%, which I think is a low estimate considering the new development off of New Hope and continued development north through the corridor. CTRMA needs to commit to protecting the community even as it must grow. Noise abatement efforts must be a part of the scope of the 183A Added Capacity project. At the very least, there needs to be a noise abatement wall built to protect our area, built of appropriate noise abatement materials and built to at least the height of the 2 story houses located adjacent to the road for the most impact through sound diffraction. Landscaping can assist as well, both on the road side and on the neighborhood side. I think it would be lovely to see CTRMA partner with other organizations in the area to see what native plants and environmental contributions could be made through this effort. While it is clearly out of CTRMA's purview to do anything within the neighborhood, it should partner with the Block House Creek Municipal Utility District (BHC MUD) to support protection of the quality of life of the neighborhood. Maybe that looks like investments in the landscaping for the lots closest to the highway, or other creative ideas. As future lanes are added, placing them below ground level should be seriously considered to contribute to noise abatement.

Clearly, there is no one solution that is the right answer, nor sufficient on its own. A collection of strategies and methods for meaningful noise abatement must be provided and implemented by CTRMA, along with compassion, understanding, and respect for those who live in the area. Not only for our quality of life, but also for the value of the neighborhood and area.

I look forward to seeing what CTRMA comes up with and hope that they listen to and partner with the community as well. After all, we all care about the area, we are all a part of the community, so let's come together and commit to making a difference.

Thank you for your time.
Ariel Zimmerman

**183A Added Capacity - Digital Comment Form : Entry
7926**

Name

Ariel

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

Texas

Zip Code

78641

Comment

To whom it may concern,

I live in the Block House Creek neighborhood in the corner that is closest to 183A and New Hope. We butt up against the HEB Center. I've lived here since 2012 and adore the area. Our neighborhood is highly sought after due to the incredible community that we have, and all work to continue to foster. Our tight knit community is unique and special. I love my home, have put a lot of time, energy, and cost into it and don't plan on moving in the foreseeable future.

However, the disturbance from 183A and the growing traffic in its current state has already begun to negatively impact our life. Between the highway and feeder road and ramps, there are currently 13 lanes to 183A by us and there is no noise abatement wall or methods in place. The neighborhood wall is not a noise abatement wall, nor is it very tall. The road noise is constant and can be heard inside our home, even after I went through the expense of replacing all of the windows. My son has asked if I could "turn off the sound" and I had to explain that it is coming from the road and there's nothing I can do. I invested in a beautiful patio to enjoy in our backyard, but the road noise has made it difficult to enjoy. We have a projector and planned on being able to enjoy movies and stream concerts but the road noise drowns it out. I find that due to the noise, we are spending more and more time indoors, which limits our activity levels and therefore impacts our health as well as our quality of life.

While I understand that with the benefit of development and growth of the region, some sacrifices may have to be made. However, I feel that the burden is being placed unfairly and unreasonably upon our part of the Block House Creek neighborhood, with little compassion or understanding from CTRMA. As an ETJ, we are often overlooked by local governments as well.

The Added Capacity to 183A project will directly impact us and decrease our quality of life. Future traffic on the toll roads is estimated to increase by 50%, which I think is a low estimate considering the new development off of New Hope and continued development north through the corridor. CTRMA needs to commit to protecting the community even as it must grow. Noise abatement efforts must be a part of the scope of the 183A Added Capacity project. At the very least, there needs to be a noise

**183A Added Capacity - Digital Comment Form : Entry
7926**

abatement wall built to protect our area, built of appropriate noise abatement materials and built to at least the height of the 2 story houses located adjacent to the road for the most impact through sound diffraction. Landscaping can assist as well, both on the road side and on the neighborhood side. I think it would be lovely to see CTRMA partner with other organizations in the area to see what native plants and environmental contributions could be made through this effort. While it is clearly out of CTRMA's purview to do anything within the neighborhood, it should partner with the Block House Creek Municipal Utility District (BHC MUD) to support protection of the quality of life of the neighborhood. Maybe that looks like investments in the landscaping for the lots closest to the highway, or other creative ideas. As future lanes are added, placing them below ground level should be seriously considered to contribute to noise abatement.

Clearly, there is no one solution that is the right answer, nor sufficient on its own. A collection of strategies and methods for meaningful noise abatement must be provided and implemented by CTRMA, along with compassion, understanding, and respect for those who live in the area. Not only for our quality of life, but also for the value of the neighborhood and area.

I look forward to seeing what CTRMA comes up with and hope that they listen to and partner with the community as well. After all, we all care about the area, we are all a part of the community, so let's come together and commit to making a difference.

Thank you for your time.

Ariel Zimmerman

First Name
Luanne
Last Name
Miller
Email Address
[REDACTED]
Phone Number
[REDACTED]
Street Address
[REDACTED]
Zip Code
786417 ⁸
Country
USA
Vehicle License Plate
[REDACTED]
Is this a toll bill inquiry?
No

Message

I live in the Block House Creek neighborhood near 183A where the highway is on the same level as our homes. The traffic is loud now. I can't imagine how high the noise level will be when the two lanes are added to the toll road. Please build a noise barrier wall for the area where the highway is on ground level on the south side of our neighborhood.

Thanks for your consideration.

Sincerely,

Luanne Miller

Comments for 183A Added Capacity Project

1 message

Tom Wald

Fri, Aug 30, 2024 at 4:45 PM

To: 183A Added Capacity Project <183aacproject@gmail.com>

Cc:

Thank you for the opportunity to provide input for the [183A Added Capacity Project](#).

Noise Walls

Since noise walls are part of the consideration of this project, please consider placing noise walls in order to provide relief to users of the shared-use paths along the corridor. These would be helpful, even if they are only placed along a portion of the corridor.

New Shared-Use Paths

Please add shared-use paths along the corridor in locations that do not currently have them.

Shade Trees

Please begin adding shade trees for the shared-use paths along the corridor. Again, these would be helpful, even if they are only placed along a portion of the corridor.

Protective Barriers

In locations where vehicles have departed the roadway and entered a shared-use path, please place protective barriers (e.g. jersey barriers or guardrails), to protect shared-use path users from future vehicle incursions.

I look forward to working with you and your consultants to help shape these transportation measures.

Thank you,
Tom

--

Tom Wald

Executive Director

[Redacted Signature]

Red Line Parkway Initiative is a 501(c)(3) nonprofit founded in 2017 that unites partners and communities to successfully plan, fund, build, and activate a celebrated Parkway that will be enjoyed for generations.

[Facebook](#) | [Twitter](#) | [Instagram](#) | [LinkedIn](#)

**183A Added Capacity - Digital Comment Form : Entry
8197**

Name

Theresa Garibay

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

TX

Zip Code

78641

Comment

REFERENCE TO 183A Expansion & Added Capacity Project:

Additional sound barriers are needed to insulate our neighborhood (Block House Creek) from the sound of 183A. The toll road has already infringed our once peaceful and quiet neighborhood. Any additional expansions are unwanted.

**183A Added Capacity - Digital Comment Form : Entry
8202**

Name

Joe Bonckowski

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

Texas

Zip Code

78641

Comment

The noise already generated by the 183A outside of my neighborhood is plenty. New lanes are to be added there has to be something done to mitigate the noise. I live about 6 houses away currently and at heavy use times I can't hear my wife speaking and she's right next to me.

**183A Added Capacity - Digital Comment Form : Entry
8261**

Name

J Corley

Email

[REDACTED]

Zip Code

78641

Comment

Please ensure a noise barrier wall is included in the plans for the homes along 183A in the Block House Creek neighborhood. Also, please consider placing "yield to pedestrian" signs at the intersection of Scottsdale and 183A. More people are walking to amenities across the highway, and cars do not always stop at red for a right hand turn.

**183A Added Capacity - Digital Comment Form : Entry
8137**

Name

Tracy Norwood

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

TX

Zip Code

78641-2154

Comment

Please ensure a noise abatement wall is included in the plans for the homes along 183A in the Block House Creek neighborhood. Also, please consider placing "yield to pedestrian" signs at the intersection of Scottsdale and 183A. More people are walking to amenities across the highway, and cars do not always stop at red for a right hand turn.

Newsletter

- Sign up for updates

Noise

1 message

Jose Hill [REDACTED]
To: 183aacproject@gmail.com

Sat, Aug 31, 2024 at 6:50 AM

I live on Socorro bend Leander Texas. We already hear the noise from 183A frontage road. We are concerned about you adding two more lanes or more request that you add something to help with noise.

[Sent from Yahoo Mail for iPhone](#)

183A and New Hope Concern

1 message

Star Gutierrez [REDACTED]
To: 183aacproject@gmail.com

Sun, Sep 1, 2024 at 9:42 PM

To whom it may concern,

I live in the Block House Creek neighborhood in the corner that is closest to 183A and New Hope. We butt up against the HEB Center. I've lived here since 2012 and adore the area. Our neighborhood is highly sought after due to the incredible community that we have, and all work to continue to foster. Our tight knit community is unique and special. I love my home, have put a lot of time, energy, and cost into it and don't plan on moving in the foreseeable future.

However, the disturbance from 183A and the growing traffic in its current state has already begun to negatively impact our life. Between the highway and feeder road and ramps, there are currently 13 lanes to 183A by us and there is no noise abatement wall or methods in place. The neighborhood wall is not a noise abatement wall, nor is it very tall. The road noise is constant and can be heard inside our home, even after I went through the expense of replacing all of the windows. My son has asked if I could "turn off the sound" and I had to explain that it is coming from the road and there's nothing I can do. I invested in a beautiful patio to enjoy in our backyard, but the road noise has made it difficult to enjoy. We have a projector and planned on being able to enjoy movies and stream concerts but the road noise drowns it out. I find that due to the noise, we are spending more and more time indoors, which limits our activity levels and therefore impacts our health as well as our quality of life.

While I understand that with the benefit of development and growth of the region, some sacrifices may have to be made. However, I feel that the burden is being placed unfairly and unreasonably upon our part of the Block House Creek neighborhood, with little compassion or understanding from CTRMA. As an ETJ, we are often overlooked by local governments as well.

The Added Capacity to 183A project will directly impact us and decrease our quality of life. Future traffic on the toll roads is estimated to increase by 50%, which I think is a low estimate considering the new development off of New Hope and continued development north through the corridor. CTRMA needs to commit to protecting the community even as it must grow. Noise abatement efforts must be a part of the scope of the 183A Added Capacity project. At the very least, there needs to be a noise abatement wall built to protect our area, built of appropriate noise abatement materials and built to at least the height of the 2 story houses located adjacent to the road for the most impact through sound diffraction. Landscaping can assist as well, both on the road side and on the neighborhood side. I think it would be lovely to see CTRMA partner with other organizations in the area to see what native plants and environmental contributions could be made through this effort. While it is clearly out of CTRMA's purview to do anything within the neighborhood, it should partner with the Block House Creek Municipal Utility District (BHC MUD) to support protection of the quality of life of the neighborhood. Maybe that looks like investments in the landscaping for the lots closest to the highway, or other creative ideas. As future lanes are added, placing them below ground level should be seriously considered to contribute to noise abatement.

Clearly, there is no one solution that is the right answer, nor sufficient on its own. A collection of strategies and methods for meaningful noise abatement must be provided and implemented by CTRMA, along with compassion, understanding, and respect for those who live in the area. Not only for our quality of life, but also for the value of the neighborhood and area.

I look forward to seeing what CTRMA comes up with and hope that they listen to and partner with the community as well. After all, we all care about the area, we are all a part of the community, so let's come together and commit to making a difference.

Thank you for your time.
Star Gutierrez

**183A Added Capacity - Digital Comment Form : Entry
8272**

Name

Amber Wood

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

Tx

Zip Code

78641

Comment

I live in Block House Creek, one block from the toll road. As it is now, I hear the cars inside my home when the house is quiet. This is typically as I'm going to bed. We replaced our windows a few year ago and I was surprised that there wasn't really any improvement to the sound. The noise is a greater nuisance when I'm trying to enjoy my backyard or when I'm taking my dog for a walk in the neighborhood. When outside, the sound is much harder to ignore. It is loud and it is constant. With added lanes, I expect the sound to increase and I ask that you provide some sort of sound protection for our neighborhood. As much as it bothers me when I'm outside laying in my hammock and reading a book, I can't imagine how it is for the houses that back up to the toll road whose peace is significantly disturbed both inside and outside their home. Many residents in this neighborhood are original owners and did not choose to buy a home next to a toll road. My husband and I built our home in 2002 when it was all empty land. We have enjoyed the business growth that the road has brought to our community, but the sound and the high cost per mile to get from Scottsdale to Lakeline has made it a sore spot.

**183A Added Capacity - Digital Comment Form : Entry
8437**

Name

Mary Lemons

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

City

Leander

State

TX

Zip Code

78641

Comment

Please ensure a noise abatement wall is included in the plans for the homes along 183A in the Block House Creek neighborhood. Also, please consider placing "yield to pedestrian" signs at the intersection of Scottsdale and 183A. More people are walking to amenities across the highway, and cars do not always stop at red for a right hand turn.

Appendix D: Notices to Elected Officials

Mailing List

First Name	Last Name	Representing	Title/Position
Tom	Maynard	State Board of Education	District 10
Charles	Schwertner	U.S. Senate	U.S. Senator - District 5
John	Carter	U.S. House	U.S. House - District 31
Terry	Wilson	Texas House	Texas House - District 20
Pete	Flores	Texas Senate	Texas Senate - District 24
Bill	Gravell	Williamson County	Judge
Mike	Gleason	Williamson County	Sheriff
Hank	Jones	Williamson County	Fire Marshal
Jeff	Anderson	Williamson County	Constable Pct 2
Andy	Brown	Travis County	County Judge
Sally	Hernandez	Travis County	Sheriff
Tony	Callaway	Travis County	Fire Marshal
Kirk	Watson	City of Austin	Mayor
Mackenzie	Kelly	City of Austin	Council Member, District 6
Jim	Penniman-Morin	City of Cedar Park	Mayor
Bobbi	Hutchinson	City of Cedar Park	Council Member, Place 1
Mel	Kirkland	City of Cedar Park	Council Member, Place 2
Anne	Duffy	City of Cedar Park	Council Member, Place 3 and Mayor Pro Tem
Eric	Boyce	City of Cedar Park	Council Member, Place 4
Kevin	Harris	City of Cedar Park	Council Member, Place 5
Heather	Jefts	City of Cedar Park	Council Member, Place 6
James	Mallinger	City of Cedar Park	Fire Chief
Mike	Harmon	City of Cedar Park	Police Chief
Christine	DeLisle	City of Leander	Mayor
Kathryn	Pantalion-Parker	City of Leander	Council Member, Place 1
Michael	Herrera	City of Leander	Council Member, Place 2
David	McDonald	City of Leander	Council Member, Place 3
Na'Cole	Thompson	City of Leander	Council Member, Place 4
Chris	Czernek	City of Leander	Council Member, Place 5
Becki	Ross	City of Leander	Council Member, Place 6
Greg	Minton	City of Leander	Police Chief
Billy	Wusterhausen	City of Leander	Fire Chief
Joshua	Davis	City of Leander	Fire Marshal
Liz	Branigan	City of Liberty Hill	Mayor
Jacquetta	Thayer	City of Liberty Hill	Council Member, Place 1
Will	Crossland	City of Liberty Hill	Council Member, Place 2
Diane	Williams	City of Liberty Hill	Council Member, Place 3

First Name	Last Name	Representing	Title/Position
Amanda	Young	City of Liberty Hill	Council Member, Place 4
Wade	Ashley	City of Liberty Hill	Council Member, Place 5
Royce	Graeter	City of Liberty Hill	Police Chief
Anthony	Lincoln	City of Liberty Hill	Fire Chief
Michael	Dickens	City of Liberty Hill	Fire Marshal
Hafedh	Azaiez	Round Rock ISD	Superintendent
Bruce	Gearing	Cedar Park ISD	Superintendent
Bruce	Gearing	Leander ISD	Superintendent
T.C.	Broadnax	City of Austin	City Manager
Richard	Mendoza	City of Austin	Director of Public Works
Robin	Henderson	City of Austin	Interim Police Chief
Joel	Baker	City of Austin	Fire Chief
Brenda	Eivens	City of Cedar Park	City Manager
LeAnn	Quinn	City of Cedar Park	City Secretary
Jessie	Campbell	City of Cedar Park	Sergeant
Ricky	Pando	City of Cedar Park	Corporal
Eric	Rauschuber	City of Cedar Park	Director of Public Works
Randall	Lueders	City of Cedar Park	Director of Engineering
Isaac	Turner	City of Leander	City Manager
Dara	Crabtree	City of Leander	City Secretary
Gina	Ellison	City of Leander	Director of Public Works
Emily	Truman	City of Leander	City Engineer
Paul	Brandenburg	City of Liberty Hill	City Manager
Elaine	Simpson	City of Liberty Hill	City Secretary
David	Thomison	City of Liberty Hill	Director of Public Works
Shantelle	Dunn Brannon	Williamson County	Emergency Management Director
Eric	Carter	Travis County	Chief Emergency Management Coordinator



July 12, 2024

Re: Notice of Virtual Open House
183A Added Capacity Project – 183A from RM 620 to Hero Way
Williamson County, Texas
CSJ 0914-05-238

Dear «Position» «Name»:

The Central Texas Regional Mobility Authority (Mobility Authority) will conduct a virtual open house to receive input on the 183A Added Capacity Project. This is an environmental study for the addition of a fourth lane to the existing 183A Toll corridor between FM 620/SH 45 and Hero Way in Williamson County. Conducting an environmental study now will allow the agency to possibly move forward with construction of a fourth tolled lane, should it be warranted and cleared, to provide proactive relief to the region, avoiding traffic delays with increasing traffic in the coming years.

About the Virtual Open House

The virtual open house will begin at 5 p.m. Wednesday, July 31, 2024, and will be available for viewing until 11:59 p.m. Sunday, September 1, 2024. You will be able to view the public meeting material by visiting the project webpage at www.MobilityAuthority.com/183a-ac. Virtual participants will be able to view exhibits and submit official comments.

The official comment period for the Open House begins on Wednesday July 31, 2024 and will stay open until Sunday, September 1, 2024. Comments may be submitted through one of the following methods:

- Online at www.MobilityAuthority.com/183a-ac
- Via email at 183aacproject@gmail.com
- By mail to: Central Texas Regional Mobility Authority, c/o 183A Added Capacity Project, 3300 N. IH-35, Suite 300, Austin, TX 78705

The virtual open house will be conducted in English. Interpreters or document translators may be provided upon request. Special accommodations can also be requested by persons with disabilities. For interpretation or translation services or for other special accommodations, the public may contact the project team at (512) 340-1161 no later than 4 p.m. on July 25.

3300 North IH-35, Suite 300 Austin, Texas 78705

Telephone: (512) 996-9778 | Fax: (512) 996-9784 | www.MobilityAuthority.com

Robert W. Jenkins, Jr., Chairman • Nikelle S. Meade, Vice-Chair • David Singleton, Treasurer • Mike Doss, Secretary
David B. Armbrust • Heather Gaddes • Ben Thompson • James Bass, Executive Director



We value your input and look forward to your participation in this environmental study. Please share this information with your constituents to help us engage the greatest number of community members and stakeholders.

If you would like to meet with our project team for more information, please contact Cristina Tangredi at Cristina.tangredi@atkinsrealis.com or (512) 343-3215.

Sincerely,

A handwritten signature in black ink that reads "James M. Bass".

James M. Bass
Executive Director
Central Texas Regional Mobility Authority

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 9, 2019, and executed by FHWA and TxDOT.

Email to Elected Officials

Greetings,

The Central Texas Regional Mobility Authority (Mobility Authority) will conduct a virtual open house to receive input on the 183A Added Capacity Project. This is an environmental study for the addition of a fourth lane to the existing 183A Toll corridor between FM 620/SH 45 and Hero Way in Williamson County. Conducting an environmental study now will allow the agency to possibly move forward with construction of a fourth tolled lane, should it be warranted and cleared, to provide proactive relief to the region, avoiding traffic delays with increasing traffic in the coming years.

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Sincerely,
James M. Bass
Executive Director
Central Texas Regional Mobility Authority

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Central Texas Regional Mobility Authority · 3300 N Interstate 35 Ste 300 · Austin, TX 78705-1857 · USA

Appendix E: Postcards to Residents and Adjacent Property Owners



Virtual Open House 183A Added Capacity Project

WHEN

Wednesday, July 31, 2024 at 5 p.m. -
Sunday, September 1, 2024

WHERE

MobilityAuthority.com/183a-ac



YOU'RE INVITED

The Central Texas Regional Mobility Authority invites you to participate in a Virtual Open House for the 183A Added Capacity Project to evaluate a fourth lane in each direction of 183A Toll between RM 620 and Hero Way. Explore roadway history, the environmental evaluation, and next steps.



GET INVOLVED

Comments are requested and may be submitted by email to 183aacproject@gmail.com, or by mail to: Central Texas Regional Mobility Authority, c/o 183A Added Capacity, 3300 N. IH-35, Suite 300, Austin, TX 78705.

Comments must be received or postmarked by Sunday, September 1, 2024 to be included in the official record of this Virtual Open House.

The open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual open house, please contact us at (512) 996-9778 no later than 4 p.m. CT, July 25. Please be aware that advance notice is required as some services and accommodations may require time to arrange.

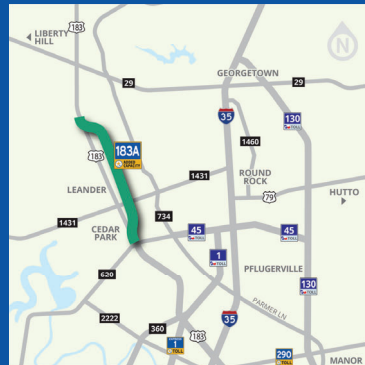
Se Habla Español: Para más detalles e información acerca del Proyecto en español por favor comuníquese con uno de los miembros del equipo al (512) 342-3299 y le atenderemos con gusto.



Virtual Open House

**Begins Wednesday, July 31, 2024 at 5 p.m. -
Sunday, September 1, 2024**

MobilityAuthority.com/183a-ac



**CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY**

3300 N. IH-35, Suite 300
Austin, TX 78705



To Our Neighbor:



Appendix F: Display Advertisements

SHOOTING AT TRUMP RALLY

Trump

Continued from Page 1A

Butler, Pennsylvania.

Joseph Price, special agent in charge of the ATF in Pittsburgh, said investigators are still determining how many shots the shooter fired.

Trump said in an earlier post on Truth Social he'd been "shot with a bullet that pierced the upper part of my right ear," adding that he "immediately felt the bullet ripping through the skin." Price said three male spectators were shot; one died and two were critically injured. Both were being treated at Allegheny General Hospital in Pittsburgh and remained in critical condition Sunday, Nikki Buccina, a spokesperson for the Allegheny Health Network confirmed.

Pennsylvania Gov. Josh Shapiro identified the man killed in the shooting as Corey Comperatore. Shapiro said he spoke with his wife and two daughters, and described him as a father of two girls, a firefighter and an avid supporter of the former president.

"Corey died a hero," Shapiro said. "Corey dove on his family to protect them last night at this rally. Corey was the very best of us. May his memory be a blessing."

Trump said in a statement on Truth Social on Sunday morning: "We pray for the recovery of those who were wounded, and hold in our hearts the memory of the citizen who was so horribly killed."

Former first lady Melania Trump also issued a powerful statement Sunday, calling for unity and saying "the winds of change have arrived." She spoke of the fear she felt when the gunman opened fire. "When I watched that violent bullet strike my husband, Donald, I realized my life, and Barron's life, were on the brink of devastating change," she said.

The FBI identified the gunman as Thomas Matthew Crooks, 20, of Bethel Park, outside Pittsburgh. Crooks was killed by Secret Service agents moments after gunfire erupted at the former president's rally.

The gunman had explosive devices in his car, the Wall Street Journal reported. Police received multiple reports of suspicious packages near where the shooter was, officials said, according to the report. An Allegheny County Bomb Squad vehicle entered the area cordoned off by police Sunday morning.

Lawmakers respond

President Joe Biden, who is in a razor's edge race with Trump, and a host of Republican and Democratic politicians condemned the shooting. "There is no place for this kind of violence in America. It's sick. It's sick," Biden told reporters Saturday at an emergency briefing room in Rehoboth Beach, Delaware.

Biden told reporters when he initially tried to call Trump, the former president was with his doctors. A White House official said later Saturday night that Biden had spoken with Trump, Gov. Josh Shapiro and Bob Dandoy, the mayor of Butler.

Biden's phone call with Trump was "good, respectful and brief," according to a White House official who spoke on the condition of anonymity saying it was a private discussion.

House Speaker Mike Johnson said on the TODAY show Sunday that we have



People at a bar in Milwaukee watch coverage of the shooting at a campaign rally for former President Donald Trump in Pennsylvania. The presumptive GOP nominee is still scheduled to travel to Wisconsin this week for the Republican National Convention. SPENCER PLATT/GETTY IMAGES

House Speaker Mike Johnson said Sunday that Congress will do a full investigation of the incident "to determine where there were lapses in security and anything else that the American people need to know."

to "turn the temperature down" in this country and promised that Congress will do a full investigation of the incident "to determine where there were lapses in security and anything else that the American people need to know."

Rep. Ronny Jackson, R-Texas, said Saturday on X that his nephew was among those injured at the shooting.

"My family was sitting in the front, near where the President was speaking. They heard shots ringing out — my nephew then realized he had blood on his neck and something had grazed and cut his neck," he wrote.

On "Fox News Saturday Night," Jackson told host Sean Hannity that a bullet had grazed his nephew's neck.

He noted on X that his nephew is doing well and that his injury was not serious.

Attorney General Merrick Garland said in a statement that he had been briefed on the shooting at the Trump rally and several segments of federal law enforcement, including the FBI, are working with the Secret Service and local law enforcement.

"My heart is with the former President, those injured, and the family of the spectator killed in this horrific attack," Garland said.

Garland vowed to bring "every available resource to bear" on the investiga-

tion. "We will not tolerate violence of any kind, and violence like this is an attack on our democracy," Garland said.

No word on shooter's motive

Little is known about Crooks beyond the fact that he lived in a home with his parents in Bethel Park, Pennsylvania, about 42 miles south of Butler. Agents from the Bureau of Alcohol, Tobacco, Firearms and Explosives were on the scene and a bomb squad was at the residence early Sunday.

Crooks carried no identification and his body had to be identified using other techniques, Kevin Rojek, FBI special agent in charge, said at a late-night news conference in Butler. The methods included DNA and biometric confirmation, Rojek said.

The gunman's father, Matthew Crooks, told CNN on Saturday evening that he was trying to figure out "what the hell is going on" and would "wait until I talk to law enforcement" before sharing details about his son.

Crooks was registered as a Republican and had an active voting status, meaning he had voted in recent elections.

He appears to have attended Bethel Park High School, graduating in 2022.

In Bethel Park, Dean Sierka, 52, said he has known Crooks and his parents for years.

Neighbors separated by only a few houses, Sierka's daughter attended elementary, middle and high school with Crooks and remembers him as quiet and shy.

Sierka and his daughter Lily said they would see Crooks at least once a week, often when Crooks was walking to work.

"You wouldn't have expected this," Sierka told USA TODAY. "The parents and the family are all really nice people."

Officials: Campaign to tighten security

Top officials at the Trump campaign told staff members that they are re-doubling security measures at their offices.


"We are enhancing the armed security presence with 24/7 officers on-site," said a staff memo signed by senior campaign officials Susie Wiles and Chris LaCivita.

"Additional assessments will be in place. Our highest priority is to keep all of you on this staff safe."

The officials urged employees to stay away from offices Sunday in Washington, D.C., and West Palm Beach, Florida.


The memo also reiterated the Republican convention would go on.

Contributing: Sudiksha Kochi; Christopher Cann; Aysha Bagchi; David Jackson; Sarah D. Wire; Sam Woodward, St. Cloud Times; Alison Dirr, Milwaukee Journal Sentinel; Michael Collins; Jim Rosica, Tallahassee Democrat; Rebecca Morin; Erin Mansfield; and Stephanie Warsmith, Akron Beacon Journal.



Virtual Open House

183A Added Capacity Project



WHEN: Wednesday, July 31, 2024 at 5 p.m. - Sunday, September 1, 2024

WHERE: MobilityAuthority.com/183a-ac

YOU'RE INVITED

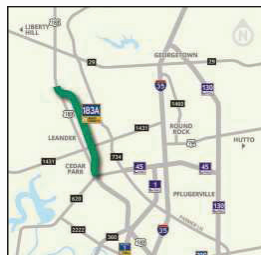
The Central Texas Regional Mobility Authority invites you to participate in a Virtual Open House for the 183A Added Capacity Project to evaluate a fourth lane in each direction of 183A Toll between RM 620 and Hero Way.

Explore roadway history, the environmental evaluation, and next steps.

GET INVOLVED

Comments are requested and may be submitted by email to 183aacproject@gmail.com, or by mail to: Central Texas Regional Mobility Authority, c/o 183A Added Capacity, 3300 N. IH-35, Suite 300, Austin, TX 78705.

Comments must be received or postmarked by Sunday, September 1, 2024 to be included in the official record of this Virtual Open House.



The open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements must be made to accommodate your needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual open house, please contact us at (512) 996-9778 no later than 4 p.m. CT, July 25. Please be aware that advance notice is required as some services and accommodations may require time to arrange.

AFFIDAVIT

I, Linda Knoebel, in my capacity as Ad Operations Specialist – Client Success of the newspaper
(Name) (Title)

Austin American Statesman in
(Newspaper Name)

Austin,
(City)

TX
(State)

hereby certify that the ☒ ROP/☐ Preprinted Inserts (choose one) for Atkins
(Advertiser)

Virtual Open House – 183A Added Capacity Project with Insertion Order# 10348610

(Ad Headline)

was inserted in the above newspaper on 7/15/2024 and ran on page 6.
(Run Date)

Linda S. Knoebel

Signature of Person Making Affidavit

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Prices and availability subject to change without notice. Please see community sales center for details.

183A ADDED CAPACITY

Virtual Open House

183A Added Capacity Project



WHEN: Wednesday, July 31, 2024 at 5 p.m. - Sunday, September 1, 2024

WHERE: MobilityAuthority.com/183a-ac



YOU'RE INVITED

The Central Texas Regional Mobility Authority invites you to participate in a Virtual Open House for the 183A Added Capacity Project to evaluate a fourth lane in each direction of 183A Toll between RM 620 and Hero Way.

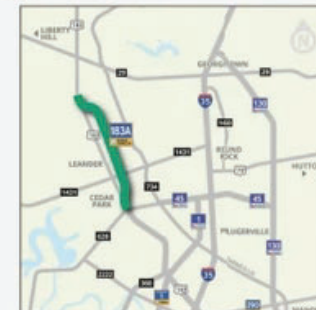
Explore roadway history, the environmental evaluation, and next steps.



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Event details →




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183A Added Capacity

Virtual Open House

183A Added Capacity Project

WHEN: Wednesday, July 31, 2024 at 5 p.m. - Sunday, September 1, 2024
WHERE: MobilityAuthority.com/183a-ac

YOU'RE INVITED

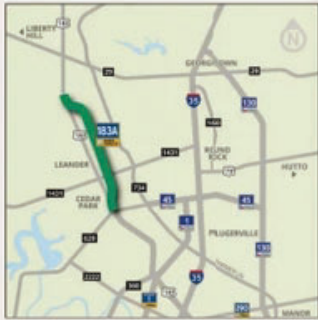
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Explore roadway history, the environmental evaluation, and next steps.

GET INVOLVED

Comments are requested and may be submitted by email to 183acproject@gmail.com, or by mail to: Central Texas Regional Mobility Authority, c/o 183A Added Capacity, 3300 N. IH-35, Suite 300, Austin, TX 78705.

Comments must be received or postmarked by Sunday, September 1, 2024 to be included in the official record of this Virtual Open House.



The open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual open house, please contact us at (512) 296-3078 no later than 4 p.m. CT, July 25. Please be aware that advance notice is required as some services and accommodations may require time to arrange.



Regional Office, Fort Worth
Managing Partner, Craig Carlson

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Virtual Open House 183A Added Capacity Project



WHEN: Wednesday, July 31, 2024 at 5 p.m. - Sunday, September 1, 2024

WHERE: MobilityAuthority.com/183a-ac



YOU'RE INVITED

The Central Texas Regional Mobility Authority invites you to participate in a Virtual Open House for the 183A Added Capacity Project to evaluate a fourth lane in each direction of 183A Toll between RM 620 and Hero Way.

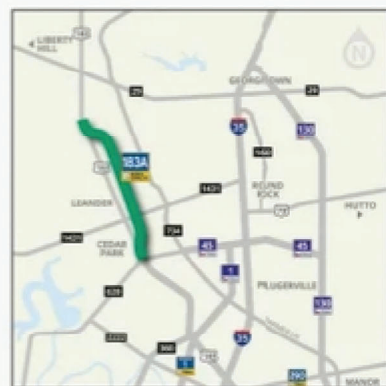
Explore roadway history, the environmental evaluation, and next steps.



GET INVOLVED

Comments are requested and may be submitted by email to 183aacproject@gmail.com, or by mail to: Central Texas Regional Mobility Authority, c/o 183A Added Capacity, 3300 N. IH-35, Suite 300, Austin, TX 78705.

Comments must be received or postmarked by Sunday, September 1, 2024 to be included in the official record of this Virtual Open House.



The open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual open house, please contact us at (512) 886-9778 no later than 4 p.m. CT, July 25. Please be aware that advance notice is required as some services and accommodations may require time to arrange.

NORTH - NORTHWEST AUSTIN EDITION

Appendix G: Emails to Subscribers

183A Added Capacity Project: Mobility Authority to Hold Virtual Open House

The Mobility Authority invites you to participate in the 183A Added Capacity Project Environmental Study Virtual Open House. The project team is studying the potential addition of a fourth lane on 183A Toll in both directions between RM 620/ SH 45 and Hero Way.

About the Virtual Open House

The Virtual Open House will begin at 5 p.m. Wednesday, July 31 and be available for viewing until Sunday, September 1, 2024 at MobilityAuthority.com/183a-ac.

Virtual participants may:

- View the Virtual Open House
- View and/or download project materials
- Submit comments and feedback

How to Submit a Comment

- Online: MobilityAuthority.com/183a-ac
- Email: 183aacproject@gmail.com
- Mail: Central Texas Regional Mobility Authority, c/o 183A Added Capacity Project, 3300 N. IH-35, Suite 300, Austin, TX 78705

Official Comment Period

The official comment period for the open house begins on Wednesday, July 31, 2024 and lasts until Sunday, September 1, 2024. Comments may be submitted through the Virtual Open House, e-mail, or mail as noted above. Please note

that any comments submitted through other channels or outside the comment period will not be part of the record for this open house.

Special Accommodations

The Virtual Open House will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the Virtual Open House, please contact the 183A Added Capacity Project Team at (512) 343-3215 no later than 4 p.m. CT July 25, 2024. Please be aware that advance notice is required as some services and accommodations may require time to arrange.

Learn more about the 183A Added Capacity Project

[Visit our website](#)

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183A Added Capacity Project: Virtual Open House Starts Today



The Mobility Authority invites you to participate in the 183A Added Capacity Project Environmental Study Virtual Open House. The project team is studying the potential addition of a fourth lane on 183A Toll in both directions between RM 620/SH 45 and Hero Way.

Our Virtual Open House will be available starting today at 5 p.m. We invite you to review project information and submit feedback when it is live.

[View the Virtual Open House](#)

The Virtual Open House begins today, Wednesday, July 31 at 5 p.m. and will be available for viewing until Sunday, September 1, 2024.

Virtual participants may:

- View the [Virtual Open House](#)
- View and/or download project materials
- Submit comments and feedback

How to Submit a Comment

- Online: MobilityAuthority.com/183a-ac
- Email: 183aacproject@gmail.com
- Mail:
 - Central Texas Regional Mobility Authority
 - c/o 183A Added Capacity Project
 - 3300 N. IH-35, Suite 300
 - Austin, TX 78705

Official Comment Period

The official comment period for the Open House begins on Wednesday, July 31, 2024 at 5 p.m. and lasts until Sunday, September 1, 2024. Comments may be submitted through the Virtual Open House, e-mail, or mail as noted above. Please note that any comments submitted through other channels or outside the comment period will not be part of the record for this open house.

Attend the Virtual Open House Today

Learn more about the 183A Added Capacity Project

[Visit our website](#)

Expressway News from the Mobility Authority

1 message

Thu, Jul 25, 2024 at 10:30 AM

[View this email in your browser](#)



Expressway News

July 2024

In this Issue:

[Extreme Heat](#) | [TIM Center](#) | [Upcoming Open House](#)
[Connections](#) | [Smishing Warning](#)

We understand that life can be unpredictable, especially during the summer months. But rest assured, we've got your back. At the Mobility Authority, our mission goes beyond building roads; we want to support the people who use them. We're here to connect with you, share information, and provide resources to help keep you safe. Together, let's keep moving forward towards safety.

Understanding Extreme Heat

Summer comes with a lot of fun and activities, but it also comes with hidden danger—extreme heat. Here are some alarming facts about the dangers of heat:

- Extreme heat is the number-one weather-related cause of death in the U.S., making it twice as deadly as a tornado, and three times as deadly as a hurricane.
- Heat is more dangerous for the elderly, young children, people with underlying health conditions, and marginalized communities.
- When temperatures outside are between 72 and 96 degrees Fahrenheit (which a summer in Texas often is), internal vehicle temperatures can increase 43 degrees in a single hour.

We understand these statistics are alarming, but there are preventive measures you can take to feel prepared and stay safe from the heat this summer.

Help Your Loved Ones Beat the Heat

- Always check your vehicle before exiting to double check no one is left behind.
- If you have children at home, keep your car keys out of reach or lock your car when it is parked in the driveway or garage to prevent them from getting into the vehicle on their own.
- If you or someone else shows [signs of heat stroke](#), call 911 immediately. This is a medical emergency. In the meantime, move the person to a cooler environment, use a wet cloth to cool them down, and avoid giving them fluids.

Look Out for Your Furry Friends

- Pets have higher body temperatures than humans and take longer to cool down. Keep this in mind whenever you take your pets outside or in a vehicle.
- Never leave your pet in a vehicle, even for a short errand.
- Before leaving the house, consider if it's worth bringing your pet along. If you plan to be out most of the day, it's usually better to leave your pet at home.

Stay Cool on the Trails

- Avoid hiking too long in the heat by planning ahead, preparing with equipment, and using GPS guidance.
- Pack plenty of water and drink regularly. Pro tip: Set a reminder on your phone to hydrate.
- When environmental temperatures are between 90 degrees and 105 degrees Fahrenheit, you can experience heat cramps and heat exhaustion. When temperatures are above 105 degrees Fahrenheit, heat exhaustion becomes increasingly more likely. Check the weather beforehand and re-schedule the hike if temperatures appear too dangerous.
- Avoid the hottest parts of the day, typically between 10 a.m. and 2 p.m.

We understand that was a lot to take in, but when you are safe in the heat, you can fully enjoy your summer and all the experiences it brings. Thank you for prioritizing the safety of yourself and others this season. For additional tips on heat safety, visit <https://www.ready.gov/heat>.



Roadways are inherently unpredictable, which is why we employ technology to minimize human error and keep the roads safe. At the Mobility Authority [Traffic & Incident Management \(TIM\) Center](#), we use advanced transportation and incident prediction systems to gather data, monitor for potential on-road events, and communicate quickly and effectively across departments, like local 911 services, when incidents occur. Cameras installed at Mobility Authority facilities rotate every 40 seconds, scanning road conditions to quickly identify any traffic incidents or crashes. Our employees at the TIM Center monitor

these cameras and share critical information with the public and appropriate services, playing a huge role in helping keep our roads and communities safe.



The TIM Center also facilitates smoother traffic flow through the use of technology, such as Rekor and the Waze app. [Rekor](#) combines Artificial Intelligence algorithms to predict areas prone to congestion, identify locations where crashes have occurred or are likely, and alert emergency responders. The TIM Center is also integrated with the [Waze app](#), to provide real-time incident updates. These updates and closures are simultaneously posted on the TIM Center's X/Twitter account, [@RMATIMCenter](#), keeping the public informed through social media.

Learn More about the TIM Center

We Invite You to our Virtual Open House

Join us for our upcoming open house! The Mobility Authority invites you to participate in the [183A Added Capacity Project](#) Environmental Study Virtual Open House. We're studying the


potential addition of a fourth lane on 183A Toll in both directions between RM 620/SH 45 and Hero Way.

About the Virtual Open House


The Virtual Open House will begin at 5 p.m. on Wednesday, July 31 and will be available for viewing until Sunday, September 1, 2024 at MobilityAuthority.com/183a-ac.

ENVIRONMENTAL STUDY VIRTUAL OPEN HOUSE


183A ADDED CAPACITY PROJECT



WHEN
7/31/24 at 5 p.m. - 9/1/24



WHERE
MobilityAuthority.com/183a-ac



Virtual participants may:

- View the Virtual Open House
- View and/or download project materials
- Submit comments and feedback

[Learn More About the Project](#)

Keeping Community Connected

Getting to where you want to go is a huge part of the journey. At the Mobility Authority, we prioritize keeping you connected to all the places you live, work, play and love.

Learn more about our work:



Protecting You from Smishing Scams

The Mobility Authority customers are the target of an ongoing smishing campaign. The images of texts below, and other similar texts are fraudulent, as are the referenced websites. Do not click any links contained in these texts. The Mobility Authority will never ask for personal information via text, or when making a payment online, and only sends texts with account updates and to those who have opted in to QR Code Digital Billing and Electronic Invoices. Please do not click on links you do not recognize or respond to any suspicious messages. To get the most up to date information about your Mobility Authority account, visit PayMobilityBill.com or call us at (833) 762-8655. You may report the fraudulent messages to the FBI at <https://www.ic3.gov/>.

Texas Regional Mobility Authority:
Our records indicate that your vehicle has an unpaid toll invoice. To avoid an excessive late fees, please settle your balance at <https://ctrmatollsolutions.com>

Mobility Authority Tolls Services,
our records indicate that your vehicle has an unpaid toll invoice. To avoid additional charges of \$77.90, please settle your balance of \$7.79 at <https://ctrmatoll.com>

Questions or Concerns about your Toll Bill?

Contact us at 833-762-8655 or visit our [website](#). We're here to help!

Need more information?

[Visit our website](#)

Appendix H: Media Alerts, Press Releases and Coverage

NEWS RELEASE

For Immediate Release:

July 15, 2024

Contact: Sylvia Shelton

Central Texas Regional Mobility Authority

sshelton@ctrma.org

Office: (512) 996-9778

Direct: 512-450-6324

Mobility Authority Invites Public to Virtual Open House for 183A Added Capacity Project

(Austin, Texas)—The Central Texas Regional Mobility Authority is hosting a Virtual Open House for the environmental study of the [183A Added Capacity Project](#). This project proposes the addition of a fourth lane in the median of [183A](#) Toll between RM 620/SH 45 and Hero Way. The Virtual Open House will be available for the public to view beginning by 5 p.m. on Wednesday, July 31, and will remain open for participation until Sunday, September 1, 2024 at MobilityAuthority.com/183a-ac. Participants are encouraged to view meeting materials that detail project objectives, mobility needs surrounding the project limits, and the environmental constraints of the project. The public is invited to share comments and feedback.

In response to the rapid growth of Cedar Park and Leander and the increasing number of drivers on the 183A Toll Road, the Mobility Authority is conducting an environmental study for the proposed fourth lane to possibly move forward. “This environmental study is a proactive step toward securing environmental clearance, which will enable us to construct a fourth lane should traffic volumes indicate the need to alleviate anticipated congestion” said James Bass, Executive Director of the Mobility Authority. “We invite the public to learn about the project need and share their comments with us.”

The Mobility Authority invites the public to submit their comments via mail, email, or through the online comment form provided on the Virtual Open House webpage. Comments must be postmarked or received by 11:59 p.m. on Sunday, September 1, 2024, to be included in the official record.

How to Submit Comments:

- **Online:** Complete the comment form available on the Virtual Open House website: MobilityAuthority.com/183a-ac.
- **Email:** Send your comments to 183aacproject@gmail.com.
- **Mail:**

- o Central Texas Regional Mobility Authority
- o c/o 183A Added Capacity, 3300 N. I-35, Suite 300
- o Austin, TX 78705

For more information on the project, visit www.MobilityAuthority.com/183a-ac.

###

About the Mobility Authority

The Central Texas Regional Mobility Authority is a local, independent government agency created in 2002 to develop, deliver, operate and maintain high-quality roadways and related transportation solutions. The Mobility Authority operates 183A Toll, 290 Toll, the 71 Toll Lane, the MoPac Express Lane, the 45SW Toll Road, and the 183 Toll Road. The agency is also constructing the Barton Skyway Ramp Relief, 183A Phase III, 183 North Mobility Projects. For more information about the Mobility Authority, visit www.MobilityAuthority.com.

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NEWS RELEASE



For Immediate Release:

July 31, 2024

Contact: Sylvia Shelton

Central Texas Regional Mobility Authority

sshelton@ctrma.org

Office: (512) 996-9778

Direct: 512-450-6324

Mobility Authority Invites Public to Virtual Open House for 183A Added Capacity Project

(Austin, Texas)— The Central Texas Regional Mobility Authority is hosting a Virtual Open House for the environmental study of the [183A Added Capacity Project](#), beginning today at 5 p.m. The project proposes the possible addition of a fourth lane in the median of [183A Toll](#) between RM 620/SH 45 and Hero Way. The Virtual Open House will be available by 5 p.m. today, Wednesday, July 31, and will remain open for participation until Sunday, September 1, 2024 at MobilityAuthority.com/183a-ac.

Participants are encouraged view meeting materials that detail project objectives, the mobility needs of 183A within the project limits, and the environmental constraints of the project. Participants will also have the opportunity to share their comments and feedback.

In response to the rapid growth of Cedar Park and Leander and the increasing number of drivers on the 183A Toll Road, the Mobility Authority is conducting an environmental study for the possible addition of a fourth lane. “This environmental study is a proactive step toward securing environmental clearance, which would enable us to construct a fourth lane should traffic volumes indicate the need to alleviate anticipated congestion,” said James Bass, Executive Director of the Mobility Authority. “We invite the public to learn about the project need and share their comments with us.”

The Mobility Authority invites the public to submit their comments via mail, email, or through the online comment form provided during the Virtual Open House. Comments must be submitted between the Virtual Open House timeframe, July 31, 2024 at 5 p.m. and

How to Submit Comments:

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 - Send your comments to 183aacproject@gmail.com.
- **Mail:**
 - Central Texas Regional Mobility Authority
 - c/o 183A Added Capacity
 - 3300 N. I-35, Suite 300
 - Austin, TX 78705

Visit the Virtual Open House at mobilityauthority.com/183a-ac to learn more.

###

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Our mailing address is:

3300 N. IH 35, Suite 300, Austin, TX 78705

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Mobility Authority Invites Public to Virtual Open House for 183A Added Capacity Project

◀ All Articles

📄 Download PDF

JULY 19, 2024

SHARE:



(Austin, Texas)—The Central Texas Regional Mobility Authority is hosting a Virtual Open House for the environmental study of the [183A Added Capacity Project](#). This project proposes the addition of a fourth lane in the median of [183A](#) Toll between RM 620/SH 45 and Hero Way. The Virtual Open House will be available for the public to view beginning by 5 p.m. on Wednesday, July 31, and will remain open for participation until Sunday, September 1, 2024 at MobilityAuthority.com/183a-ac. Participants are encouraged to view meeting materials that detail project objectives, mobility needs surrounding the project limits, and the environmental constraints of the project. The public is invited to share comments and feedback.

In response to the rapid growth of Cedar Park and Leander and the increasing number of drivers on the 183A Toll Road, the Mobility Authority is conducting an environmental study for the proposed fourth lane to possibly move forward. “This environmental study is a proactive step toward securing environmental clearance, which will enable us to construct a fourth lane should traffic volumes indicate the need to alleviate anticipated congestion” said James Bass, Executive Director of the Mobility Authority. “We invite the public to learn about the project need and share their comments with us.”

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Email: Send your comments to 183aacproject@gmail.com.

Mail:

Central Texas Regional Mobility Authority
c/o 183A Added Capacity
3300 N. I-35, Suite 300
Austin, TX 78705

For more information on the project, visit www.MobilityAuthority.com/183a-ac.

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About the Mobility Authority

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Virtual open house for 183A project in Leander now available

Fox local

FOX 7 AUSTIN DIGITAL TEAM

July 31, 2024 at 5:57 PM

AUSTIN, Texas- The Central Texas Regional Mobility Authority is having a virtual open house for an environmental study of the 183A Added Capacity Project because of the rapid growth of [Cedar Park](#) and [Leander](#).

According to the Central Texas Regional Mobility Authority, the project proposes a possible fourth lane in the median of 183A Toll between RM 620/SH 45 and Hero Way.

The virtual open house will be available starting at 5 p.m. on Wednesday, July 31, through Sunday, Sept. 1.



Participants are encouraged to view materials that detail project objectives, the mobility needs of 183A within the project limits, and the environmental constraints of the project.

There will also be an opportunity to share their comments and feedback.

"This environmental study is a proactive step toward securing environmental clearance, which would enable us to construct a fourth lane should traffic volumes indicate the need to alleviate anticipated congestion," said James Bass, Executive Director of the Mobility Authority. "We invite the public to learn about the project and share their comments with us."

Public comments are also encouraged. People can submit comments by online, email or mail:

- Online: Complete the comment form available on the Virtual Open House website: MobilityAuthority.com/183a-ac
- Complete the comment form available on the Virtual Open House website: MobilityAuthority.com/183a-ac
- Email: Send your comments to 183aacproject@gmail.com
- Send your comments to 183aacproject@gmail.com
- Mail: Central Texas Regional Mobility Authority c/o 183A Added Capacity 3300 N. I-35, Suite 300 Austin, TX 78705
- Central Texas Regional Mobility Authority c/o 183A Added Capacity 3300 N. I-35, Suite 300 Austin, TX 78705

For more information on the virtual open house [click here](#).



TRAFFIC PROJECTS

Mobile Authority to host virtual open house on 183A project in Leander

Sign for CTRMA-run toll road 183A (KXAN Photo/Christian Marcelli)

by: [Anthony Torres](#)

Posted: Jul 31, 2024 / 09:49 AM CDT

Updated: Jul 31, 2024 / 10:04 AM CDT

SHARE



LEANDER, Texas (KXAN) — The Central Texas Regional Mobile Authority said it will host a [virtual open house meeting](#) on Wednesday at 5 p.m. on the addition of a fourth lane on 183A toll in both directions between RM 620/ SH 45 and Hero Way.

The public will be able to submit comments for the open house through email, mail or through [their website](#).

CTRMA said the additional lane would be a proactive measure to allow for the 183A Toll Road to accommodate future traffic volumes and reduce traffic congestions for years to come.

“The projections have shown that by 2042, traffic is going to be nearly 200% greater than it is today,” Mike Sexton, the director of engineering for CTRMA said back in August 2023 when he spoke with KXAN’s Erica Brennes.

PREVIOUS COVERAGE: Worries over runoff have some concerned near Toll Road 183A ➤

This comes after last Friday, CTRMA responded to concerns over how water runoff would impact the 183A Toll Road.

The 183A Toll Road began in 2021, and is expected to open to traffic in early 2025.

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Residents invited to offer feedback on the 183A Toll added capacity project



By [Haley McLeod](#) | 1:48 PM Aug 1, 2024 CDT
Updated 1:48 PM Aug 1, 2024 CDT



A virtual open house opened July 31 for public engagement on plans for the 183A Toll. (Courtesy Central Texas Regional Mobility Authority)

Anyone who regularly commutes to or from the northern reaches of Austin's suburbs is probably familiar with a bill from the [Central Texas Regional Mobility Authority](#).

From July 31-Sept. 1, those who take the [183A Toll](#)—which stretches from north of Leander through Cedar Park and into Austin—will be able to review plans for the 183A Added Capacity Project and offer feedback.

About the project

According to the CTRMA, 183A Toll has seen an increase in drivers, especially in light of recent growth in northwest Austin suburbs, including Cedar Park and Leander.

Plans include adding a fourth lane in both directions from RM 620 ;

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The toll agency is conducting a preemptive [environmental study](#), lasting through 2025, in anticipation of a traffic analysis indicating a need to alleviate congestion along this thoroughfare.

CTRMA predicts weekday traffic increases of more than 50% by 2040.

Central Texas Mobility Authority anticipates at least 50% more weekday traffic along 183A Toll.

Data estimates are taken from measurements at three busy retail and social hubs along this thoroughfare.

2019 Counts 2040 Forecast

Source: CTRMA/Community Impact

 A Flourish chart

How to get involved

The virtual open house can be found at www.mobilityauthority.com/183a-ac, and individuals may submit comments online, by email or by mail.

- For online submissions, complete the comment form available on the virtual open house website.
- Email comments to 183aacproject@gmail.com.
- Mail feedback to the following address:
 - Central Texas Regional Mobility Authority
 - c/o 183A Added Capacity
 - 3300 N. I-35, Ste. 300, Austin, TX 78705

The background

The CTRMA is an independent government agency that was created in 2002 with the goal of improving regional transportation in Williamson and Travis counties.

The agency manages 183A Toll, Hwy. 290 Toll, Hwy. 71 Toll, MoPac Express Lane, SH 45 Toll and US 183 Toll.

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By **Haley McLeod**
Government Reporter

Haley joined Community Impact in September 2023 after graduating with a degree in journalism from Texas State University. As a student, she worked as a data journalism intern for Texas Community Health News covering statewide health topics. Haley reports on Travis County and Austin-area transportation news. Reach out with questions, tips or feedback at hmcleod@communityimpact.com.



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 FOX 7 Austin

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Virtual open house for 183A project in Leander now available


Story by FOX 7 Austin Digital Team • 1w • 1 min read

AUSTIN, Texas - The Central Texas Regional Mobility Authority is having a virtual open house for an environmental study of the 183A Added Capacity Project because of the rapid growth of [Cedar Park](#) and [Leander](#).

According to the Central Texas Regional Mobility Authority, the project proposes a possible fourth lane in the median of 183A Toll between RM 620/SH 45 and Hero Way.

The virtual open house will be available starting at 5 p.m. on Wednesday, July 31, through Sunday, Sept. 1.




 Virtual open house for 183A project in Leander now available

Participants are encouraged to view materials that detail project objectives, the mobility needs of 183A within the project limits, and

the environmental constraints of the project.

There will also be an opportunity to share their comments and feedback.

"This environmental study is a proactive step toward securing environmental clearance, which would enable us to construct a fourth lane should traffic volumes indicate the need to alleviate anticipated congestion," said James Bass, Executive Director of the Mobility Authority. "We invite the public to learn about the project and share their comments with us."



Smart Lifestyle Trends

Texas: Notice for cars used less than 50 miles/day

Ad

Public comments are also encouraged. People can submit comments by online, email or mail:

- Online: Complete the comment form available on the Virtual Open House website: MobilityAuthority.com/183a-ac
- Complete the comment form available on the Virtual Open House website: MobilityAuthority.com/183a-ac
- Email: Send your comments to 183aacproject@gmail.com.
- Send your comments to 183aacproject@gmail.com.
- Mail: Central Texas Regional Mobility Authority c/o 183A Added Capacity 3300 N. I-35, Suite 300 Austin, TX 78705
- Central Texas Regional Mobility Authority c/o 183A Added Capacity 3300 N. I-35, Suite 300 Austin, TX 78705

For more information on the virtual open house, [click here](#).



Appendix I: Virtual Outreach

Example of social media post on @CTXMobilityAuthority X/Twitter



Example of social media post on @183AToll X/Twitter



Example of social media post on Mobility Authority Facebook



Example of Nextdoor Post




Appendix J: Notice on TxDOT Webpage



[< Austin 2024](#)

183A Added Capacity Project

Virtual open house

Virtual: Wednesday, July 31, 2024, at 5 p.m.
through Sunday, Sept. 1, 2024

Public comment deadline	All comments must be received on or before Sunday, Sept. 1, 2024, to be included in the official record of the virtual open house.
Virtual details	The virtual open house will be held online  .
Purpose	<p>The purpose of the open house is to receive public comment on the Central Texas Regional Mobility Authority's plan to evaluate a fourth lane in each direction of 183A Toll between RM 620 and Hero Way.</p> <p>The open house will consist of virtual exhibits and an opportunity to comment. Comments must be received or postmarked by 11:59 p.m. on or before Sunday, Sept. 1, 2024, to be included in the official record of the virtual open house.</p> <p>If you need additional information, the team is available by phone at 512-996-9778 between the hours of 9 a.m. and 5 p.m. Monday through Friday to answer questions about the project or open house.</p>

Description	<p>The Central Texas Regional Mobility Authority, in coordination with TxDOT, is conducting an environmental study for the addition of a fourth lane in the center median of 183A Toll in both directions between RM 620 and Hero Way. An additional lane is a proactive measure that will allow for the 183A Toll Road to accommodate future traffic volumes and reduce anticipated traffic congestion due to the unprecedented growth of Cedar Park and Leander. The study area is a 9-mile segment of 183A Toll from RM 620 to Hero Way.</p> <p>This virtual open house will share components of the roadway history, the environmental evaluation and analysis, and next steps.</p>
Accessibility	<p>The open house will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the open house, please contact the Central Texas Regional Mobility Authority Team at 512-996-9778 no later than 4 p.m. CT, July 25, 2024. Please be aware that advance notice is required as some services and accommodations may require time to arrange.</p> <p>Se Habla Español: Para más detalles e información acerca del Proyecto en español por favor comuníquese con uno de los miembros del equipo al 512-342-3299 y le atenderemos con gusto.</p>
Meeting materials	<ul style="list-style-type: none"> •  Display ad
How to make a comment	<p>Comments may be submitted by the following methods:</p> <ul style="list-style-type: none"> • Online: The comment form will be available online  beginning Wednesday, July 31, 2024, at 5 p.m. • Email • Mail: Central Texas Regional Mobility Authority c/o 183A Added Capacity 3300 North I-35, Suite 300 Austin, TX 78705 <p>Comments must be received or postmarked by Sept. 1, 2024, to be included in the official record of the virtual open house.</p>

Memorandum of Understanding

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 9, 2019, and executed by the Federal Highway Administration and TxDOT.

Posted: July 19, 2024

Contact us



[183A Added Capacity Project Team](#)



[512-996-9778](tel:512-996-9778)



[Central Texas Regional Mobility Authority](#)
[3300 North I-35, Suite 300](#)
[Austin, TX 78705](#)

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