

APPENDIX 4  
AGENCY COORDINATION LETTERS

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building

500 Poydras Street, Room 1313  
New Orleans, LA 70130-3310  
Staff Symbol: dpb  
Phone: 504-671-2128  
Fax: 504-671-2133

16591D  
November 5, 2008

T.X.D.O.T.  
RECEIVED

NOV 20 2008

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

TXDOT AUSTIN DISTRICT  
ATTN: MRS. BONNIE LISTER  
P.O. Box 15426  
AUSTIN, TX 78761-5426

Dear Ms. Lister:

We received your e-mail containing a bridge project questionnaire dated November 3, 2008 regarding the necessity of a Coast Guard Bridge Permit on the proposed US 183 Bridge over the Colorado River located in Austin, Travis County, Texas.

At the proposed bridge site, the Colorado River has been determined to be a non-navigable waterway and not subject to Coast Guard Bridge Administration jurisdiction. As a result, a Coast Guard bridge permit will not be required for the proposed project.

This determination does not relieve you of your responsibility to obtain appropriate permits from any other federal or state and local agency having jurisdiction in this matter. If we can be of assistance or provide additional information, please do not hesitate to call.

Sincerely,

A handwritten signature in blue ink that reads "David M. Frank".

DAVID M. FRANK  
Chief, Bridge Administration Branch  
U.S. Coast Guard  
By direction



### BRIDGE PROJECT QUESTIONNAIRE

Please provide the following information:

A. NAVIGATION DATA:

1. Name of Waterway: Colorado River

1a. Mileage along waterway measured from mouth or confluence ~180 mi from Gulf

1b. Tributary of: N/A

2. Geographic Location: US 183, Austin, Travis County, TX  
(Road Number, City, County, State)

3. Township, section and range, if applicable: N/A

4. Tidally influenced at proposed bridge site? Yes  No  .  
Range of tide: N/A  
Tidal data source: N/A

5. Depth and width of waterway at proposed bridge site:

	Depths	Widths
At Mean High Tide	<u>N/A</u>	<u>N/A</u>
At Mean Low Tide	<u>~5'</u>	<u>~225'</u>

6. Character of present vessel traffic on waterway. If none, so state: None  .  
Canoe  Rowboat  Small Motorboat  Cabin Cruiser  .  
Houseboat  Pontoon Boat  Sailboat  .

6a. Provide vertical clearance requirement for largest vessel using the waterway: ~5 ft.

6b. Provide photograph of each type of vessel using the waterway. N/A (watercraft not observed)

7. Are these waters used to transport interstate or foreign commerce?  
Yes  No  .

7a. Are these waters susceptible to use in their natural condition or by reasonable improvement as a means to support interstate or foreign commerce?  
Yes  No  .

7b. Any planned waterway improvements to permit larger vessels to navigate (to your knowledge)? No If so, what are they? \_\_\_\_\_

8. Any natural or manmade obstructions, bridges, dams, weirs, etc. downstream or upstream? Yes  X  No \_\_\_\_\_ .
- 8a. If yes, provide upstream/downstream location with relation to the proposed bridge.  Longhorn Dam is ~ 8,500 feet upstream; small dam or low water crossing observed on aerial photo ~ 25,000 ft downstream
- 8b. If bridges are located upstream or downstream, provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel.
- private industrial bridge observed on aerial photo ~ 6,500' downstream – details unknown;
  - FM 973 bridge ~ 10 miles downstream – vertical clearance: ~ 29' to bottom of channel, horizontal clearance: ~ 27';
  - Existing US 183 bridges at project site to remain or be widened – vertical clearance: ~ 57' to bottom of channel, horizontal clearance: ~ 187'
- 8c. Provide a photograph of the bridge from the waterway showing channel spans. AH 1
9. Will the structure replace an existing bridge? Yes \_\_\_\_\_ No  X  .
- 9a. Provide permit number and issuing agencies of permits for bridge(s) to be replaced.  N/A
- 9b. Provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel for the proposed bridge.  
 Vertical clearance: ~53' at the lowest bridge (northbound frontage road) to bottom of channel, horizontal clearance ~95'
10. List names and addresses of persons whose property adjoins bridge right-of-way.  
 City of Austin (NW, SW, SE quadrants); Capitol Aggregates (NE quadrant)   
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
11. List names and addresses/location of marinas, marine repair facilities, public boat ramps, private piers/docks along the waterway within 1/2 mile of the bridge site.  
 None known   
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
12. Attach location map and plans for the proposed bridge; including vertical clearances above mean high water and mean low water and horizontal clearance normal to axis of the waterway. AH 2  
AH 3
13. Attach three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site. AH 4

Name of applicant: Texas Department of Transportation

Name of agent completing questionnaire: Mike Walker, Environmental Coordinator

Name of agent's firm: TxDOT Austin District

Agent's telephone number: (512) 832-7168

Address for correspondence: P.O. Box 15426 NEAS

Austin, TX 78761-5426

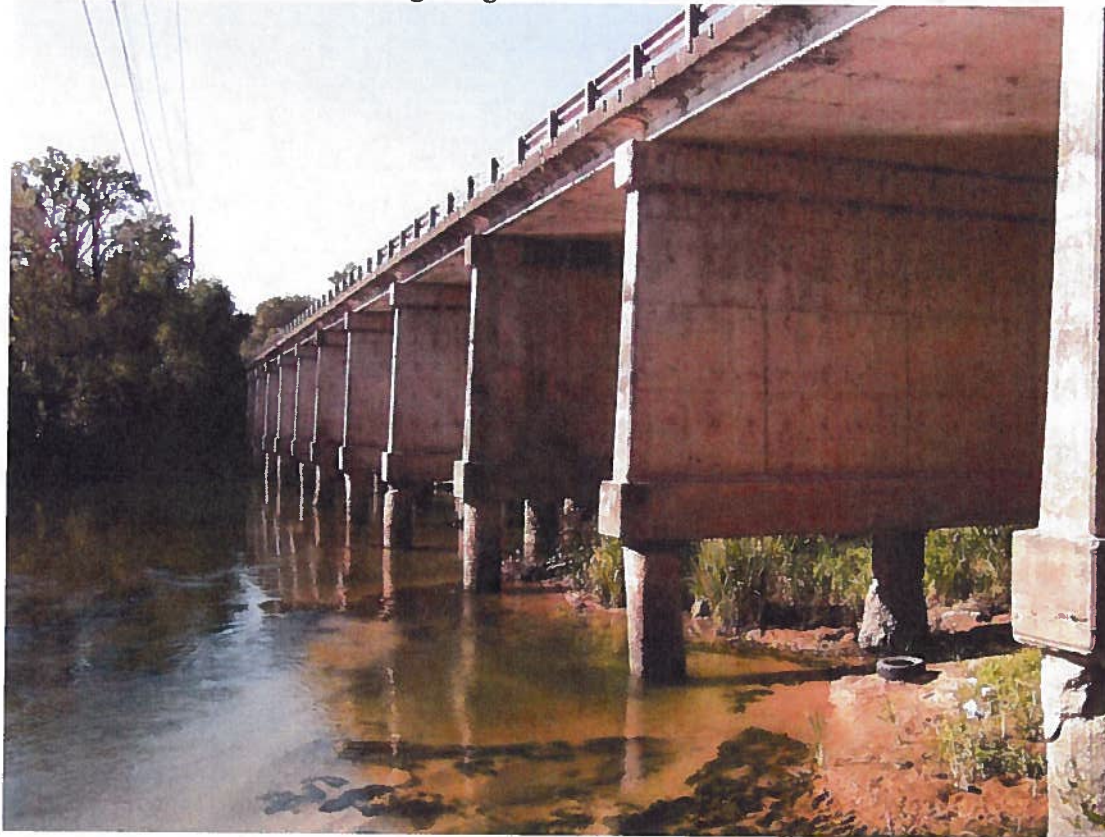
Applicant's telephone number: (512) 832-7369

Date: 11/3/08 Signature: 

**PLEASE NOTE: MISSING INFORMATION AND REQUIRED SIGNATURES WILL  
DELAY PROCESSING**

Attachments: Location Map  
Bridge Plans  
Photographs

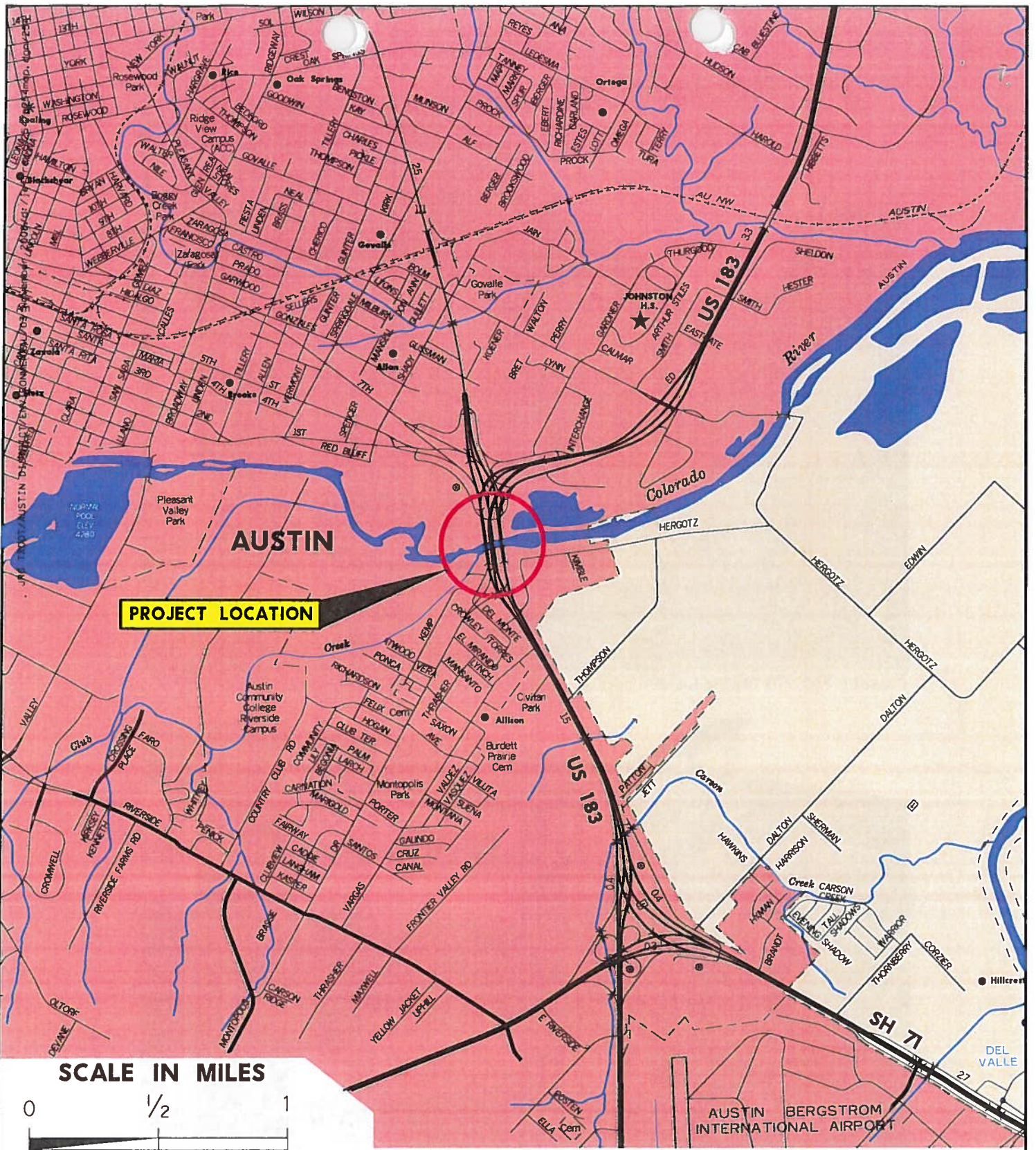
Attachment 1: Photos of existing bridges



Existing FM 973 bridge located approximately 10 river miles downstream of US 183

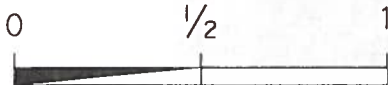


View of existing structures at project site – note bridge column in foreground of existing northbound bridge; existing bridge columns in place for future northbound mainlane bridge; deck and columns of existing southbound bridge; and existing truss bridge carrying southbound traffic from on-ramp.



**PROJECT LOCATION**

**SCALE IN MILES**



**TRAVIS COUNTY**

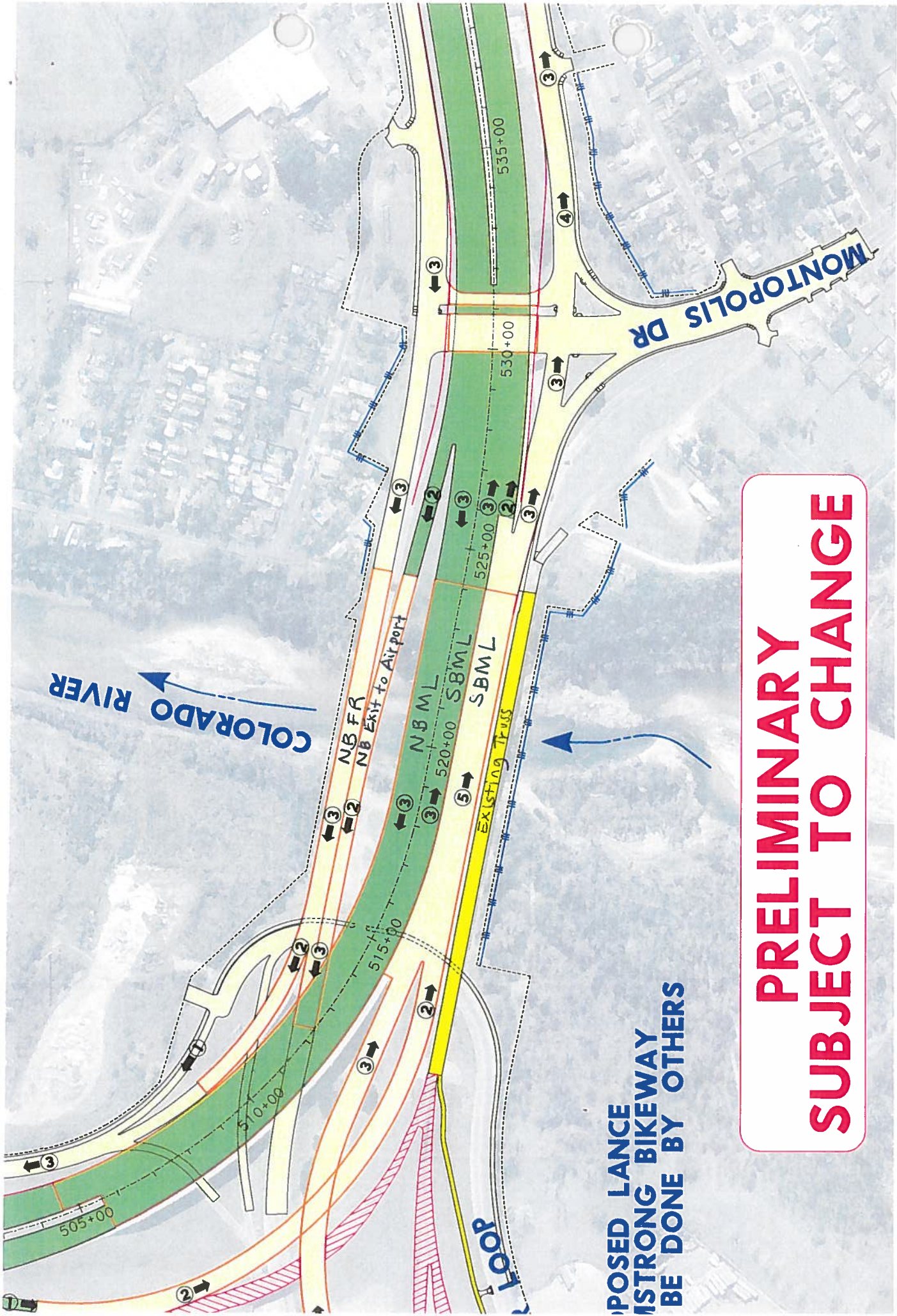


**PROJECT LOCATION MAP**

**US 183 AT COLORADO RIVER**

**CSJ: 0151-09-036, etc.**

**ATTACHMENT 2**



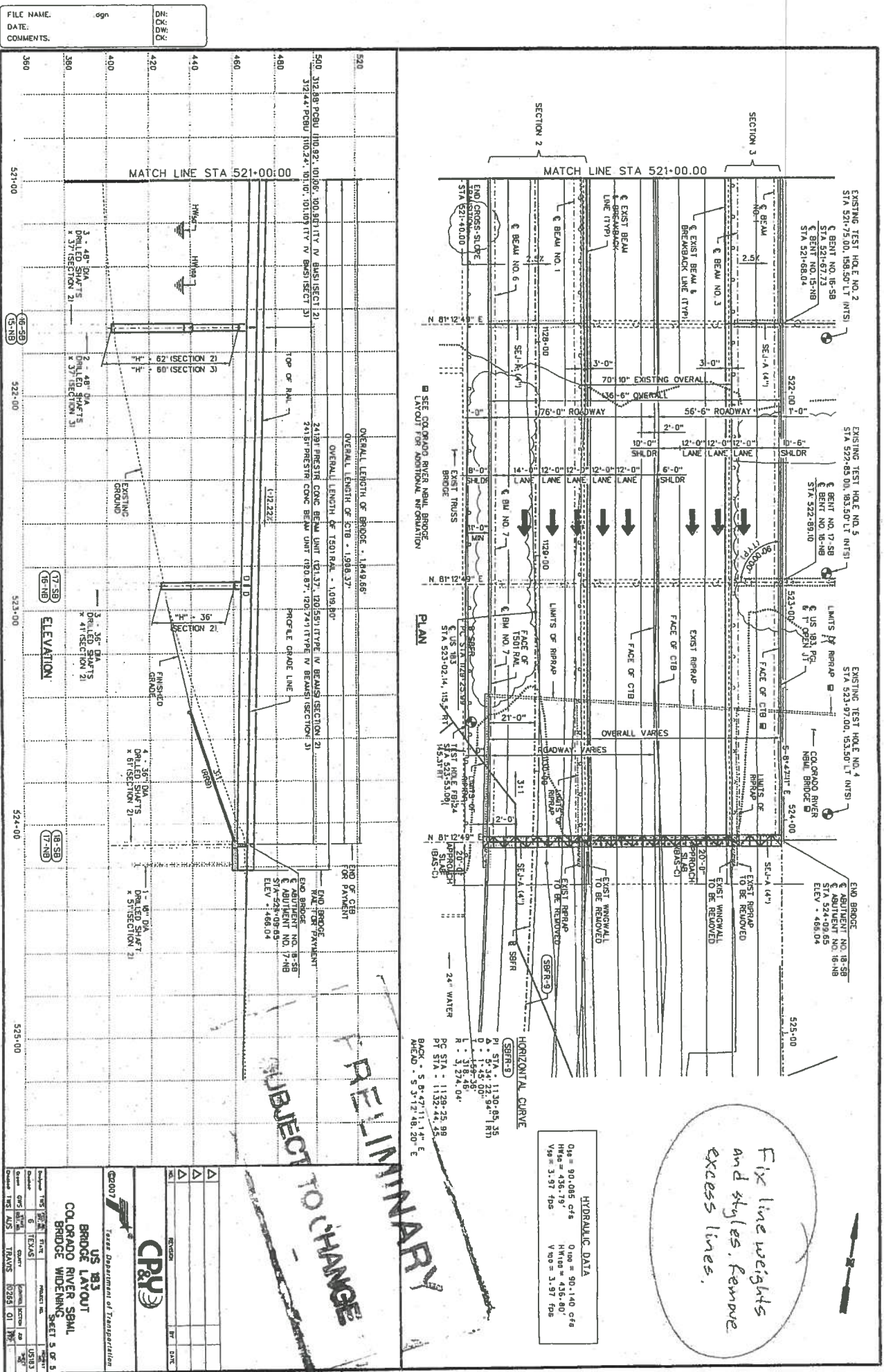
PROPOSED LANCE  
 STRONG BIKEWAY  
 BE DONE BY OTHERS

**PRELIMINARY  
 SUBJECT TO CHANGE**

Att 3: Plans for Proposed Bridges



Att 3: Plans for Proposed Bridges



Fix line weights and styles. Remove excess lines.

HYDRAULIC DATA

$Q_0 = 90,085$ cfs	$Q_{100} = 90,140$ cfs
$H_{100} = 435.79'$	$H_{100} = 435.80'$
$V_{100} = 3.97$ fps	$V_{100} = 3.97$ fps

HORIZONTAL CURVE  
 (SBE-3)  
 PI STA = 1130.88 35  
 PTA = 1125.00  
 PTB = 1135.76  
 L = 100.76  
 R = 3,274.04'  
 PC STA = 1129.25 98  
 PTA = 1125.00  
 PTB = 1135.76  
 PVI STA = 1132.48 50  
 ELEV = 468.04

**PRELIMINARY**  
**SUBJECT TO CHANGE**

US 183 BRIDGE LAYOUT  
 COLORADO RIVER SBML  
 BRIDGE WIDENING

CP&P

US Department of Transportation

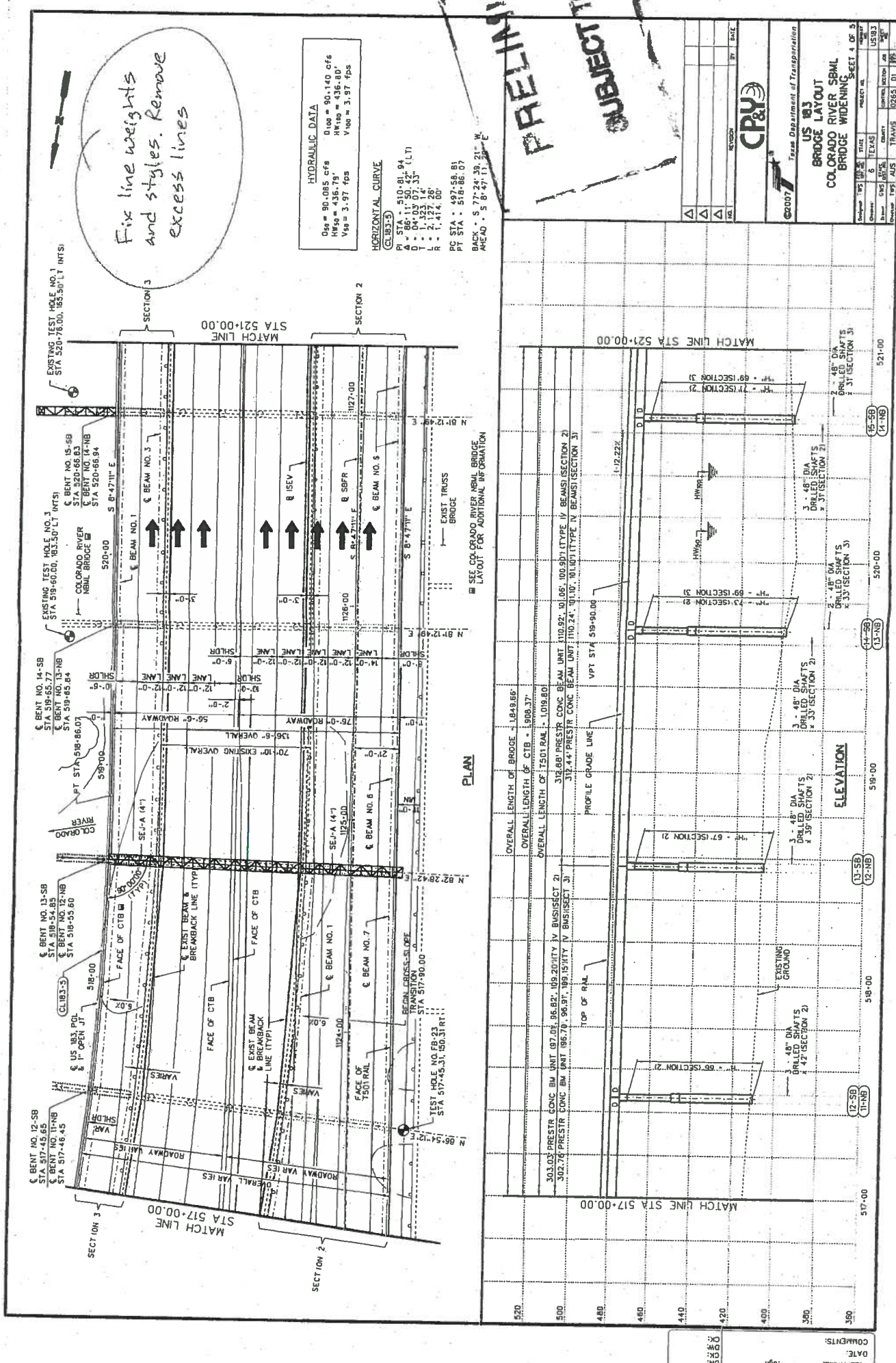
DATE	BY	CHKD
10/15/13	...	...
10/15/13	...	...
10/15/13	...	...

PROJECT NO. 0355  
 SHEET 5 OF 5

131

Att 3: Plans for Proposed Bridges

Fix line weights and styles. Remove excess lines

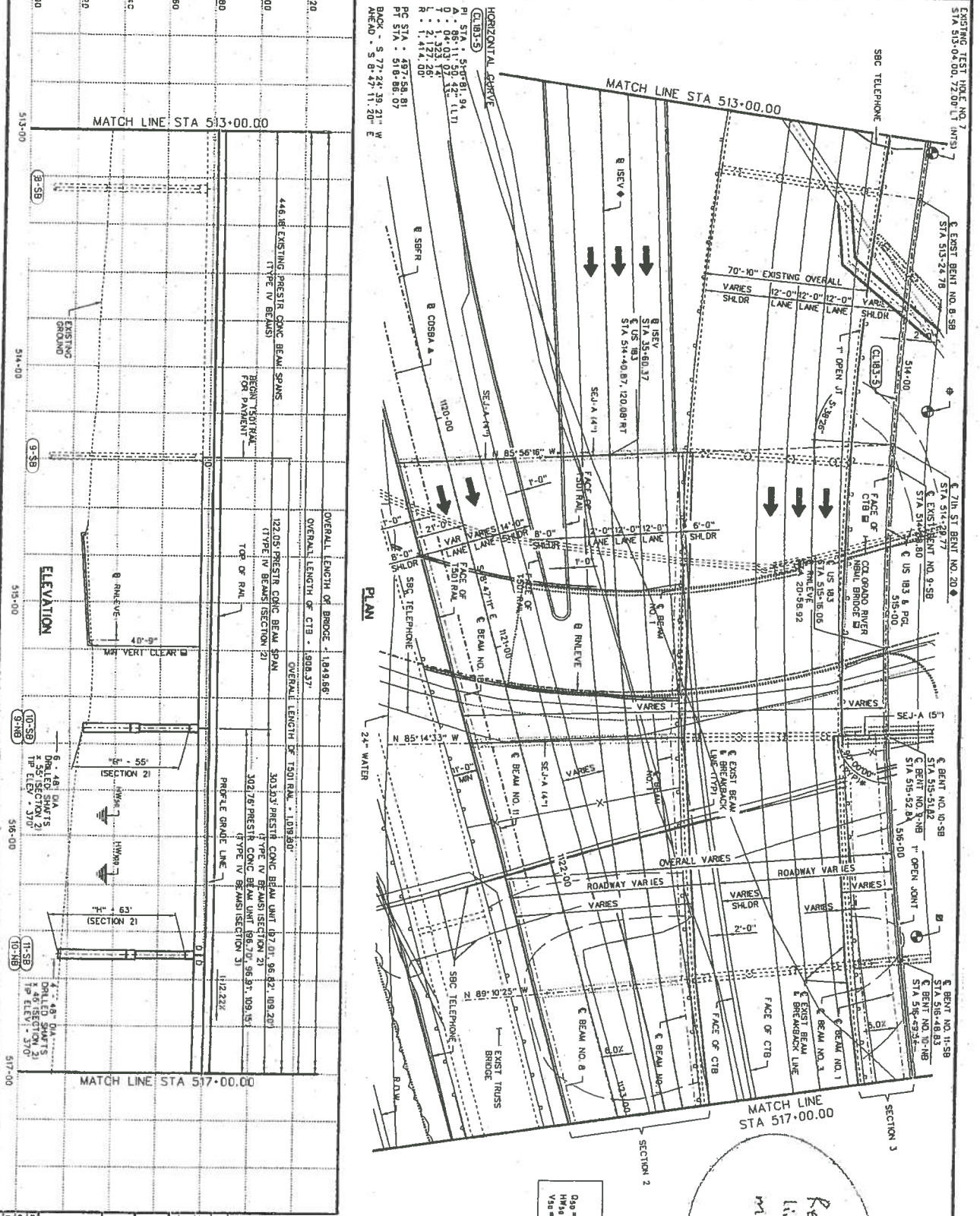


PRELIMINARY  
 SUBJECT TO CHANGE

CP&Y  
 Texas Department of Transportation  
 US 163  
 BRIDGE LAYOUT  
 COLORADO RIVER SBML  
 BRIDGE WIDENING  
 SHEET 4 OF 5

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FILE NAME: .dgn  
 DATE:  
 COMMENTS:



Station	Span	Notes
513+00	44.6	EXISTING PRESTR. CONC. BEAM SPANS (TYPE IV BEAMS)
514+00	122.05	PRESTR. CONC. BEAM SPAN (TYPE IV BEAMS)
515+00	303.53	PRESTR. CONC. BEAM UNIT (87.0' x 88.8')
516+00	302.75	PRESTR. CONC. BEAM UNIT (86.2' x 89.5')
517+00	112.22	PROFILE GRADE LINE

**PRELIMINARY**

**SUBJECT TO CHANGE**

**HYDRAULIC DATA**

Q<sub>50</sub> = 90,085 cfs      0.10 = 90,140 cfs  
 H<sub>50</sub> = 435.79'      H<sub>100</sub> = 436.80'  
 V<sub>50</sub> = 31.97 fms      V<sub>100</sub> = 31.97 fms

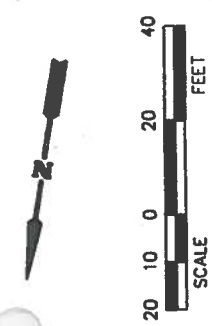
Remove excess lines and add missing lines

Att 3: Plans for Proposed Bridges

US 1933  
 BRIDGE LAYOUT  
 COLORADO RIVER SBML  
 BRIDGE WIDENING  
 SHEET 3 OF 5

CP&Y  
 CONSULTING PROFESSIONALS

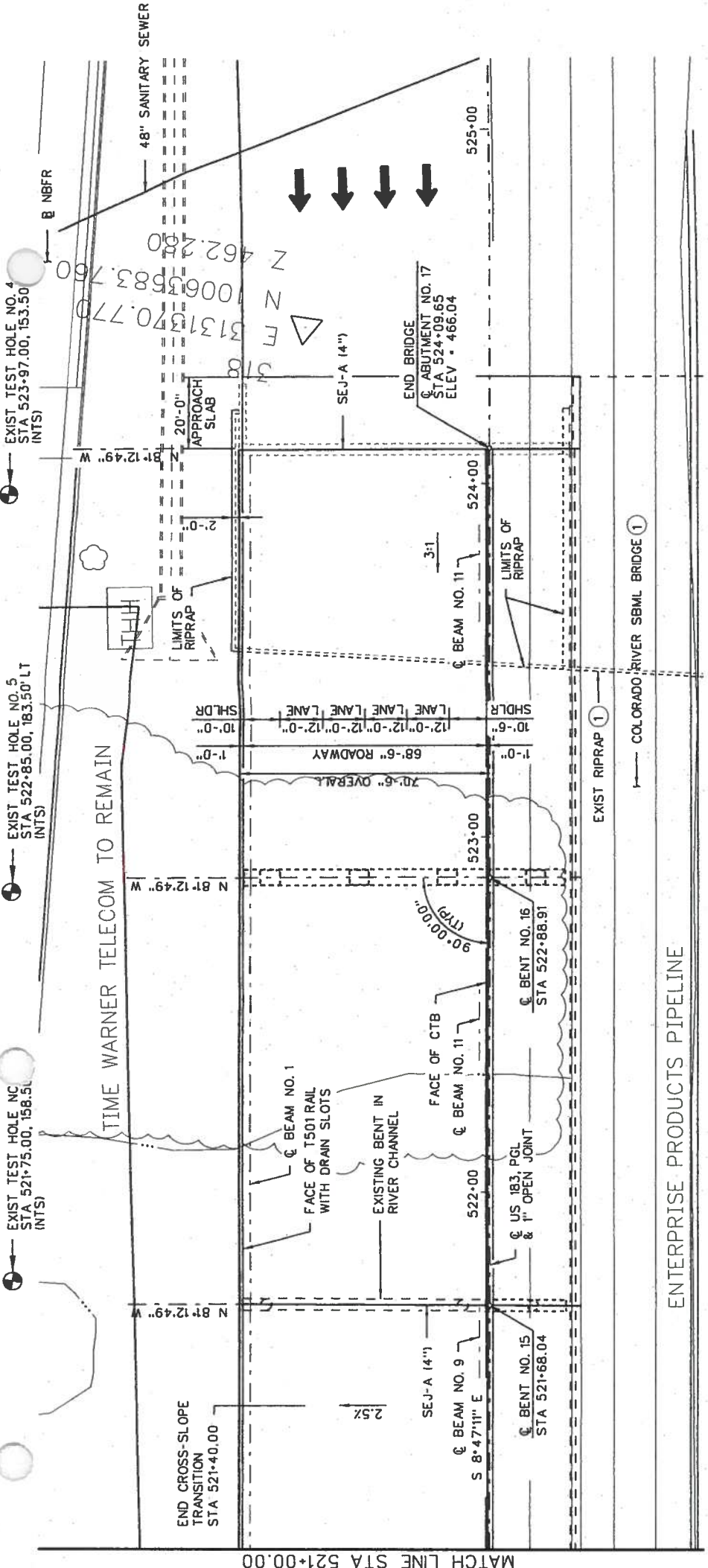
TRANS. DIVISION  
 COLORADO DEPARTMENT OF TRANSPORTATION



*Att 3: Plans for Proposed Bridges*

**HYDRAULIC DATA**

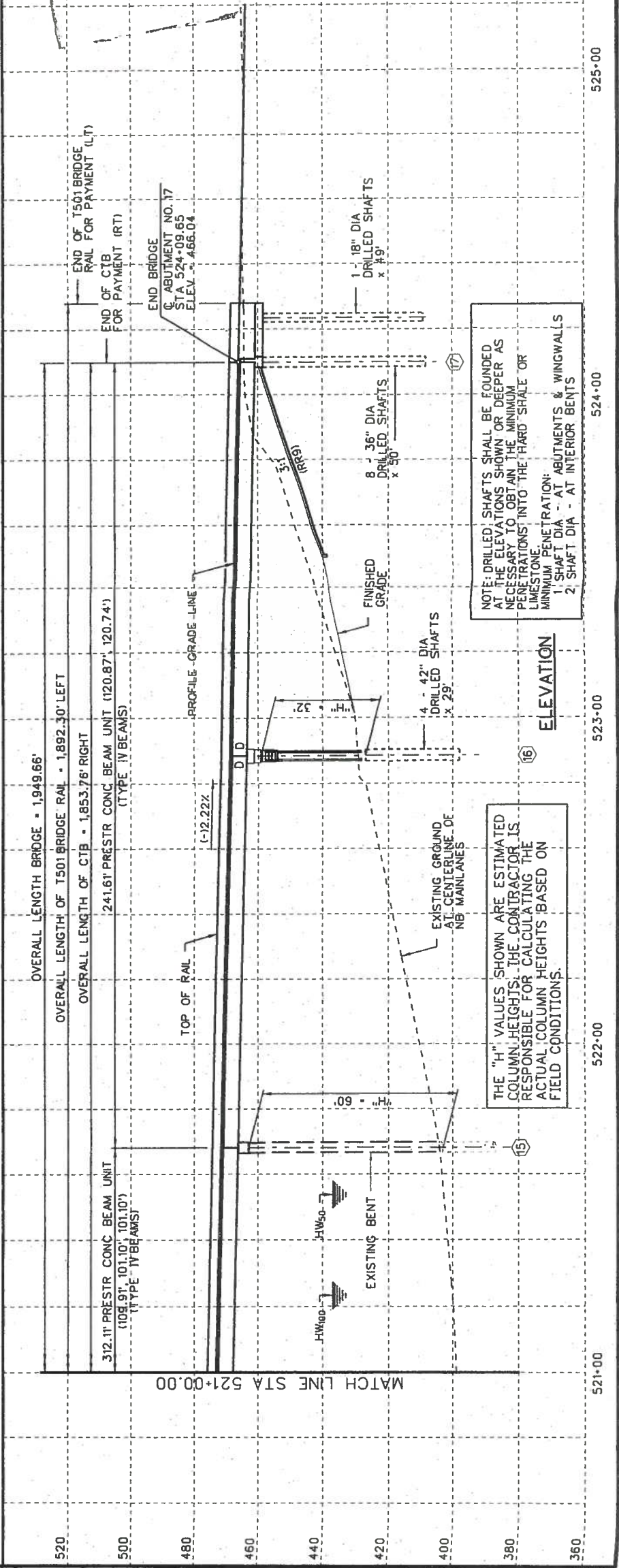
Q<sub>100</sub> = 90,085 cfs      Q<sub>100</sub> = 90,140 cfs  
 HW<sub>50</sub> = 436.79'      HW<sub>100</sub> = 436.80'  
 V<sub>50</sub> = 3.97 fps      V<sub>100</sub> = 3.97 fps



① SEE COLORADO RIVER SBML BRIDGE LAYOUT FOR ADDITIONAL INFORMATION.

TEST HOLE FB-24 STA 523+53.06, 145.31 RT (INTS)

**PLAN**



NOTE: DRILLED SHAFTS SHALL BE FOUNDED AT THE ELEVATIONS SHOWN OR DEEPER AS NECESSARY TO OBTAIN THE MINIMUM PENETRATIONS INTO THE HARD SHALE OR LIMESTONE  
 MINIMUM PENETRATION:  
 1. SHAFT DIA - AT ABUTMENTS & WINGWALLS  
 2. SHAFT DIA - AT INTERIOR BENTS

THE "H" VALUES SHOWN ARE ESTIMATED COLUMN HEIGHTS. THE CONTRACTOR IS RESPONSIBLE FOR CALCULATING THE ACTUAL COLUMN HEIGHTS BASED ON FIELD CONDITIONS.

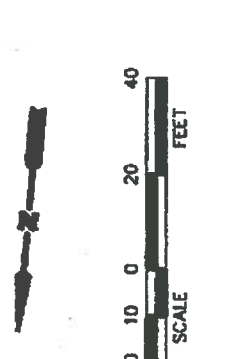
FILE NAME: 6827101.dgn  
 DATE: 01/2008  
 COMMENTS:  
 DN: JFF  
 DK: WMB  
 CK: JFF

NO.	REVISION	BY	DATE
Δ			
Δ			
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**BRIDGE LAYOUT**  
**COLORADO RIVER**  
**NORTHBOUND MAINLANES**  
**BRIDGE**  
 SHEET 5 OF 5  
 PROJECT NO. US183  
 COUNTY TRAVIS  
 CONTRACT SECTION 0265 01  
 DATE 1/22/08





- GENERAL NOTES:**
- DESIGNED ACCORDING TO 2004 AASHTO LRFD SPECIFICATIONS (HL93 LOADING).
  - THE CONTRACTOR WILL VERIFY ALL ELEVATIONS AND DIMENSIONS TO EXISTING STRUCTURES IN THE FIELD PRIOR TO COMMENCING WORK OR ORDERING MATERIALS.
  - D = DOWELS
  - ALL BENTS ARE AT BEARING
  - SEE TEST HOLE DATA SHEET FOR SOIL BORING LOG INFORMATION.
  - VERTICAL CLEARANCE AND "H" VALUES SHOWN ARE BASED ON THE COMING ASSUMED TYPE SUPERSTRUCTURE DEPTHS: RECTANGULAR CAP = 3'-3"
  - LOCATION OF TEST HOLE NOS. 1-5 ARE APPROXIMATE BASED ON EXISTING PLANS. SEE CSJ 0265-01-001 AND CSJ 0265-01-060 FOR ADDITIONAL INFORMATION.

DESIGN SPEED: 45 MPH  
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL  
ADT: 27,000  
NB NUMBER: XX-XXX-X-XXXX-XX-XXX

*MEM 3-25-08*

**Att 3: Plans for Proposed Bridges**

NO.	REVISION	BY	DATE

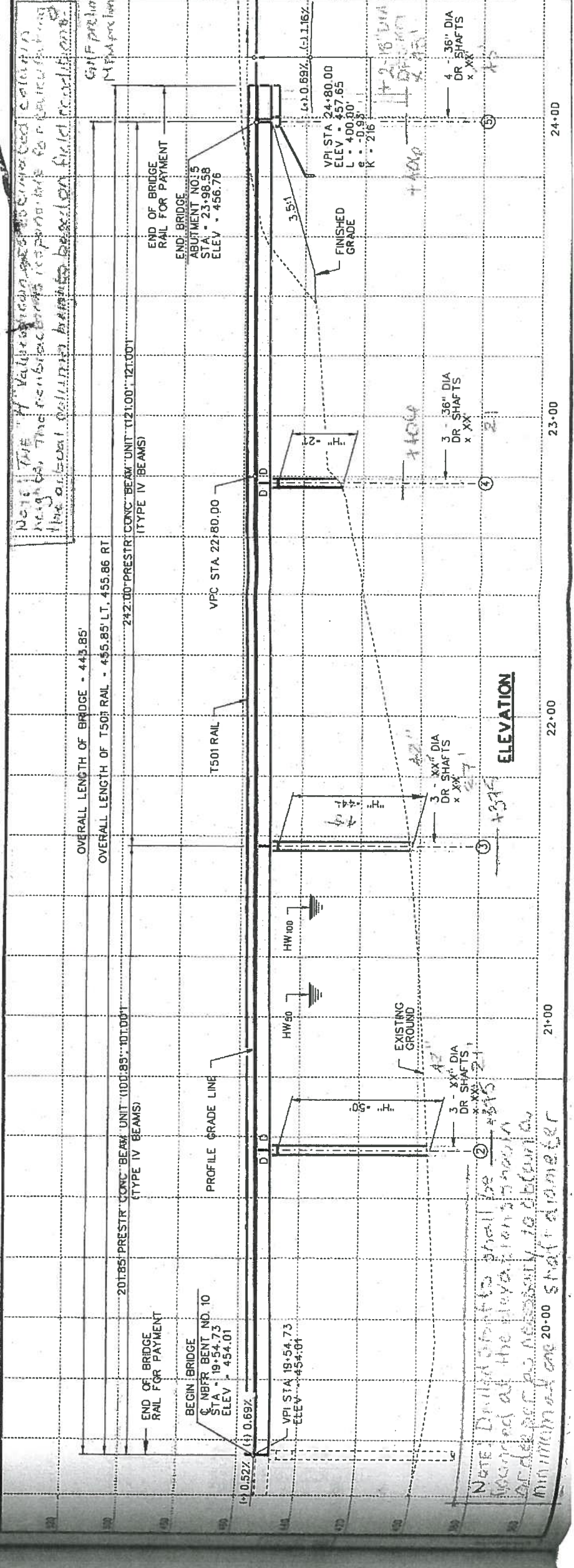
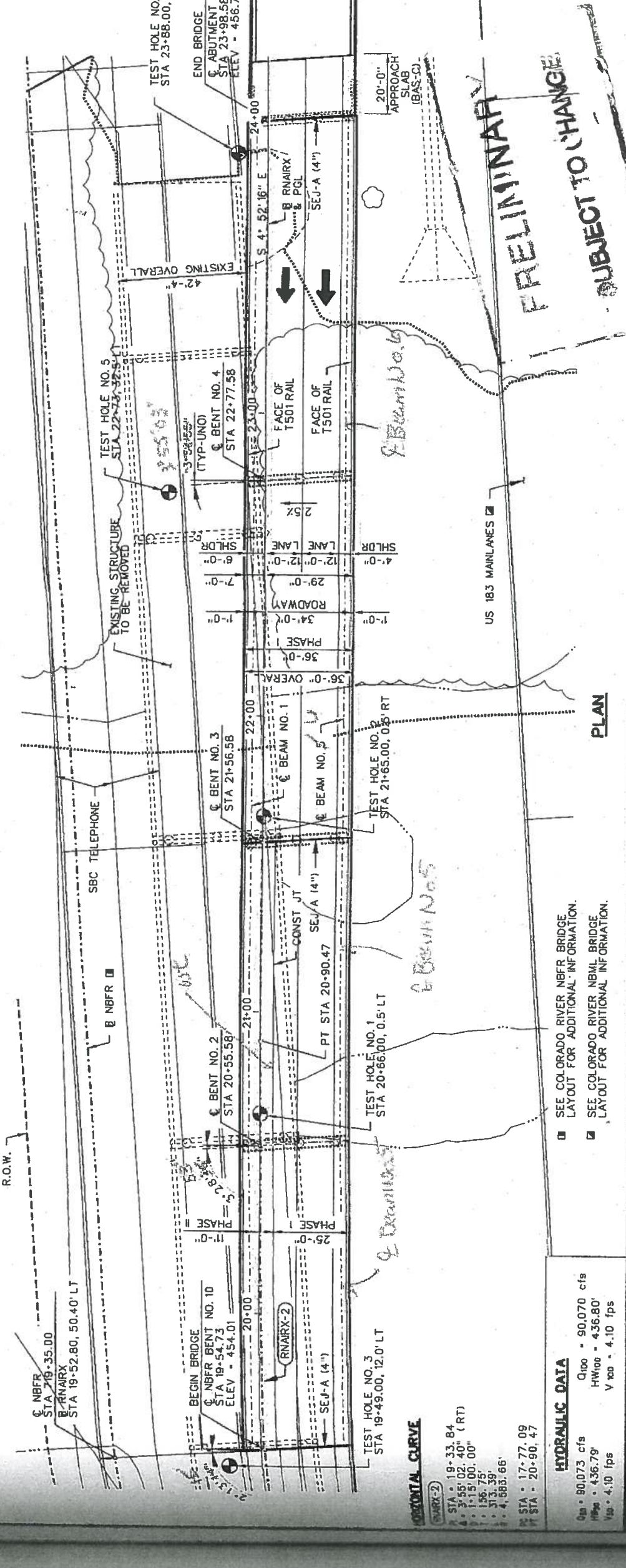
**CP&Y**  
Texas Department of Transportation

**BRIDGE LAYOUT TO NORTHBOUND EXIT TO AIRPORT BRIDGE (SOUTH END)**

Drawn	Checked	Design	Project No.	Sheet No.

Contract	State	County	Section	Job

Contract	State	County	Section	Job



**VERTICAL CURVE**

STA	19+33.84
L	355.02 (40' RT)
H	151.00 (00')
V	313.39
A	4.583 (66')

**HYDRAULIC DATA**

Q <sub>100</sub>	90.070 cfs
H <sub>W100</sub>	4.36.79'
V <sub>100</sub>	4.10 fps

*Note: The "H" values shown are based on the coming assumed type superstructure depths. The overall column height is based on field conditions.*

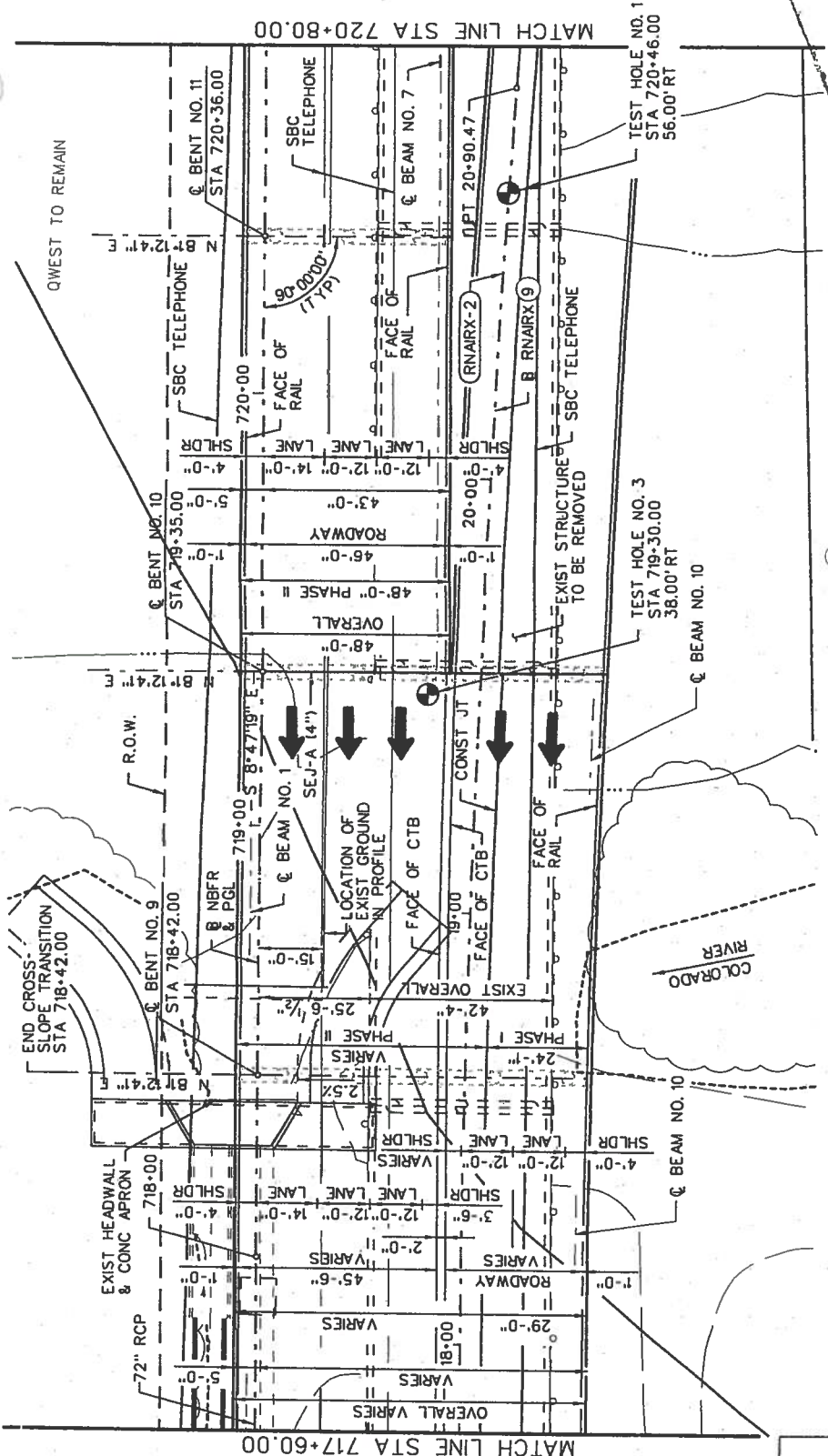
SEE COLORADO RIVER NBR BRIDGE LAYOUT FOR ADDITIONAL INFORMATION.  
SEE COLORADO RIVER NBR BRIDGE LAYOUT FOR ADDITIONAL INFORMATION.

*Note: Dashed shafts shall be @ 20' minimum diameter. The elevation shall be as shown. Or deeper as necessary to obtain a minimum diameter 20-00 shaft diameter.*





# Att 3: Plans for Proposed Bridges



(9) SEE NB EXIT TO AIRPORT SOUTH BRIDGE LAYOUT FOR ADDITIONAL INFORMATION.

## PLAN

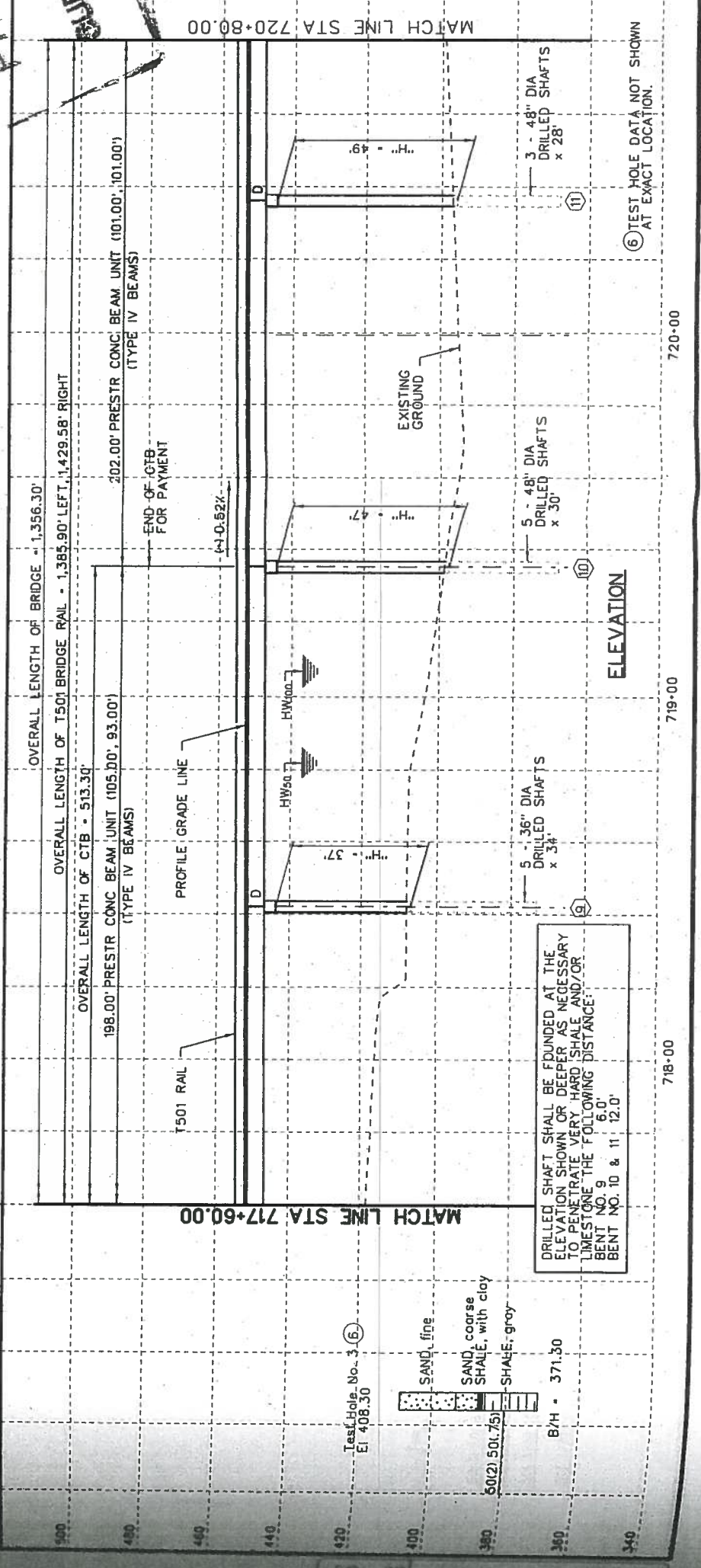
### HORIZONTAL CURVE

PC STA • 19+33.84  
 PT STA • 20+90.47  
 PIVOT • 5 8' 47" 18.68" E  
 HEAD • 5 4' 52" 16.28" E

### HYDRAULIC DATA

Q<sub>100</sub> • 90,140 cfs  
 HW<sub>100</sub> • 436.80'  
 V<sub>100</sub> • 3.97 fps

## ELEVATION



DRILLED SHAFT SHALL BE FOUNDED AT THE ELEVATION SHOWN OR DEEPER AS NECESSARY TO PENETRATE VERY HARD SHALE AND/OR LIMESTONE THE FOLLOWING DISTANCE:  
 BENT NO. 9 6.0'  
 BENT NO. 10 & 11 12.0'

PRELIMINARY  
 SUBJECT TO CHANGE

NO.	REVISION	BY	DATE

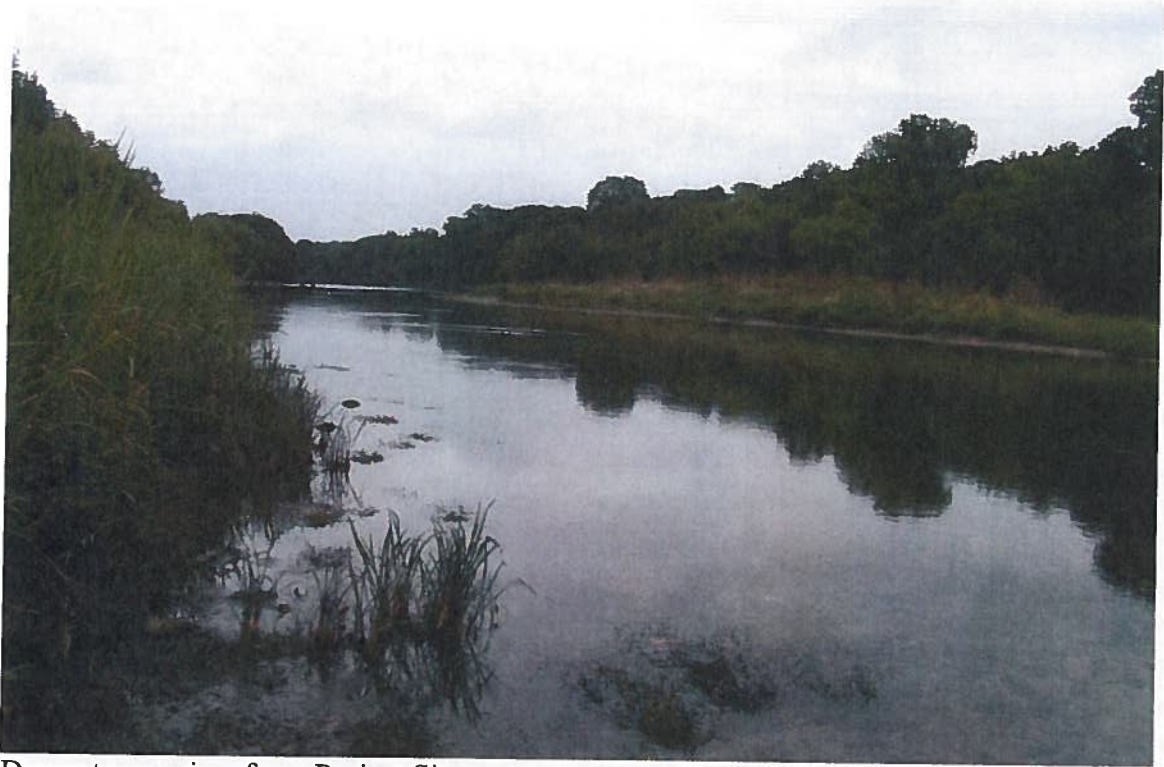


©2007 Texas Department of Transportation  
 BRIDGE LAYOUT  
 COLORADO RIVER  
 NORTHBOUND FRONTAGE ROAD  
 BRIDGE  
 SHEET 3 OF 4

Designer	KWZ	State	TEXAS	Project No.	US193
Checker	CAAD	County	TRAVIS	Sheet	1392
Drawn	KWZ	Job	0265 01	Scale	AS SHOWN



Attachment 4: Photos of Proposed Project Site



Downstream view from Project Site



Upstream view from Project Site

Attachment 4: Photos of Proposed Project Site



View of existing structures at project site – note bridge column in foreground of existing northbound bridge; existing bridge columns in place for future northbound mainlane bridge; deck and columns of existing southbound bridge; and existing truss bridge carrying southbound traffic from on-ramp.

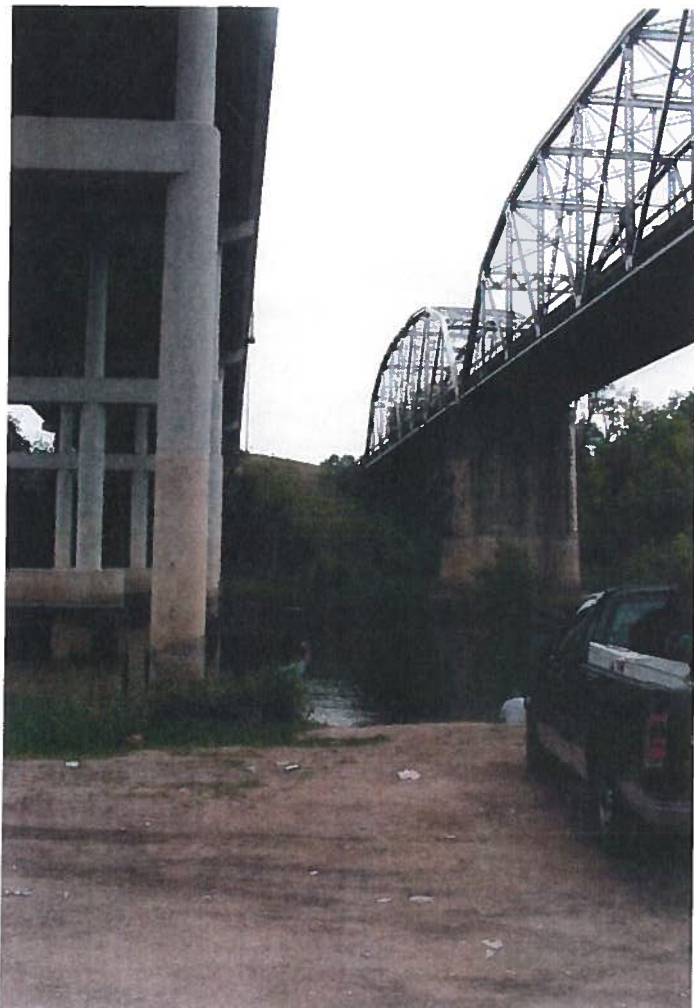


Proposed Northbound Exit to Airport Blvd bridge to be added to existing northbound mainlane (NBML) bridge on left. View from north to south bank.

Attachment 4: Photos of Proposed Project Site



Proposed Southbound mainlane (SBML) bridge view from north to south bank. Bridge will be constructed by widening existing structures.



Proposed Southbound frontage road (SBFR) view from north to south bank. Bridge will be constructed by widening existing structures. Existing truss bridge will remain in place and be utilized for pedestrian/bicycle use.



# MEMORANDUM

**TO:** 850 File, Section 106 Consultation: Proposed changes in Project Design adding 3.2 Acres of New ROW and 1.1 Acres of New Easements: Austin District: Travis County: US 183 Upgrades from US 290 to SH 71: CSJ: 0151-09-036

**re:** Conditional Archeological Clearance Request Due to Denial of Right of Entry and Recommendations for no further work or consultation for Areas A, B, C, and G

**FROM:** Jon Budd – TxDOT Staff Archeologist

**DATE:** September 27, 2013

**SUBJECT:** Internal review under the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU), as well as the Memorandum of Understanding (MOU) between the Texas Historical Commission and TxDOT.

---

The proposed project would use federal funds to continue to improve the existing US 183 roadway from US 290 to SH 71 in Austin, Texas. This undertaking has been previously coordinated with the Texas State Historic Preservation Officer (TSHPO) as a part of a larger project extending from RM 620 to SH 71. Multiple consultations have occurred under job numbers (CSJs) including 0151-06-083, 0151-09-029, 0151-09-032, 0151-09-122, 0265-01-080, 0914-94-124, and the current CSJ: 0151-09-036.

Section 106/Antiquities Code of Texas (ACT) consultation was originally conducted for the project from RM 620 to SH 71 in a letter dated May 20, 1982. On May 27, 1982, the TSHPO concurred with recommendations for a finding of "no historic properties affected" for the overall US 183 improvement proposed from RM 620 to SH 71.

Additional Section 106/Antiquities Code of Texas consultation has included proposed new ROW and/or easements that were added to this undertaking's area of potential effects (APE) since the 1982 consultation. These consultations are documented in letters dated April 25, 1984, November 13, 2000, November 30, 2000, April 30, 2001, October 4, 2002, October 15, 2004, April 26, 2006, November 22, 2006, March 17, 2009, September 22, 2009 and August 17, 2012. All of these consultations resulted with TSHPO concurring with TxDOT recommendations that the changes in the project design did not change the original finding of "no historic properties affected". This included the proposed addition of toll lanes and toll booths.

Construction of the US 183 improvements have been completed or are nearing completion between RM 620 and at US 290 East. The only area that has not been subject to construction is the portion of US 183 beginning at US 290 East and extending 8.5 miles south to SH 71 with construction transitions on SH 71 east of US 183 and on US 183 south of SH 71. The subject of this correspondence is that portion of the US 183 improvements located between US 290 East and SH 71 and the construction transition areas.

Since the last consultation, the project design has been slightly changed. The design changes include the addition of approximately 3.2 acres of new additional right of way (ROW) in five separate areas and 1.1 acres of new easements in two areas. The undertaking's area of potential effects (APE) was previously defined in the attached letters. For the purposes of this assessment, only the areas added since the last consultation letter are the subject of this documentation. These areas are plotted as Areas A through G on the attached Austin East and Montopolis 7.5" USGS Topographic Quadrangles as well as on the attached set of aerial photographs. Table 1 below describes each area.

Table 1: Description of Areas A - G

Area	Acreage	Description
A	1	New ROW on the west side of US 183 for Pedestrian Bridge Landing
B	0.1	New ROW on west side of US 183 for southbound Frontage Road
C	0.1	New drainage easement east of US 183
D	1.6	New ROW east of US 183 at Boggy Creek for Underpass turnarounds
E	0.2	New ROW east of US 183 for northbound Frontage Road
F	0.3	New ROW west of US 183 for hiking path
G	1.0	Driveway easement west of US 183
Total	3.2 New ROW 1.1 Easement <b>4.3 acres</b>	

According to the Austin District in the attached email dated August 6, 2013, the depth of impacts for the bridge piers to be installed into the proposed new ROW at Boggy Creek is currently unknown. Therefore, for the purposes of this archeological assessment, a depth of up to one hundred feet is assumed. According to attached Austin District email dated August 14, 2013, the depth of impacts for the remainder of the areas added since the last consultation is no more than five feet below the current ground surface for the majority of the areas. However, the utility installations in Area F may be up to 10 feet in depth and would involve a trench no more than 2 feet in width. The trail in Area F will be no more than 2 feet below the current ground surface.

According to the attached Austin East (3097-242) and Montopolis (3097-213) quads of the Texas Archeological Sites Atlas, there are two archeological sites (41TV383 and 41TV1699) previously recorded within 1 kilometer of Areas A-G. However, both of these sites are located more than 100 meters away from Areas A-G and will not be impacted.

According to the same atlas, Area E is located completely within an area that was surveyed in 2007 under Permit 4511. The remaining areas are located adjacent to or in areas that have been subject to previous surveys. These surveys were conducted in 1982, 1985, 1998 (Permit No. 1967), 2006 (Permit No. 4277), 2007 (Permit No. 4511), and 2011 (Permit No. 5870). These surveys are plotted on the attached Texas Archeological Sites Atlas with Areas A-G plotted.

According to the attached 1936 Texas State Highway Map of Travis County, US 183 was not yet constructed in 1936. It is very difficult to transpose the current US 183 alignment on the 1936 map. However, current aerials of the Areas A, B, E, F, and G illustrate that these areas

have been extensively disturbed due their location in the developed urban setting of east Austin (please see attached aerials). In addition, the 1936 map does not illustrate any structures in or near Areas C, D, and E near Boggy Creek. Finally, the attached 1896 Austin 1:125,000 USGS Topographic Map also does not illustrate any structures in the vicinities of Areas C, D, and E. The 1896 map does illustrate one possible structure in the general vicinity of Area F. However, it is east of the roadway and Area F is located more than 200 feet west of the roadway. Therefore, it is TxDOT's opinion that minimal potential exists for any historical archeological sites to be impacted by the addition of these 3.2 acres of new ROW and 1.1 acres of proposed new easements to the APE. There are no known cemeteries located in or near Areas A – G.

According to the attached online version of the Austin Sheet of the Geological Atlas of Texas (GAT) (<http://www.twdb.state.tx.us/groundwater/aquifer/GAT/austin.htm>), Areas A, B, C, F, and G are all located on ancient Pre-Holocene geologic formations with minimal potential for the presence of naturally buried intact archeological deposits. The remaining areas, D and E, are located Holocene alluvial settings (Qal) that have historically demonstrated potential for the presence of buried intact archeological deposits.

According to the attached online version of the USDA/SCS Soil Survey of Travis County (Soil Survey) (<http://websoilsurvey.nrcs.usda.gov/app/>), the sediments underlying Areas A-G are comprised of Altoga soils and Urban land 2 -8 % slopes (AID), Travis soils and urban land 1 to 8% slopes (TuD), Urban Land and Ferris soils 10 to 15% slopes (UvE), Tinn clay, 1 to 1% slopes, frequently flooded (TW), Bergstrom soils and Urban Land, 0 to 2% slopes (Bh), Heaton Soils and Urban Land, 0 to 2% slopes (DuA), Altoga silty clay, 1 to 3% slopes (AgB), and Altoga silty clay, 3 to 8% slopes, moderately eroded (AgC2).

Of the eight types of sediments illustrated on the soil survey for Areas A – G, only TW, Bh, and DuA are characterized as Holocene aged with potential for the presence of buried intact archeological deposits. Area D at Boggy Creek is located on TW and Bh. Area E is located upon Bh. Area F is located upon DuA. The remaining sediment types possess minimal potential for the presence of buried intact archeological deposits and constitute areas A, B, C, and G.

TxDOT recommends that no further work or consultation is required for areas A, B, C, and G. These areas are located in upland settings on Pre-Holocene aged geologic formations and sediments that formed prior to the generally accepted arrival time of Human Beings into Travis County (12,000 years ago). In addition, there are no known archeological sites located within these areas and the above referenced aerial photos reveal extensive effects from bulldozing. Therefore, archeological artifacts, features, faunal, and or floral remains would be likely limited to near the ground surface and subject to crushing, weathering, and mixing making it extremely difficult if not impossible for them to yield information important to history or prehistory. Any archeological sites that would be present within Areas A, B, C, and G would lack sufficient integrity of location and association to be able to address important questions of prehistory or history (36 CFR 60.4).

TxDOT recommends further work for Areas D, E, and F. these are located on geologic formations and sediments that have historically demonstrated potential for the presence of naturally buried intact archeological deposits.

Permission to conduct archeological investigations was denied by at least one landowner. Thus, as provided under Stipulation IX.B.3 of the PA, this undertaking may proceed

Section 106 Consultation: Proposed changes in Project Design adding 3.2 Acres of New ROW and 1.1 Acres of New Easements: Austin District: Travis County: US 183 Upgrades from US 290 to SH 71: CSJ: 0151-09-036

with further project development, including completion of the environmental process and right of way acquisition without the concurrence of the SHPO. After obtaining access to the proposed right of way, TxDOT shall oversee the completion of the inventory on Areas D, E, and F and oversee any additional work that may be required under the terms of the PA and MOU.

Approved by Scott Pletka for TxDOT 10/7/13  
Scott Pletka, Ph.D. Date  
Supervisor Archeological Studies Program

**Attachments:**

County Project Location Map

7.5 Minute USGS Austin East and Montopolis Topographic Quadrangle Project Location Map

Austin District Emails dated August 6, and August 14, 2013 Describing Depth of Impacts

Aerial Photographs of the Areas A-G

Project Location Plotted on the Texas Archeological Sites Atlas

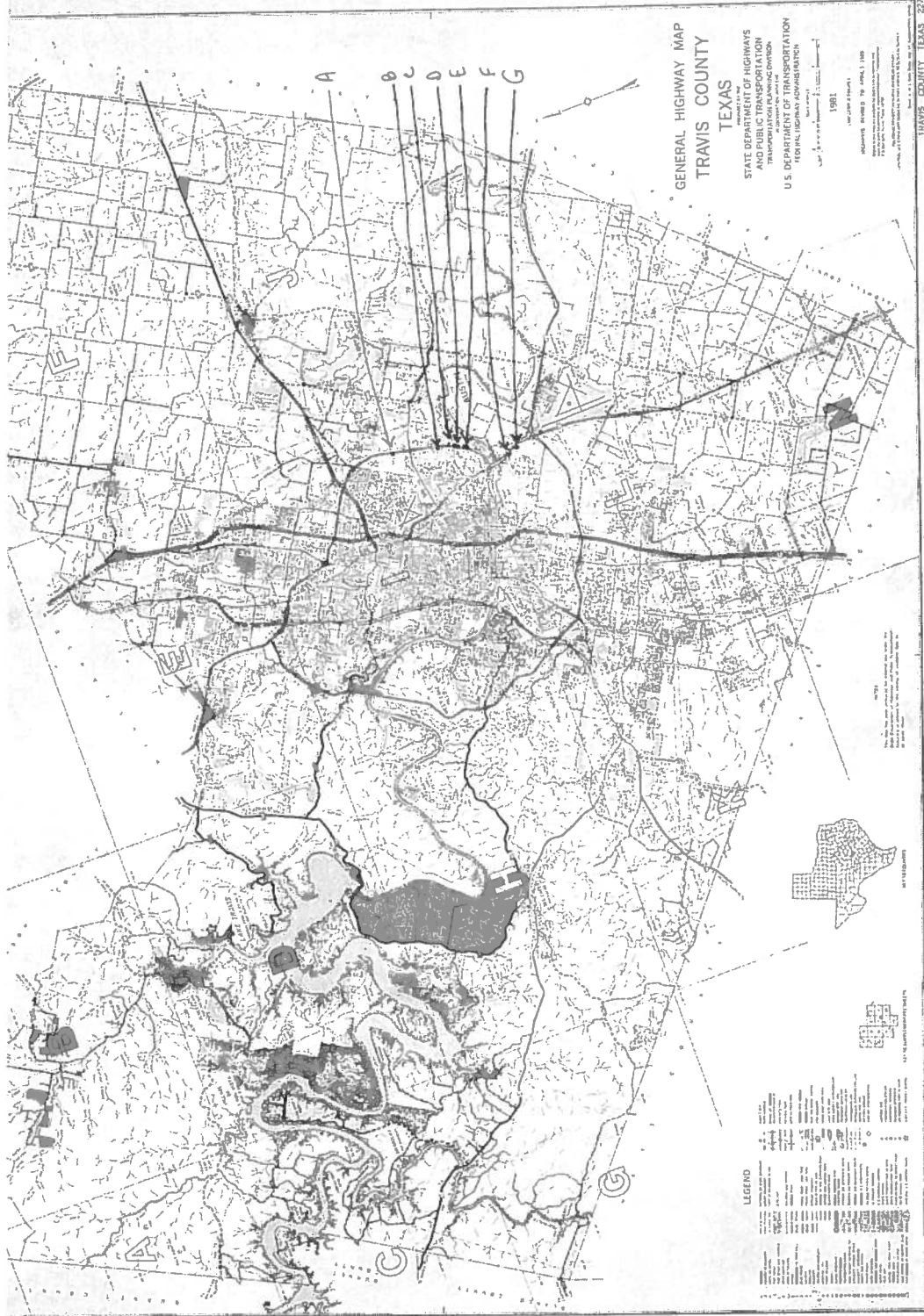
Project Location Plotted on the 1936 Texas State Highway Department Map of Travis County

Areas C, D, E, and F Plotted on the 1896 Austin 15 Minute USGS Topographic Quadrangle

Project Location Plotted on the Austin Sheet of the Geological Atlas of Texas

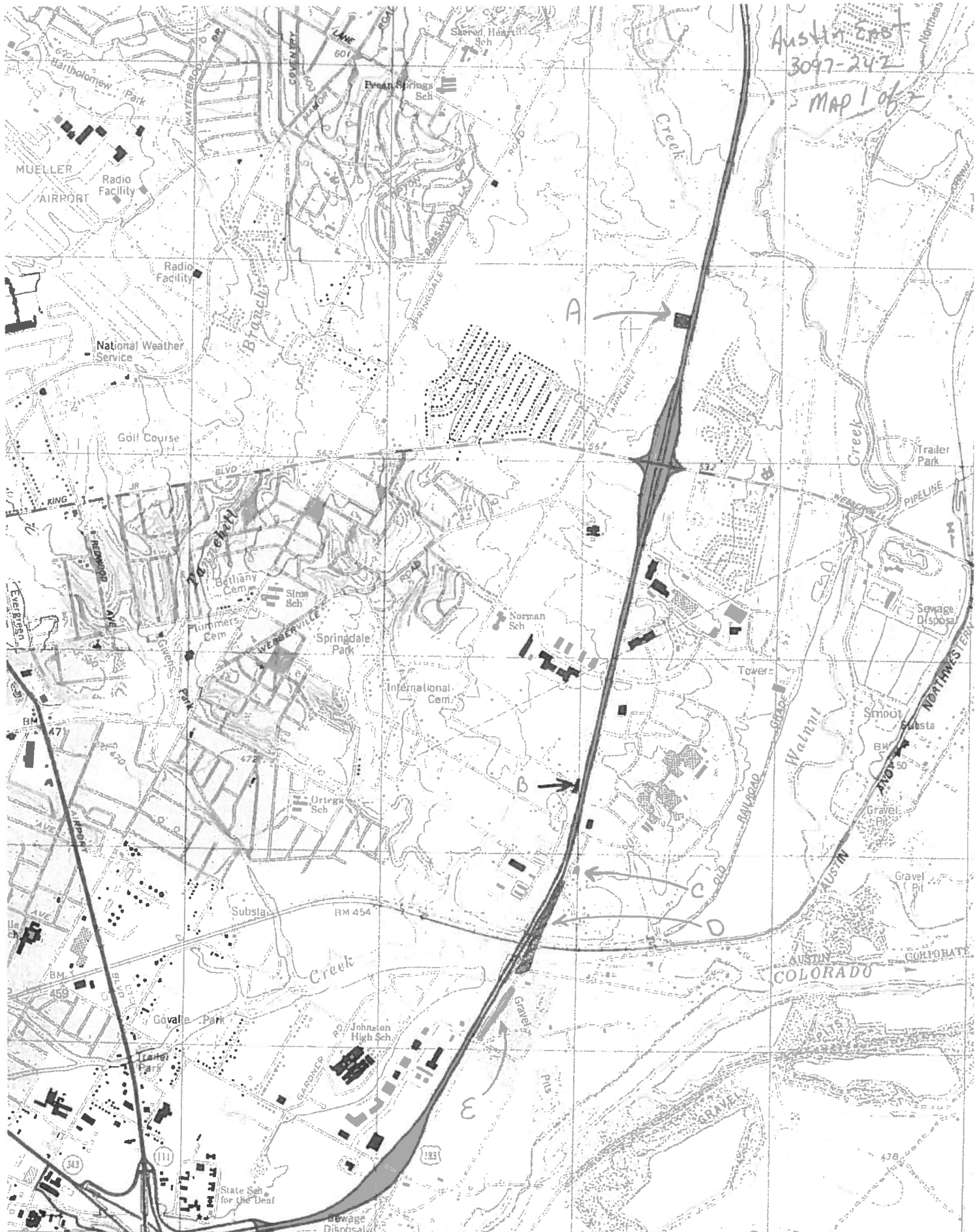
Project Location Plotted on the USGS/SCS Soil Survey of Travis County

Additional Row  
 & Easements  
 US103  
 Austin District  
 Travis County  
 TRAVIS  
 0151-09-036  
 8/6/2013  
 Jon Budd



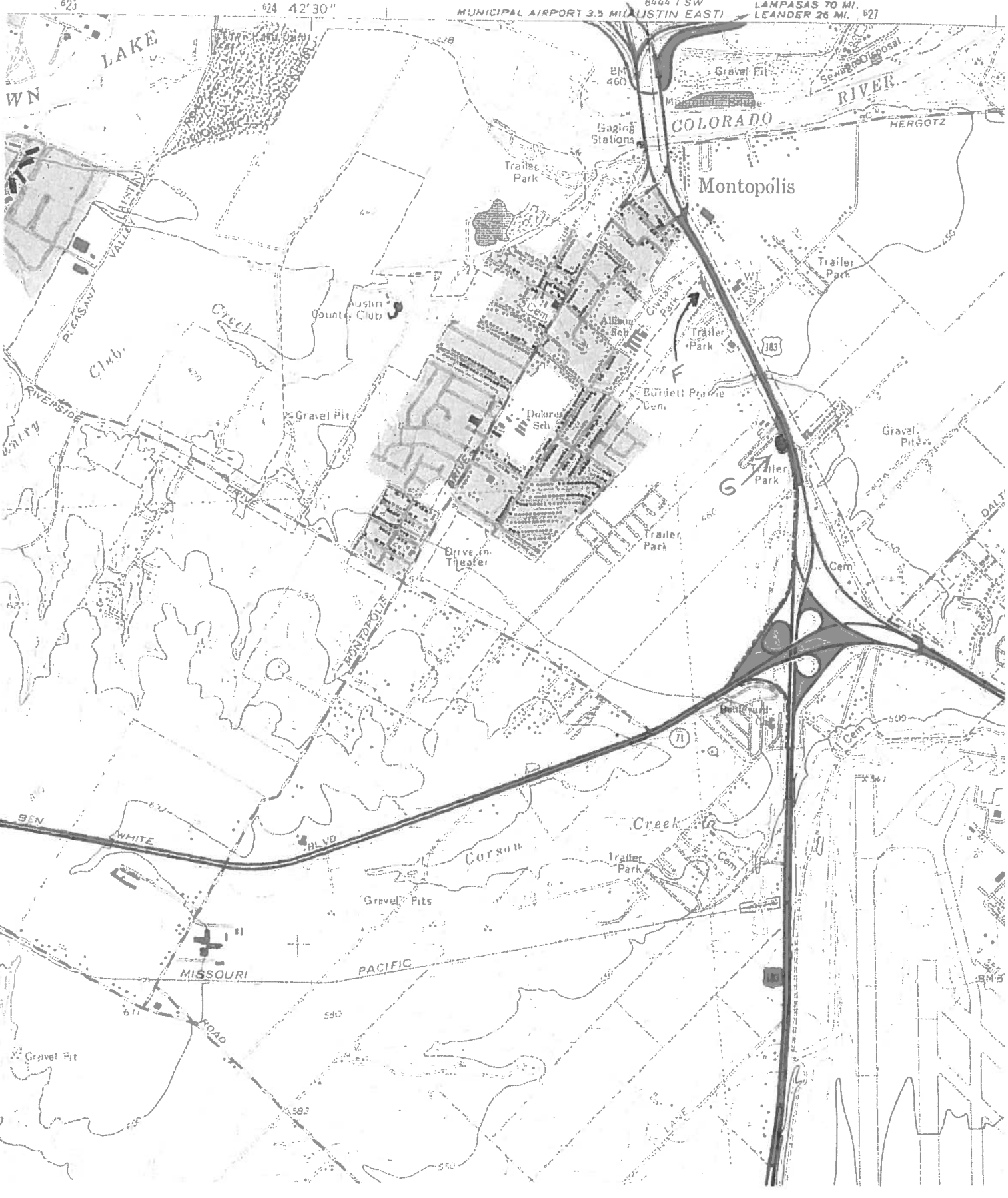


Austin East  
3097-242  
MAP 1 of 2



26 (MONTOPOLIS) 6444 11 NW 27 28 40' 29 30  
SCALE 1:24 000  
1 MILE

Montopolis  
3097-213  
MAP 2 of 2



**Jon Budd**

---

**From:** Shelly Eason  
**Sent:** Tuesday, August 06, 2013 3:11 PM  
**To:** Jon Budd  
**Subject:** RE: new acreages not previously coordinated under Section 106 0151-09-036 US 183 Travis

No more than 5 feet for grading but there will be bridge columns at Boggy Creek. Not sure how deep those columns will be set.

Shelly Eason  
Environmental Specialist  
TxDOT Austin District  
(512) 832-7001

**From:** Jon Budd  
**Sent:** Tuesday, August 06, 2013 3:05 PM  
**To:** Shelly Eason  
**Subject:** RE: new acreages not previously coordinated under Section 106 0151-09-036 US 183 Travis

Hi shelly-  
Sorry if I missed it but what are the proposed depth of impacts?  
Thanks,  
JHB

**From:** Shelly Eason  
**Sent:** Tuesday, August 06, 2013 9:03 AM  
**To:** Jon Budd  
**Subject:** RE: new acreages not previously coordinated under Section 106 0151-09-036 US 183 Travis

About 1 acre for easements and 3 acres of new right-of-way.

Shelly Eason  
Environmental Specialist  
TxDOT Austin District  
(512) 832-7001

**From:** Jon Budd  
**Sent:** Tuesday, August 06, 2013 8:57 AM  
**To:** Shelly Eason  
**Subject:** RE: new acreages not previously coordinated under Section 106 0151-09-036 US 183 Travis

Hi Shelly-  
I apologize if I missed it, but do you have total acreage for the new ROW and for the easements?  
Thanks,  
JHB

**From:** Shelly Eason  
**Sent:** Friday, August 02, 2013 1:14 PM

**To:** Jon Budd

**Subject:** new acreages not previously coordinated under Section 106 0151-09-036 US 183 Travis

Attached are the topographic map and the plan view with the areas marked where additional right-of-way or easements were added since our last coordination under Section 106. I also attached my notes regarding the estimated acreages. Let me know if I can help with the aerials you were working on! Thanks Jon,

Shelly Eason  
Environmental Specialist  
TxDOT Austin District  
(512) 832-7001

## Jon Budd

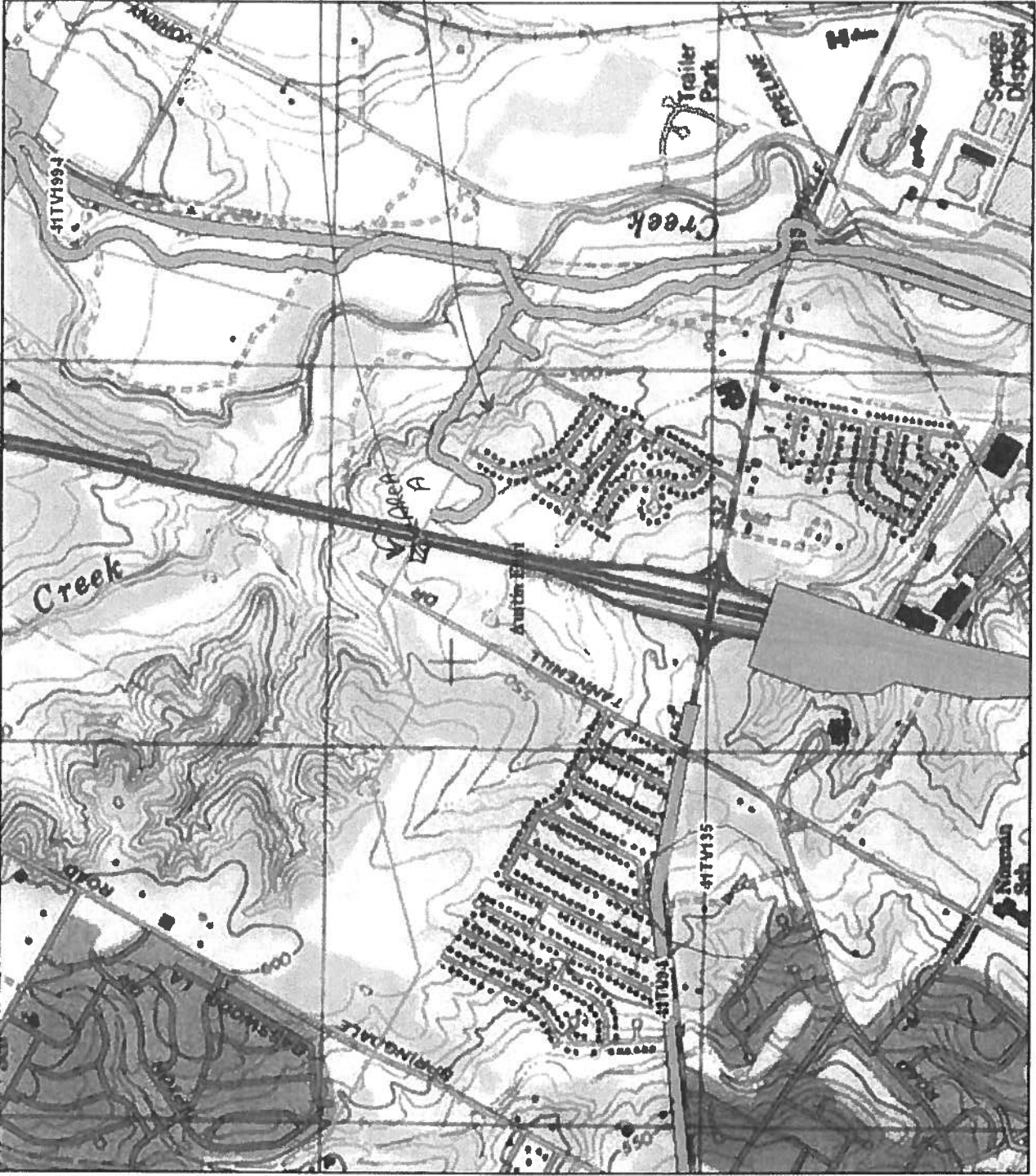
---

**From:** Shelly Eason  
**Sent:** Wednesday, August 14, 2013 10:39 AM  
**To:** Jon Budd  
**Subject:** arch survey of proposed ROW south of Vargas Rd and west of US 183 0151-09-036 Travis

Hi Jon,

The proposed work in the right-of-way that is needed west of the live oak trees that will be preserved, includes boring or trenching from 5 to 10 feet deep for utilities. If boring cannot be done and trenching is needed, the trench would be about a foot wide. The depth of impacts for the trail itself will only be from 1 to 2 feet. The root zone of the trees will be avoided during the boring or trenching. If an archeological survey is needed at the site, the root zones will need to be avoided. A back hoe or grade-all cannot be used for the survey because they may disturb the root zones of the trees. Let me know if I need to obtain right-of-entry to complete an archeological survey. Thanks,

Shelly Eason  
Environmental Specialist  
TxDOT Austin District  
(512) 832-7001



1063  
 Page  
 Aus. Km. 5.07  
 Area A  
 3097-212

1998 TxDOT  
 Survey  
 Tisc. Permit  
 # 1967

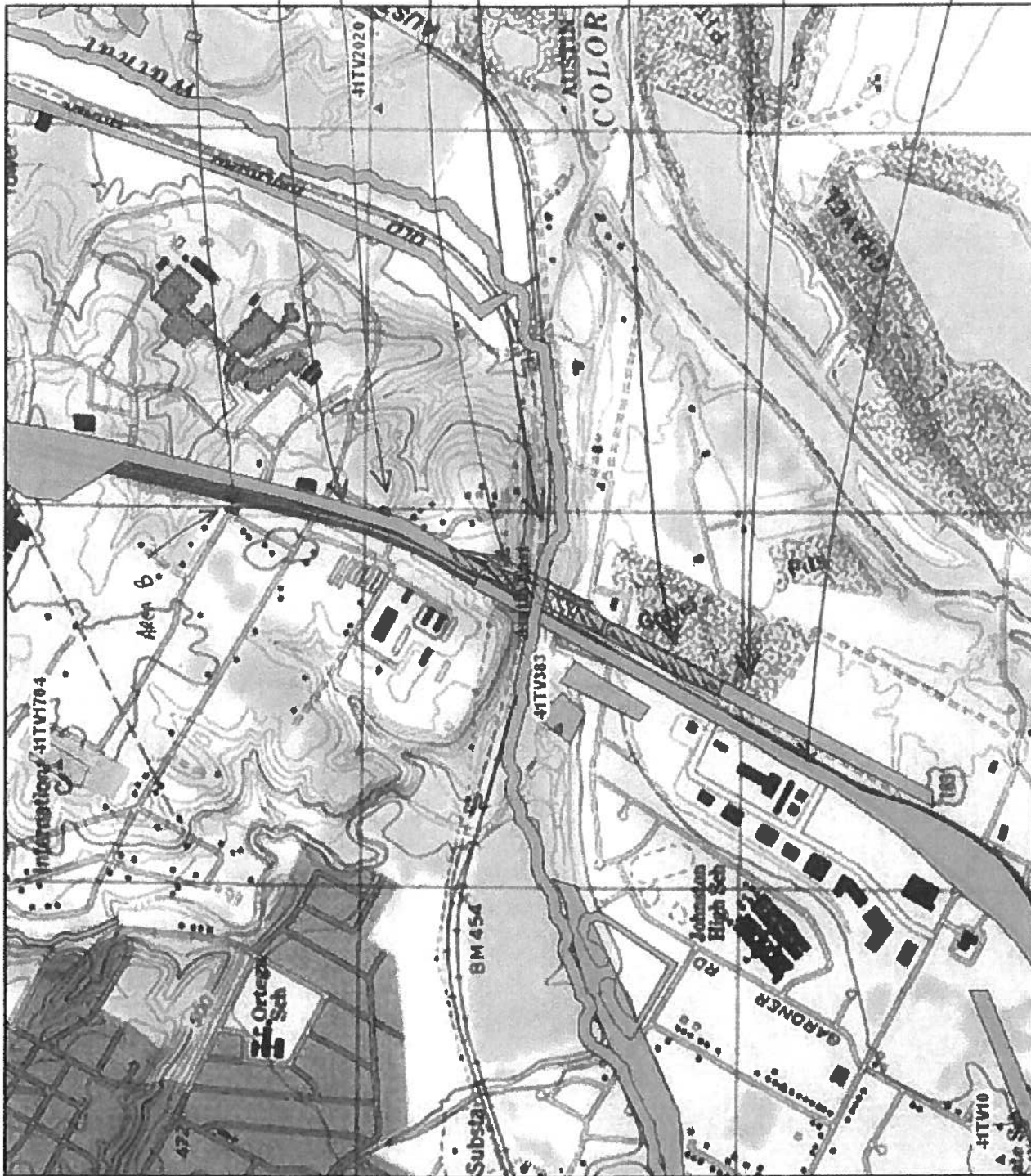
- Legend**
- ▲ Site Centered
  - ▬ Site Boundary
  - ▨ Site Area
  - Show Area
  - ⊛ Neighbored Quarry
  - ▭ Project Area
  - ▨ Proper (Donat)
  - ▨ Museum
  - ⊙ Historical Marker
  - ⊙ NR Property
  - ▨ NR District
  - ▨ NP District (Restricted)
  - ▨ Cemetery
  - ▨ USGS Q 1st



Texas Archeological Sites Atlas

Page 2 of 3

Austin East  
3097-242



2006 Survey  
Twp Permit 4277

TRDOT Survey  
Twp Permit 5870

Survey 2007  
Twp Permit 4511

1982 TRDOT Survey

- Legend
- ▲ Site Centroid
  - ▬ Site Boundary
  - ▬ Site Area
  - ⚓ Shipwreck
  - ⊕ Neighborhood Survey
  - ▬ Project Area
  - ▬ Project (linear)
  - ▬ Museum
  - ⊕ Historical Marker
  - ⚓ NR Property
  - ▬ NR District
  - ▬ NR District (Restricted)
  - ▬ Cemetery
  - ⋯ USGS Quad



Texas Archeological Sites Atlas

1982 TXDOT Survey 3 of 3  
 Page

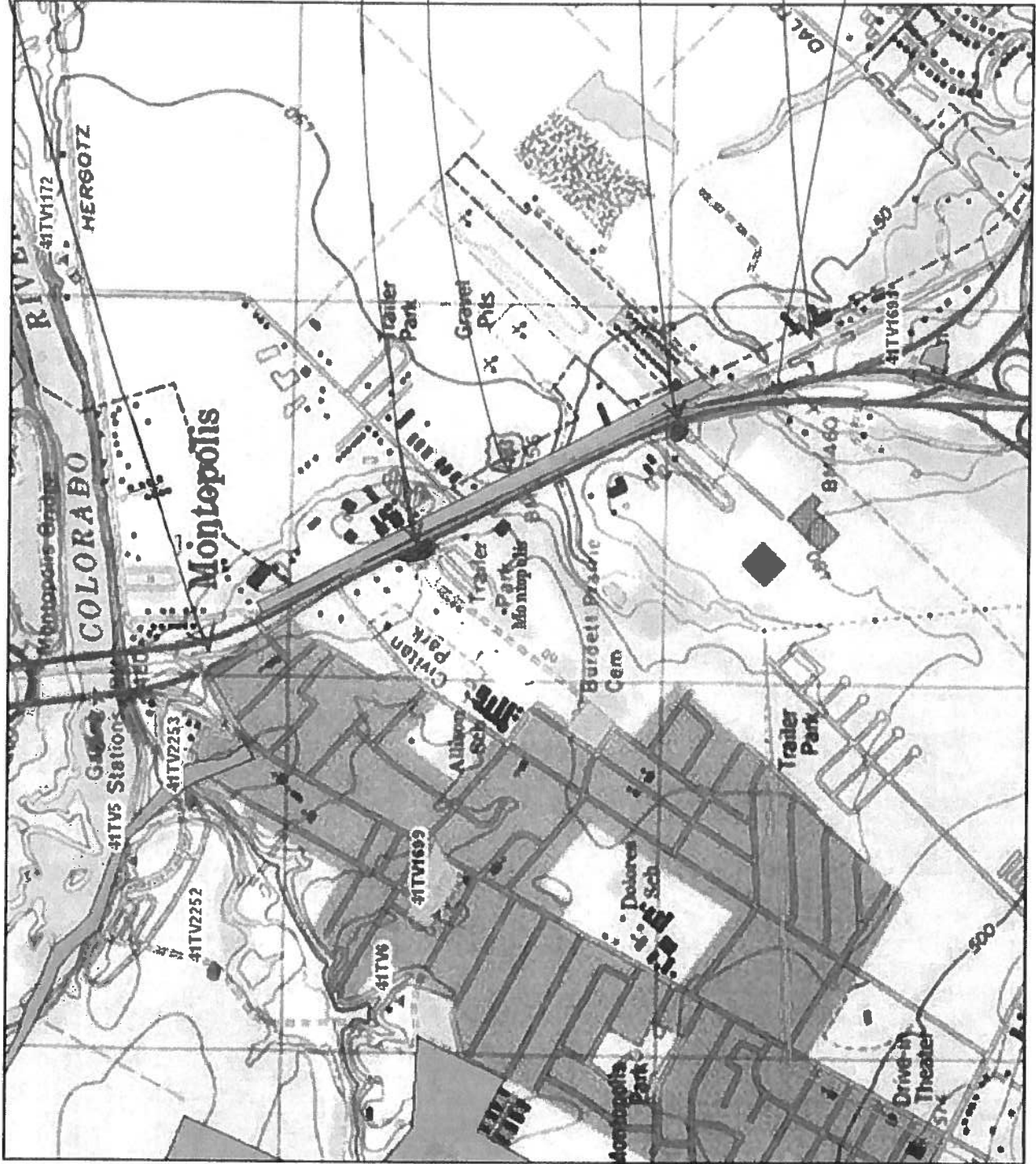
Montopolis  
 3097-213  
 41TV1699

Area F

2011 TME Permit 4511 Survey

Area G

1985 TXDOT Survey  
 1982 TXDOT Survey



- Legend**
- Site Centroid
  - Site Boundary
  - Site Area
  - Shipwreck
  - Neighborhood Survey
  - Project Area
  - Project (linear)
  - Museum
  - Historical Marker
  - NR Property
  - NR District
  - NR District (Revised)
  - Cemetery
  - USGS Quad





# TRAVIS COUNTY TEXAS

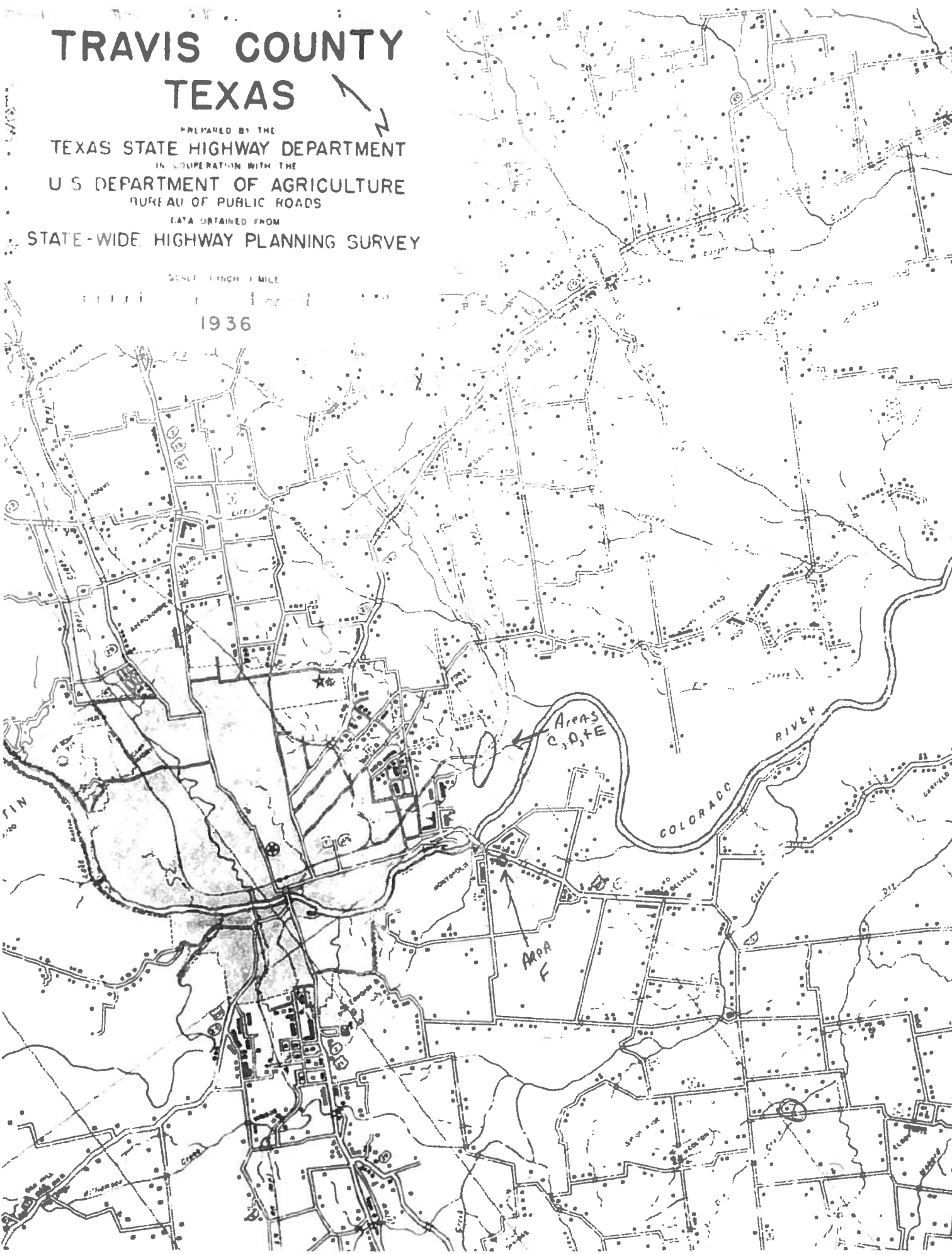


PREPARED BY THE  
TEXAS STATE HIGHWAY DEPARTMENT  
IN COOPERATION WITH THE  
U S DEPARTMENT OF AGRICULTURE  
BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM  
STATE-WIDE HIGHWAY PLANNING SURVEY

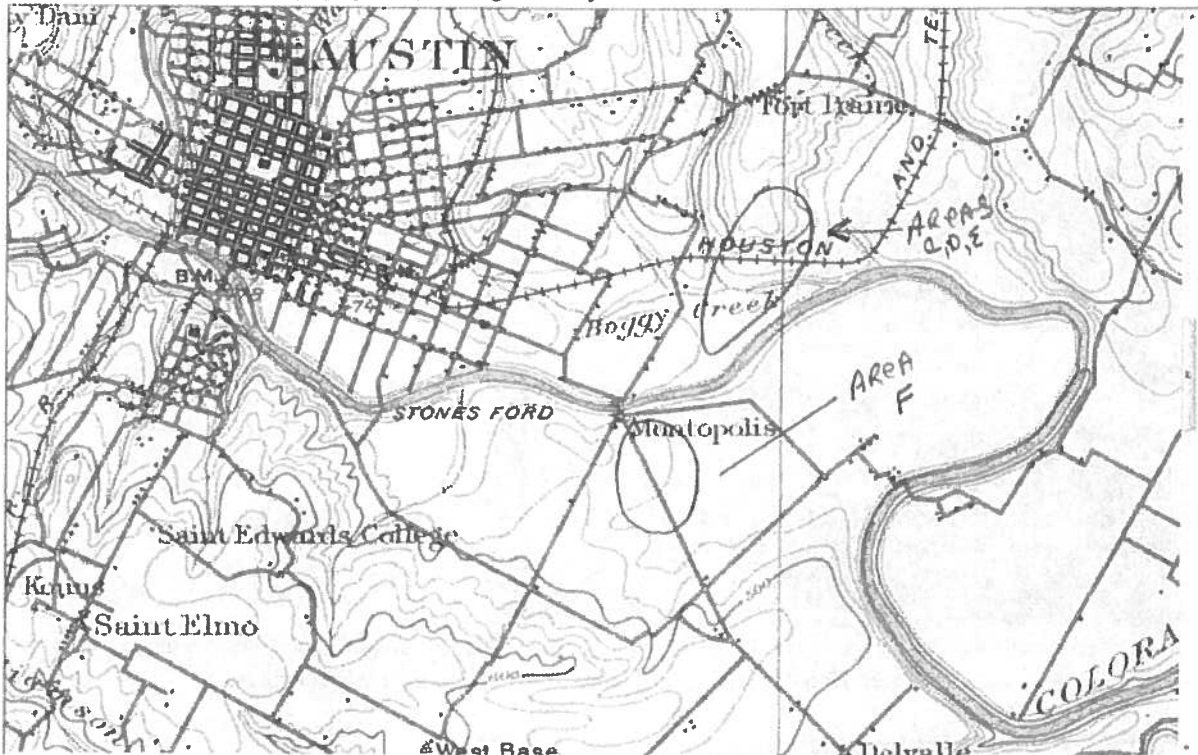
SCALE 1 INCH = 1 MILE

1936



<http://www.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-austin-1896.jpg>

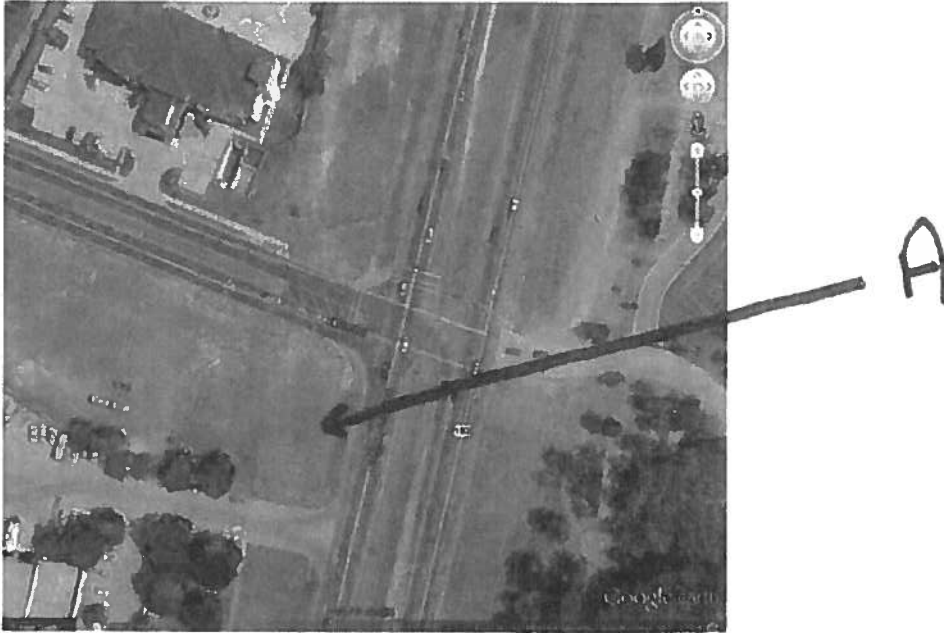
Austin 1:125,000 USGS Topographic Quadrangle Surveyed 1895-96



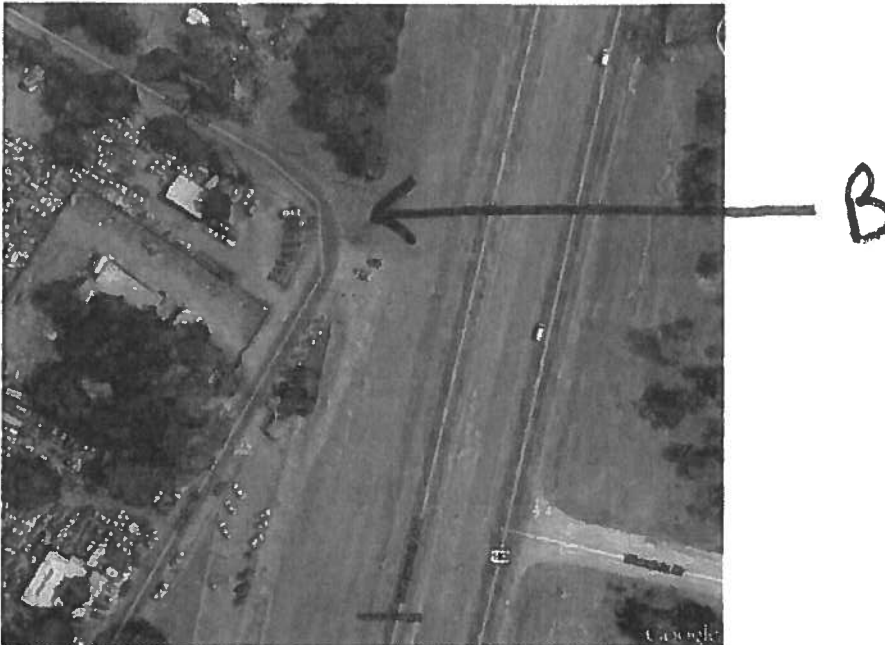
One possible structure  
East of Road @ Base of the M  
in Montopolis. However AREA F  
New Row is West of Road.

Also no structures in AREAS C, D, and E.

US 183 from just north of US 290 to just south of SH 71: Austin District: Travis County: 0151-09-036  
Google Earth Aerial Photos of Areas A – G  
August 14, 2013 Jon Budd



**Area A:** Approximately 1 acre of the additional new ROW is required for the proposed pedestrian bridge located west of US 183 at East 51<sup>st</sup> Street. Note the pre-existing disturbance from previous development.



**Area B:** Approximately 0.1 acre of the additional new ROW is required on west side of US 183 for southbound Frontage Road. Note the pre-existing disturbance from previous development.

US 183 from just north of US 290 to just south of SH 71: Austin District: Travis County: 0151-09-036  
Google Earth Aerial Photos of Areas A – G  
August 14, 2013 Jon Budd



Area C: Approximately 0.1 acre of a new drainage easement is required east of US 183.



Areas D and E: Approximately 1.6 acres of the additional ROW are now required on the east side of US 183 at Boggy Creek for turn arounds for Area D. Approximately 0.2 acres of the additional ROW is required east of US 183 for northbound Frontage Road. Note the pre-existing disturbance from previous development.

US 183 from just north of US 290 to just south of SH 71: Austin District: Travis County: 0151-09-036  
Google Earth Aerial Photos of Areas A – G  
August 14, 2013 Jon Budd

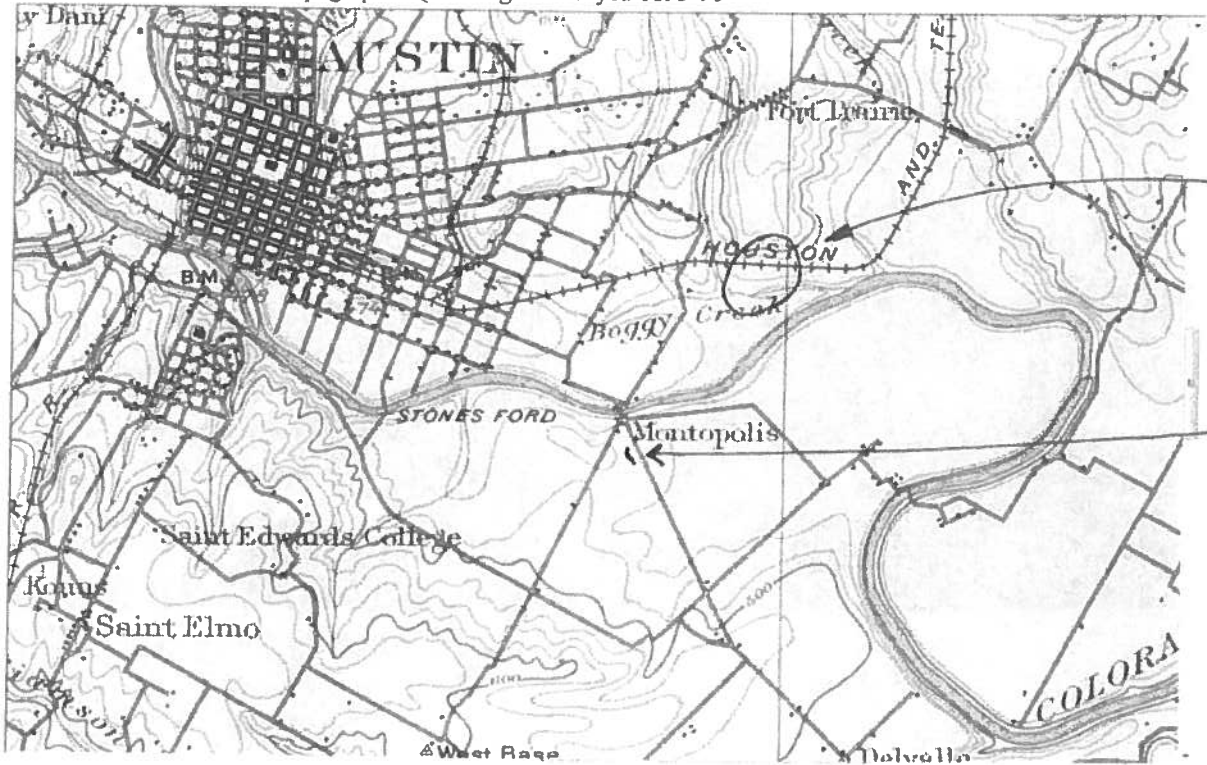


Area F: Approximately 0.3 acres of new additional ROW is required west of US 183 south of Vargas Road to re-route a pedestrian path around some oak trees. Note the pre-existing disturbance from previous development.



Area G: Approximately 1 acre of proposed new ROW is required west of US 183 for a new driveway easement.

<http://www.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-austin-1896.jpg>  
Austin 1:125,000 USGS Topographic Quadrangle Surveyed 1895-96

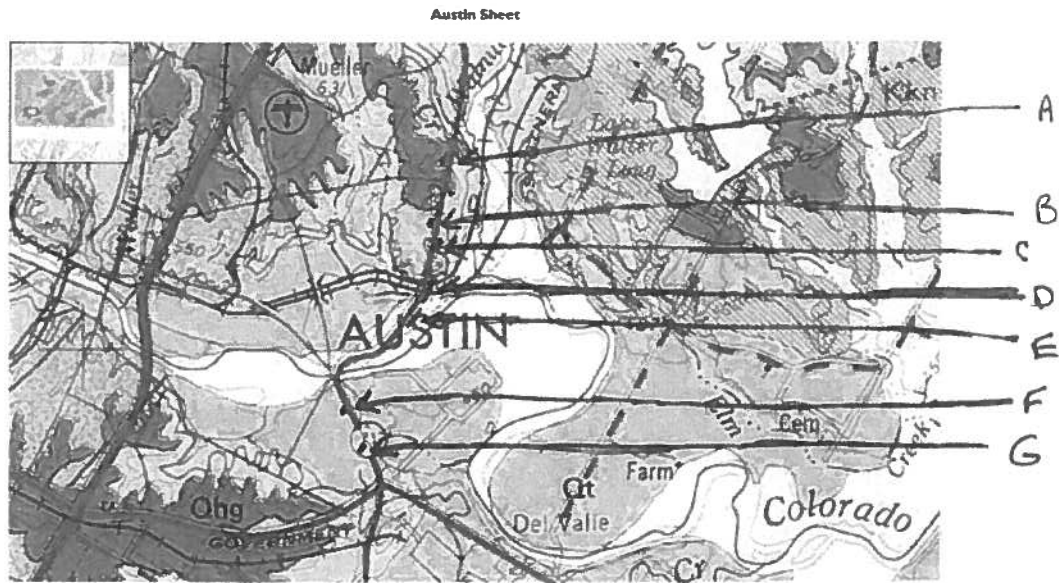


Areas  
COE

Area F

Austin District: Travis County: SH 183: 0151-09-036  
Areas A-G  
Jon Budd August 6, 2013

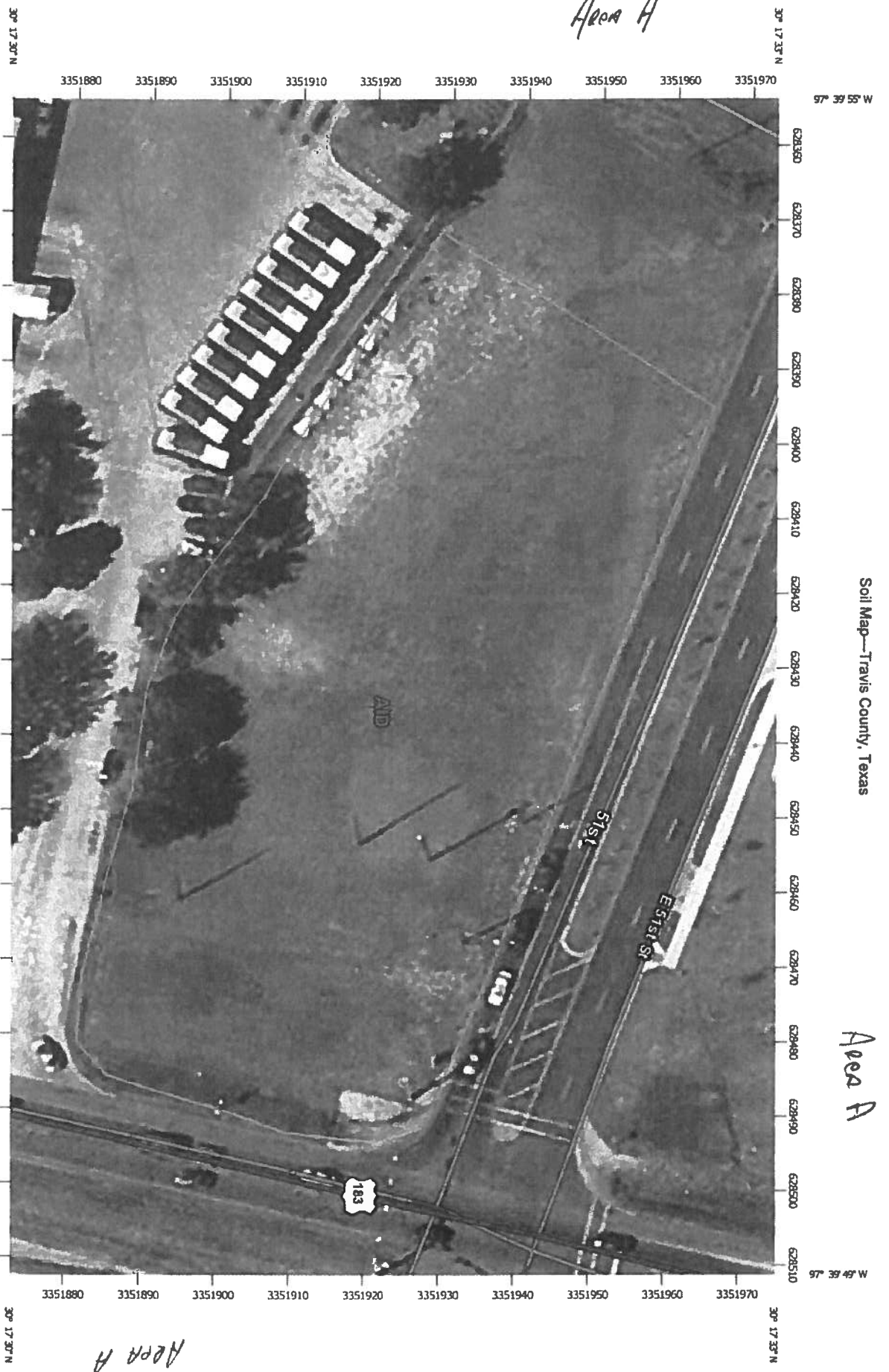
<http://www.twdb.state.tx.us/groundwater/aquifer/GAT/austin.htm>  
Austin Sheet of the Geological Atlas of Texas



Area A

Soil Map—Travis County, Texas

Area A



Map Scale: 1:721 if printed on A landscape (11" x 8.5") sheet.

0 10 20 40 60 Meters

0 35 70 140 210 Feet









































Map projection: Web Mercator Corner coordinates: WGS84 Edge kcs: UTM Zone 14N WGS84

USDA  
Natural Resources  
Conservation Service

Web Soil Survey  
National Cooperative Soil Survey



## MAP LEGEND

 Area of Interest (AOI)	 Spoil Area
 Soils	 Stony Spot
 Soil Map Unit Polygons	 Very Stony Spot
 Soil Map Unit Lines	 Wet Spot
 Soil Map Unit Points	 Other
 Special Point Features	 Special Line Features
 Blowout	 Streams and Canals
 Borrow Pit	 Transportation
 Clay Spot	 Rails
 Closed Depression	 Interstate Highways
 Gravel Pit	 US Routes
 Gravelly Spot	 Major Roads
 Landfill	 Local Roads
 Lava Flow	 Background
 Marsh or swamp	 Aerial Photography
 Mine or Quarry	
 Miscellaneous Water	
 Perennial Water	
 Rock Outcrop	
 Saline Spot	
 Sandy Spot	
 Severely Eroded Spot	
 Sinkhole	
 Slide or Slip	
 Sodic Spot	

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>  
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Travis County, Texas  
 Survey Area Date: Version 13, Sep 21, 2012

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 18, 2010—Feb 13, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Travis County, Texas (TX453)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
AID	Altoga soils and Urban land, 2 to 8 percent slopes	1.5	100.0%
<b>Totals for Area of Interest</b>		<b>1.5</b>	<b>100.0%</b>

## Travis County, Texas

### AID—Altoga soils and Urban land, 2 to 8 percent slopes

#### Map Unit Setting

*Elevation:* 0 to 4,000 feet  
*Mean annual precipitation:* 8 to 60 inches  
*Mean annual air temperature:* 54 to 73 degrees F  
*Frost-free period:* 180 to 310 days

#### Map Unit Composition

*Altoga and similar soils:* 65 percent  
*Urban land:* 30 percent  
*Minor components:* 5 percent

#### Description of Altoga

##### Setting

*Landform:* Stream terraces  
*Landform position (three-dimensional):* Riser  
*Down-slope shape:* Linear  
*Across-slope shape:* Convex  
*Parent material:* Clayey alluvium derived from mixed sources

##### Properties and qualities

*Slope:* 2 to 8 percent  
*Depth to restrictive feature:* More than 80 inches.  
*Drainage class:* Well drained  
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)  
*Depth to water table:* More than 80 inches  
*Frequency of flooding:* None  
*Frequency of ponding:* None  
*Calcium carbonate, maximum content:* 75 percent  
*Available water capacity:* High (about 10.2 inches)

##### Interpretive groups

*Farmland classification:* Not prime farmland  
*Land capability (nonirrigated):* 4e  
*Hydrologic Soil Group:* B

##### Typical profile

*0 to 6 inches:* Silty clay  
*6 to 24 inches:* Silty clay loam  
*24 to 60 inches:* Silty clay loam

#### Description of Urban Land

##### Interpretive groups

*Farmland classification:* Not prime farmland  
*Land capability (nonirrigated):* 8s

**Typical profile**

*0 to 40 inches: Variable*

**Minor Components**

**Unnamed, minor components**

*Percent of map unit: 5 percent*

**Data Source Information**

Soil Survey Area: Travis County, Texas

Survey Area Data: Version 13, Sep 21, 2012

Soil Map—Travis County, Texas

Area B

Area B



Map Scale: 1:211 if printed on A portrait (8.5" x 11") sheet.

0 3 6 12 18 Meters

0 10 20 40 60 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 14N WGS84



Natural Resources Conservation Service

Web Soil Survey National Cooperative Soil Survey

8/6/2013 Page 1 of 3

## Map Unit Legend

Travis County, Texas (TX453)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
TuD	Travis soils and urban land, 1 to 8 percent slopes	0.1	100.0%
<b>Totals for Area of Interest</b>		<b>0.1</b>	<b>100.0%</b>



## Travis County, Texas

### TuD—Travis soils and urban land, 1 to 8 percent slopes

#### Map Unit Setting

*Elevation:* 0 to 4,000 feet

*Mean annual precipitation:* 8 to 60 inches

*Mean annual air temperature:* 54 to 73 degrees F

*Frost-free period:* 180 to 310 days

#### Map Unit Composition

*Travis and similar soils:* 45 percent

*Urban land:* 35 percent

*Minor components:* 20 percent

#### Description of Travis

##### Setting

*Landform:* Stream terraces

*Landform position (three-dimensional):* Tread, riser

*Down-slope shape:* Linear

*Across-slope shape:* Convex

*Parent material:* Loamy alluvium of pleistocene age derived from mixed sources

##### Properties and qualities

*Slope:* 1 to 8 percent

*Depth to restrictive feature:* More than 80 inches

*Drainage class:* Well drained

*Capacity of the most limiting layer to transmit water*

(Ksat): Moderately high (0.20 to 0.57 in/hr)

*Depth to water table:* More than 80 inches

*Frequency of flooding:* None

*Frequency of ponding:* None

*Maximum salinity:* Nonsaline (0.0 to 2.0 mmhos/cm)

*Sodium adsorption ratio, maximum:* 30.0

*Available water capacity:* Moderate (about 6.6 inches)

##### Interpretive groups

*Farmland classification:* Not prime farmland

*Land capability (nonirrigated):* 3e

*Hydrologic Soil Group:* C

##### Typical profile

*0 to 18 inches:* Gravelly sandy loam

*18 to 50 inches:* Gravelly sandy clay

*50 to 75 inches:* Gravelly sandy clay loam

#### Description of Urban Land

##### Interpretive groups

*Farmland classification:* Not prime farmland

*Land capability (nonirrigated):* 8s



**Typical profile**  
*0 to 40 inches: Variable*

**Minor Components**

**Unnamed, minor components**  
*Percent of map unit: 20 percent*

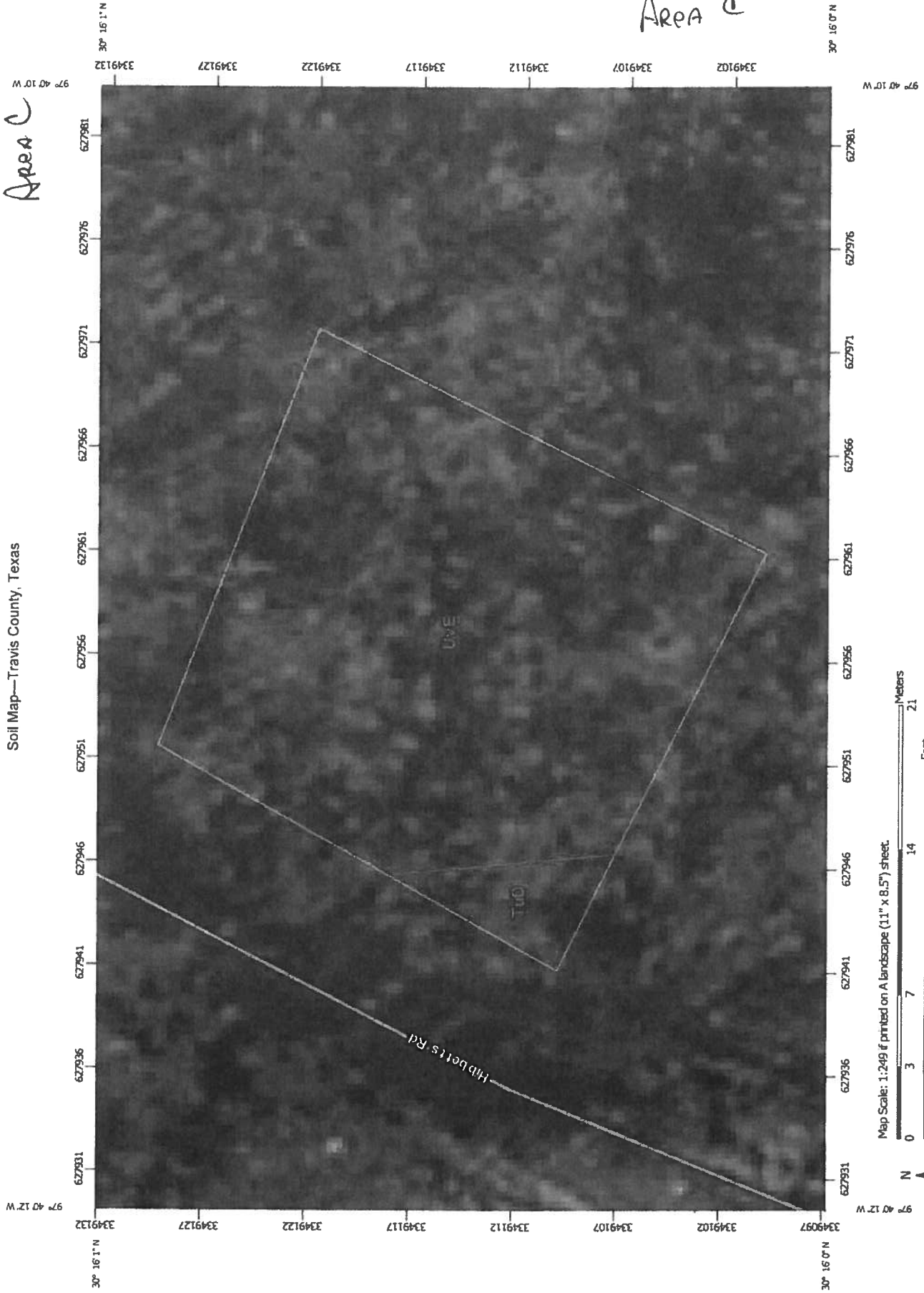
**Data Source Information**

Soil Survey Area: Travis County, Texas  
Survey Area Data: Version 13, Sep 21, 2012











































Soil Map—Travis County, Texas



Area C

Area C

## MAP LEGEND

 Area of Interest (AOI)	 Spoil Area
 Area of Interest (AOI)	 Stony Spot
 Soils	 Very Stony Spot
 Soil Map Unit Polygons	 Wet Spot
 Soil Map Unit Lines	 Other
 Soil Map Unit Points	 Special Line Features
<b>Special Point Features</b>	<b>Water Features</b>
 Blowout	 Streams and Canals
 Borrow Pit	<b>Transportation</b>
 Clay Spot	 Rails
 Closed Depression	 Interstate Highways
 Gravel Pit	 US Routes
 Gravelly Spot	 Major Roads
 Landfill	 Local Roads
 Lava Flow	<b>Background</b>
 Marsh or swamp	 Aerial Photography
 Mine or Quarry	
 Miscellaneous Water	
 Perennial Water	
 Rock Outcrop	
 Saline Spot	
 Sandy Spot	
 Severely Eroded Spot	
 Sinkhole	
 Slide or Slip	
 Sodic Spot	

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>  
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Travis County, Texas  
 Survey Area Data: Version 13, Sep 21, 2012

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 18, 2010—Feb 13, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Travis County, Texas (TX453)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
TuD	Travis soils and urban land, 1 to 8 percent slopes	0.0	5.8%
UvE	Urban land and Ferris soils, 10 to 15 percent slopes	0.1	94.2%
<b>Totals for Area of Interest</b>		<b>0.1</b>	<b>100.0%</b>



## Travis County, Texas

### TuD—Travis soils and urban land, 1 to 8 percent slopes

#### Map Unit Setting

*Elevation:* 0 to 4,000 feet

*Mean annual precipitation:* 8 to 60 inches

*Mean annual air temperature:* 54 to 73 degrees F

*Frost-free period:* 180 to 310 days

#### Map Unit Composition

*Travis and similar soils:* 45 percent

*Urban land:* 35 percent

*Minor components:* 20 percent

#### Description of Travis

##### Setting

*Landform:* Stream terraces

*Landform position (three-dimensional):* Tread, riser

*Down-slope shape:* Linear

*Across-slope shape:* Convex

*Parent material:* Loamy alluvium of pleistocene age derived from mixed sources

##### Properties and qualities

*Slope:* 1 to 8 percent

*Depth to restrictive feature:* More than 80 inches

*Drainage class:* Well drained

*Capacity of the most limiting layer to transmit water*

(Ksat): Moderately high (0.20 to 0.57 in/hr)

*Depth to water table:* More than 80 inches

*Frequency of flooding:* None

*Frequency of ponding:* None

*Maximum salinity:* Nonsaline (0.0 to 2.0 mmhos/cm)

*Sodium adsorption ratio, maximum:* 30.0

*Available water capacity:* Moderate (about 6.6 inches)

##### Interpretive groups

*Farmland classification:* Not prime farmland

*Land capability (nonirrigated):* 3e

*Hydrologic Soil Group:* C

##### Typical profile

*0 to 18 inches:* Gravelly sandy loam

*18 to 50 inches:* Gravelly sandy clay

*50 to 75 inches:* Gravelly sandy clay loam

#### Description of Urban Land

##### Interpretive groups

*Farmland classification:* Not prime farmland

*Land capability (nonirrigated):* 8s

**Typical profile**

*0 to 40 inches: Variable*

**Minor Components**

**Unnamed, minor components**

*Percent of map unit: 20 percent*

**Data Source Information**

Soil Survey Area: Travis County, Texas

Survey Area Data: Version 13, Sep 21, 2012



## Travis County, Texas

### UvE—Urban land and Ferris soils, 10 to 15 percent slopes

#### Map Unit Setting

*Elevation:* 0 to 4,000 feet  
*Mean annual precipitation:* 8 to 60 inches  
*Mean annual air temperature:* 54 to 73 degrees F  
*Frost-free period:* 180 to 310 days

#### Map Unit Composition

*Urban land:* 40 percent  
*Ferris and similar soils:* 35 percent  
*Minor components:* 25 percent

#### Description of Urban Land

##### Interpretive groups

*Farmland classification:* Not prime farmland  
*Land capability (nonirrigated):* 8s

##### Typical profile

*0 to 40 inches:* Variable

#### Description of Ferris

##### Setting

*Landform:* Ridges  
*Landform position (two-dimensional):* Backslope  
*Landform position (three-dimensional):* Side slope  
*Microfeatures of landform position:* Linear gilgai  
*Down-slope shape:* Linear  
*Across-slope shape:* Convex  
*Parent material:* Residuum weathered from calcareous shale in eagleford shale and taylor marl formations of cretaceous age

##### Properties and qualities

*Slope:* 10 to 15 percent  
*Depth to restrictive feature:* 36 to 60 inches to densic bedrock  
*Drainage class:* Well drained  
*Capacity of the most limiting layer to transmit water (Ksat):* Very low to moderately low (0.00 to 0.06 in/hr)  
*Depth to water table:* More than 80 inches  
*Frequency of flooding:* None  
*Frequency of ponding:* None  
*Calcium carbonate, maximum content:* 30 percent  
*Gypsum, maximum content:* 5 percent  
*Maximum salinity:* Nonsaline (0.0 to 2.0 mmhos/cm)  
*Sodium adsorption ratio, maximum:* 5.0  
*Available water capacity:* Low (about 5.5 inches)

##### Interpretive groups

*Farmland classification:* Not prime farmland

*Land capability (nonirrigated): 6e*  
*Hydrologic Soil Group: D*

**Typical profile**

*0 to 6 inches: Clay*  
*6 to 36 inches: Clay*  
*36 to 60 inches: Silty clay*

**Minor Components**

**Unnamed, minor components**  
*Percent of map unit: 25 percent*

**Data Source Information**

Soil Survey Area: Travis County, Texas  
Survey Area Data: Version 13, Sep 21, 2012



Soil Map—Travis County, Texas

Area D



Area D

Map Scale: 1:2,110 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 14N WGS84








































Natural Resources Conservation Service

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## MAP LEGEND

 Area of Interest (AOI)	 Spoil Area
 Soils	 Stony Spot
 Soil Map Unit Polygons	 Very Stony Spot
 Soil Map Unit Lines	 Wet Spot
 Soil Map Unit Points	 Other
<b>Special Point Features</b>	 Special Line Features
 Blowout	<b>Water Features</b>
 Borrow Pit	 Streams and Canals
 Clay Spot	<b>Transportation</b>
 Closed Depression	 Rails
 Gravel Pit	 Interstate Highways
 Gravelly Spot	 US Routes
 Landfill	 Major Roads
 Lava Flow	 Local Roads
 Marsh or swamp	<b>Background</b>
 Mine or Quarry	 Aerial Photography
 Miscellaneous Water	
 Perennial Water	
 Rock Outcrop	
 Saline Spot	
 Sandy Spot	
 Severely Eroded Spot	
 Sinkhole	
 Slide or Slip	
 Sodic Spot	

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>  
 Coordinate System: Web Mercator (EPSG:3857)

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Soil Survey Area: Travis County, Texas  
 Survey Area Data: Version 13, Sep 21, 2012

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 18, 2010—Feb 13, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Travis County, Texas (TX453)			
Map Unit Symbol	Map Unit Name	Acres In AOI	Percent of AOI
Bh	Bergstrom soils and Urban land, 0 to 2 percent slopes	0.1	3.1%
TuD	Travis soils and urban land, 1 to 8 percent slopes	0.5	12.5%
Tw	Tinn clay, 0 to 1 percent slopes, frequently flooded	1.3	32.9%
UvE	Urban land and Ferris soils, 10 to 15 percent slopes	2.0	51.5%
<b>Totals for Area of Interest</b>		<b>3.9</b>	<b>100.0%</b>



## Travis County, Texas

### Bh—Bergstrom soils and Urban land, 0 to 2 percent slopes

#### Map Unit Setting

*Elevation:* 0 to 4,000 feet  
*Mean annual precipitation:* 8 to 60 inches  
*Mean annual air temperature:* 54 to 73 degrees F  
*Frost-free period:* 180 to 310 days

#### Map Unit Composition

*Bergstrom and similar soils:* 58 percent  
*Urban land:* 35 percent  
*Minor components:* 7 percent

#### Description of Bergstrom

##### Setting

*Landform:* Flood-plain steps  
*Landform position (three-dimensional):* Tread  
*Down-slope shape:* Linear  
*Across-slope shape:* Linear  
*Parent material:* Loamy alluvium of holocene age derived from mixed sources

##### Properties and qualities

*Slope:* 0 to 2 percent  
*Depth to restrictive feature:* More than 80 inches  
*Drainage class:* Well drained  
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)  
*Depth to water table:* More than 80 inches  
*Frequency of flooding:* Rare  
*Frequency of ponding:* None  
*Calcium carbonate, maximum content:* 10 percent  
*Gypsum, maximum content:* 2 percent  
*Available water capacity:* High (about 10.8 inches)

##### Interpretive groups

*Farmland classification:* Not prime farmland  
*Land capability (nonirrigated):* 2e  
*Hydrologic Soil Group:* B

##### Typical profile

*0 to 20 inches:* Silty clay loam  
*20 to 60 inches:* Silt loam  
*60 to 80 inches:* Silty clay loam

#### Description of Urban Land

##### Interpretive groups

*Farmland classification:* Not prime farmland  
*Land capability (nonirrigated):* 8s

**Typical profile**

*0 to 40 inches: Variable*

**Minor Components**

**Unnamed, minor components**

*Percent of map unit: 7 percent*

**Data Source Information**

Soil Survey Area: Travis County, Texas

Survey Area Data: Version 13, Sep 21, 2012

## Travis County, Texas

### Tw—Tinn clay, 0 to 1 percent slopes, frequently flooded

#### Map Unit Setting

*Elevation:* 250 to 550 feet

*Mean annual precipitation:* 32 to 42 inches

*Mean annual air temperature:* 64 to 68 degrees F

*Frost-free period:* 230 to 270 days

#### Map Unit Composition

*Tinn and similar soils:* 95 percent

*Minor components:* 5 percent

#### Description of Tinn

##### Setting

*Landform:* Flood plains, flood plains

*Microfeatures of landform position:* Circular gilgai, circular gilgai

*Down-slope shape:* Linear

*Across-slope shape:* Concave

*Parent material:* Clayey alluvium of holocene age derived from mixed sources

##### Properties and qualities

*Slope:* 0 to 1 percent

*Depth to restrictive feature:* More than 80 inches

*Drainage class:* Moderately well drained

*Capacity of the most limiting layer to transmit water (Ksat):* Very low to moderately low (0.00 to 0.06 in/hr)

*Depth to water table:* More than 80 inches

*Frequency of flooding:* NoneFrequent

*Frequency of ponding:* None

*Calcium carbonate, maximum content:* 25 percent

*Gypsum, maximum content:* 2 percent

*Maximum salinity:* Nonsaline (0.0 to 2.0 mmhos/cm)

*Sodium adsorption ratio, maximum:* 6.0

*Available water capacity:* High (about 10.1 inches)

##### Interpretive groups

*Farmland classification:* Not prime farmland

*Land capability (nonirrigated):* 5w

*Hydrologic Soil Group:* D

*Ecological site:* Clayey Bottomland 28-40" PZ (R086AY198TX)

##### Typical profile

*0 to 28 inches:* Clay

*28 to 74 inches:* Clay

*74 to 80 inches:* Clay

**Minor Components**

**Unnamed, hydric minor components**

*Percent of map unit: 5 percent*

*Landform: Depressions*

**Data Source Information**

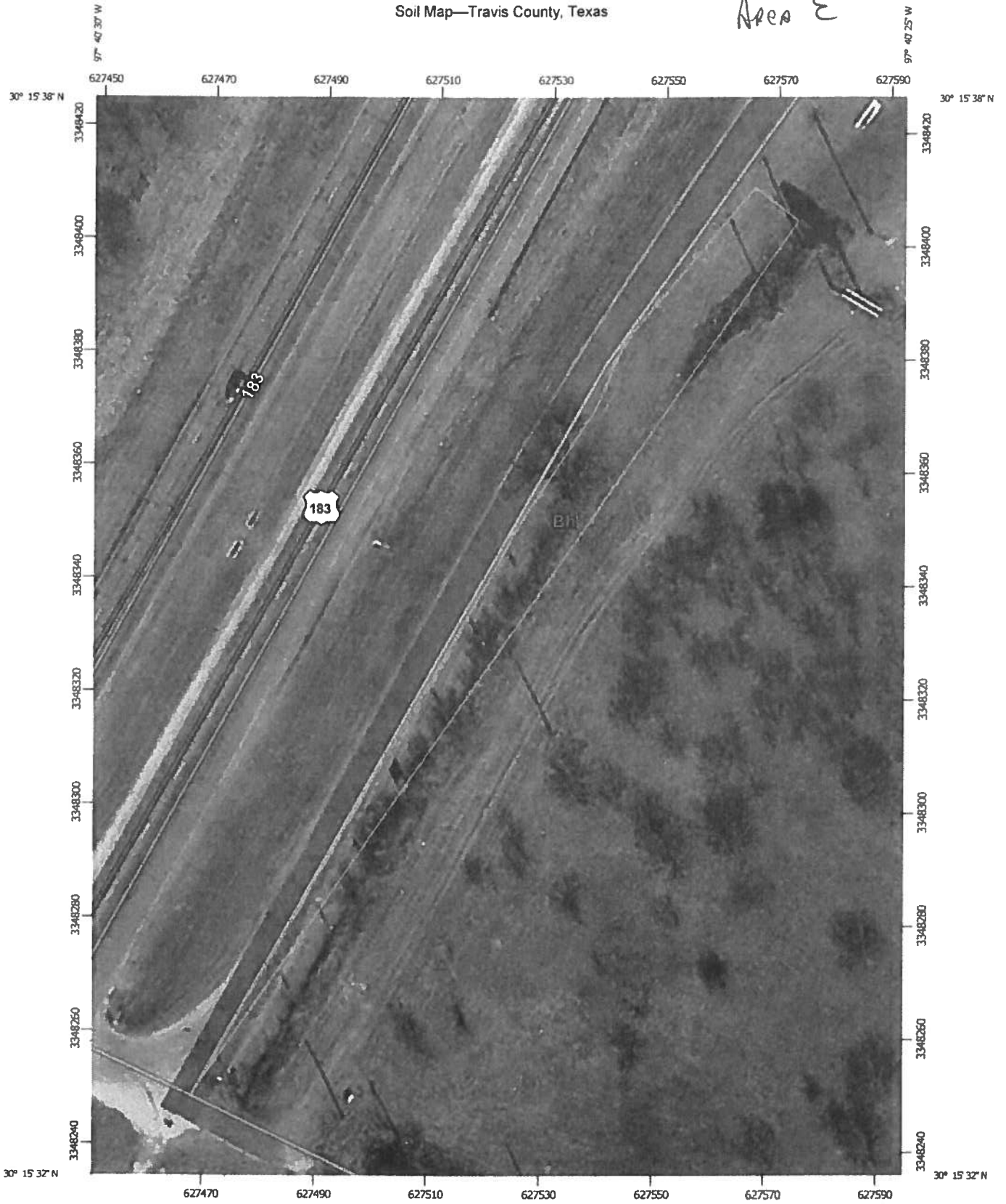
Soil Survey Area: Travis County, Texas

Survey Area Data: Version 13, Sep 21, 2012



Soil Map—Travis County, Texas

Area E



Map Scale: 1:930 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 14N WGS84



Natural Resources  
Conservation Service

Web Soil Survey  
National Cooperative Soil Survey

8/6/2013  
Page 1 of 3

## MAP LEGEND

	Area of Interest (AOI)		Spoil Area
	Soils		Stony Spot
	Soil Map Unit Polygons		Very Stony Spot
	Soil Map Unit Lines		Wet Spot
	Soil Map Unit Points		Other
	Special Point Features		Special Line Features
	Blowout		Streams and Canals
	Borrow Pit		Transportation
	Clay Spot		Rails
	Closed Depression		Interstate Highways
	Gravel Pit		US Routes
	Gravelly Spot		Major Roads
	Landfill		Local Roads
	Lava Flow		Background
	Marsh or swamp		Aerial Photography
	Mine or Quarry		
	Miscellaneous Water		
	Perennial Water		
	Rock Outcrop		
	Saline Spot		
	Sandy Spot		
	Severely Eroded Spot		
	Sinkhole		
	Slide or Slip		
	Sodic Spot		

## MAP INFORMATION

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Warning: Soil Map may not be valid at this scale.

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 Coordinate System: Web Mercator (EPSG:3857)

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 Survey Area Data: Version 13, Sep 21, 2012

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 18, 2010—Feb 13, 2011

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## Map Unit Legend

Travis County, Texas (TX453)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Bh	Bergstrom soils and Urban land, 0 to 2 percent slopes	0.3	100.0%
<b>Totals for Area of Interest</b>		<b>0.3</b>	<b>100.0%</b>



Soil Map—Travis County, Texas

Area F



Map Scale: 1:701 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 14N WGS84



Natural Resources Conservation Service

Web Soil Survey National Cooperative Soil Survey

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## MAP LEGEND

	Area of Interest (AOI)		Spoil Area
	Soils		Stony Spot
	Soil Map Unit Polygons		Very Stony Spot
	Soil Map Unit Lines		Wet Spot
	Soil Map Unit Points		Other
	Special Point Features		Special Line Features
	Blowout		
	Borrow Pit		
	Clay Spot		
	Closed Depression		
	Gravel Pit		
	Gravelly Spot		
	Landfill		
	Lava Flow		
	Marsh or swamp		
	Mine or Quarry		
	Miscellaneous Water		
	Perennial Water		
	Rock Outcrop		
	Saline Spot		
	Sandy Spot		
	Severely Eroded Spot		
	Sinkhole		
	Slide or Slip		
	Sodic Spot		
	<b>Water Features</b>		
	Streams and Canals		
	<b>Transportation</b>		
	Rails		
	Interstate Highways		
	US Routes		
	Major Roads		
	Local Roads		
	<b>Background</b>		
	Aerial Photography		

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

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Date(s) aerial images were photographed: Feb 18, 2010—Feb 13, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Travis County, Texas (TX453)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
DuA	Heaton soils and Urban land, 0 to 2 percent slopes	0.8	100.0%
<b>Totals for Area of Interest</b>		<b>0.8</b>	<b>100.0%</b>

## Travis County, Texas

### DuA—Heaton soils and Urban land, 0 to 2 percent slopes

#### Map Unit Setting

*Elevation:* 0 to 4,000 feet

*Mean annual precipitation:* 8 to 60 inches

*Mean annual air temperature:* 54 to 73 degrees F

*Frost-free period:* 180 to 310 days

#### Map Unit Composition

*Heaton and similar soils:* 52 percent

*Urban land:* 25 percent

*Minor components:* 23 percent

#### Description of Heaton

##### Setting

*Landform:* Stream terraces

*Landform position (three-dimensional):* Tread

*Down-slope shape:* Linear

*Across-slope shape:* Linear

*Parent material:* Loamy alluvium of holocen age derived from mixed sources

##### Properties and qualities

*Slope:* 0 to 2 percent

*Depth to restrictive feature:* More than 80 inches

*Drainage class:* Well drained

*Capacity of the most limiting layer to transmit water*

*(Ksat):* Moderately high to high (0.57 to 1.98 in/hr)

*Depth to water table:* More than 80 inches

*Frequency of flooding:* None

*Frequency of ponding:* None

*Available water capacity:* Moderate (about 6.5 inches)

##### Interpretive groups

*Farmland classification:* Not prime farmland

*Land capability (nonirrigated):* 3e

*Hydrologic Soil Group:* B

##### Typical profile

*0 to 25 inches:* Loamy fine sand

*25 to 60 inches:* Sandy clay loam

#### Description of Urban Land

##### Interpretive groups

*Farmland classification:* Not prime farmland

*Land capability (nonirrigated):* 8s

##### Typical profile

*0 to 40 inches:* Variable

**Minor Components**

**Unnamed, minor components**

*Percent of map unit: 23 percent*

**Data Source Information**

Soil Survey Area: Travis County, Texas

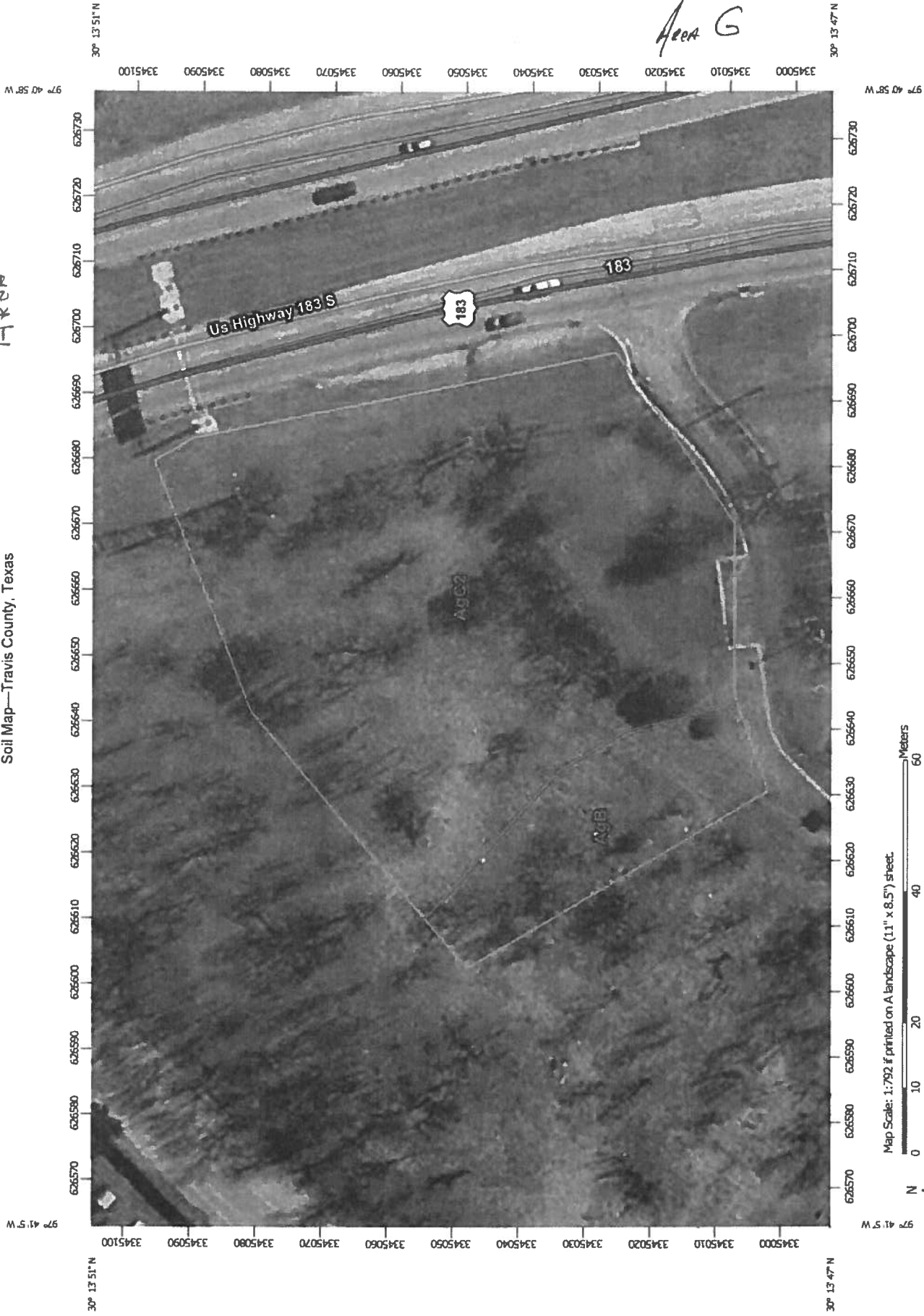
Survey Area Data: Version 13, Sep 21, 2012



Area G

Area G

Soil Map—Travis County, Texas



Map Scale: 1:792 if printed on A landscape (11" x 8.5") sheet.

Meters: 0 10 20 40 60  
 Feet: 0 35 70 140 210

Map projection: Web Mercator Corner coordinates: WGS84 Edge ticks: UTM Zone 14N WGS84

## Map Unit Legend

Travis County, Texas (TX453)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
AgB	Altoga silty clay, 1 to 3 percent slopes	0.2	15.8%
AgC2	Altoga silty clay, 3 to 6 percent slopes, moderately eroded	1.2	84.2%
<b>Totals for Area of Interest</b>		<b>1.4</b>	<b>100.0%</b>





## Travis County, Texas

### AgB—Altoga silty clay, 1 to 3 percent slopes

#### Map Unit Setting

*Elevation:* 500 to 1,500 feet  
*Mean annual precipitation:* 28 to 40 inches  
*Mean annual air temperature:* 64 to 70 degrees F  
*Frost-free period:* 230 to 270 days

#### Map Unit Composition

*Altoga and similar soils:* 95 percent  
*Minor components:* 5 percent

#### Description of Altoga

##### Setting

*Landform:* Stream terraces  
*Landform position (three-dimensional):* Riser  
*Down-slope shape:* Linear  
*Across-slope shape:* Convex  
*Parent material:* Clayey alluvium derived from mixed sources

##### Properties and qualities

*Slope:* 1 to 3 percent  
*Depth to restrictive feature:* More than 80 inches  
*Drainage class:* Well drained  
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)  
*Depth to water table:* More than 80 inches  
*Frequency of flooding:* None  
*Frequency of ponding:* None  
*Calcium carbonate, maximum content:* 75 percent  
*Available water capacity:* High (about 10.2 inches)

##### Interpretive groups

*Farmland classification:* Not prime farmland  
*Land capability (nonirrigated):* 3e  
*Hydrologic Soil Group:* B  
*Ecological site:* Clay Loam 28-40" PZ (R086AY199TX)

##### Typical profile

*0 to 5 inches:* Silty clay  
*5 to 24 inches:* Silty clay loam  
*24 to 60 inches:* Silty clay loam

**Minor Components**

**Unnamed, minor components**

*Percent of map unit: 5 percent*

**Data Source Information**

Soil Survey Area: Travis County, Texas

Survey Area Data: Version 13, Sep 21, 2012



## Travis County, Texas

### AgC2—Altoga silty clay, 3 to 6 percent slopes, moderately eroded

#### Map Unit Setting

*Elevation:* 500 to 1,500 feet  
*Mean annual precipitation:* 28 to 40 inches  
*Mean annual air temperature:* 64 to 70 degrees F  
*Frost-free period:* 230 to 270 days

#### Map Unit Composition

*Altoga, eroded, and similar soils:* 95 percent  
*Minor components:* 5 percent

#### Description of Altoga, Eroded

##### Setting

*Landform:* Stream terraces  
*Landform position (three-dimensional):* Riser  
*Down-slope shape:* Linear  
*Across-slope shape:* Convex  
*Parent material:* Clayey alluvium derived from mixed sources

##### Properties and qualities

*Slope:* 3 to 6 percent  
*Depth to restrictive feature:* More than 80 inches  
*Drainage class:* Well drained  
*Capacity of the most limiting layer to transmit water*  
*(Ksat):* Moderately high to high (0.57 to 1.98 in/hr)  
*Depth to water table:* More than 80 inches  
*Frequency of flooding:* None  
*Frequency of ponding:* None  
*Calcium carbonate, maximum content:* 75 percent  
*Available water capacity:* High (about 10.2 inches)

##### Interpretive groups

*Farmland classification:* Not prime farmland  
*Land capability (nonirrigated):* 3e  
*Hydrologic Soil Group:* B  
*Ecological site:* Clay Loam 28-40" PZ (R086AY199TX)

##### Typical profile

*0 to 5 inches:* Silty clay  
*5 to 24 inches:* Silty clay loam  
*24 to 60 inches:* Silty clay loam

Map Unit Description: Altoga silty clay, 3 to 6 percent slopes, moderately eroded--Travis County,  
Texas

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**Minor Components**

**Unnamed, minor components**

*Percent of map unit: 5 percent*

**Data Source Information**

Soil Survey Area: Travis County, Texas

Survey Area Data: Version 13, Sep 21, 2012





# Texas Department of Transportation

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

October 25, 2012

## SECTION 106: Determination of Eligibility and Effects

Travis County (Austin District)  
US 183  
From US 8290 to SH 71  
CSJ# 0151-09-036, -127

Ms. Linda Henderson, History Programs Division  
Texas Historical Commission  
Austin, Texas 78711

Dear Ms. Henderson:

In accordance with the Programmatic Agreement for Transportation Undertakings (PATU) between the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), the Advisory Council for Historic Preservation (ACHP), and the Texas Historical Commission (THC), this letter *initiates* Section 106 consultation (36 CFR 800.4) on the eligibility and effect of the proposed undertaking on historic properties in the project's area of potential effects (APE).

### Introduction

The Texas Department of Transportation – Austin District proposes to upgrade US 183 to a six-lane expressway with frontage roads between the above limits. The project would also improve cross drainage, new bridges across the Colorado River, and the construction of a pedestrian bridge. The National Register listed Montopolis Bridge would be closed to vehicular traffic, but would remain open for pedestrian and bike traffic. The project would require 9 acres of new ROW and easements. See attached schematics. Typical cross-sections can be found at the end of Appendix A of the attached historic resources survey report.

### Survey Findings

A review of the National Register of Historic Places (NRHP), the list of State Archeological Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that one historically significant resource, the NR listed Montopolis Bridge, has been previously documented within the APE. It has been determined through consultation with the State Historic Preservation Officer (SHPO) that the APE for the proposed project 150 feet from the project right-of-way (ROW) including easements. A site visit revealed that there are 156 historic-age resources (built prior to 1970) on 108 numbered locations within the APE. Of these, 7 are religious, 79 residential, 31 transportation, 1 healthcare, 6 governmental, 10 public works, 4 educational, 1 light industry, 15 commercial, and 1 each of social and funerary. TxDOT historians determined that four of the historic-age resources are NRHP eligible: the aforementioned Montopolis Bridge, the Govalle Wastewater Treatment Plant Historic District, Govalle Plant A, and 255 US 183 South. One Official

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PRESERVE THE VALUE OF TRANSPORTATION ASSETS

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Texas Historic Marker in the APE, the Davidson-Littlepage Cemetery marker, would not require relocation.

Resource #37 is the NRHP listed Montopolis Bridge (NBI# 142270026501034). Constructed in 1938 by the Vincennes Steel Corporation, it consists of five 200-foot riveted Parker through truss spans and four 52-foot steel I-beam approaches. It has a decorative picket rail along a single pedestrian sidewalk. It is listed on the NR under Criterion C: Engineering at the state level as a fine example of a Texas Highway Department designed Parker truss. It retains high integrity of location, design, setting, materials, workmanship, feeling, and association.

Resource #s 29, 29A-I are associated with the Govalle Wastewater Treatment Plant Historic District. It is eligible for the National Register under Criterion A: Community Development at the local level significance as Austin's first wastewater treatment facility. It was constructed in 1937 and served as the city's sole wastewater treatment facility for 40 years. As an industrial facility, the viewsheds either looking towards or away from the plant are not character-defining features. The district boundary is the parcel boundary as a more thorough investigation would require an effort disproportionate to the potential effects. (No new ROW or easements would be required from Govalle and the plant is only marginally in the APE.)

Resource #29A - Plant A – is also *individually eligible* for NRHP-listing under Criterion C: Design at the local level. The oldest and architecturally best of Govalle's three blower buildings, it is hybrid of Moderne and Art Deco styles. Moderne features are the flat roof, curved walls, windows that curve around corners, and horizontal lines on the brick section. The Art Deco is represented by an emphasis on verticality through the fluted columns and vertical line motifs on the front elevation of the brick and stucco sections. The only alterations to the resource are a few missing window panes. As a result, the resource maintains a very high integrity of location, design, setting, materials, workmanship, feeling, and association.

Resource #77A is a two-story hipped roof Spanish Colonial Revival residence with arched full-width arched front porch and stucco exterior constructed about 1930. Resource #77B is similarly dated two-story garage with hipped roof. Both are heavily screened by mature vegetation. The setting is severely compromised by the existing highway, the warehouse cyclone fencing, parking lot, and other non-historic age resources on the parcel. See photos, pages C-269 through C-282 of Appendix C. Consequently, the viewsheds either looking towards or away from the plant are not character-defining features. These buildings were determined NR eligible under Criterion C: Design at the local level on July 6, 2011 in conjunction with CSJ0914-04-268.

Contextual research did not identify association of the commercial enterprise on #77's parcel with important events or identify associations with important persons. The heavily altered land use, reflected in the numerous additions and extensive alterations on the parcel, fatally impacts integrity of landscape design, setting, feeling, and association with any pattern of events or historic trends. Consequently, TxDOT historians have determined Resource #77 not NRHP eligible under Criterion A or B.

The survey also evaluated several neighborhoods for their potential as historic districts. The Vintage Hills neighborhood lacks the amenities, such as parks and schools, required of significant examples of mid-century planned suburban developments. (See streetscapes in Appendix E, E1-E4.) As demonstrated by the attached context and survey, the Montopolis neighborhood had its ferry and crossroads community origins as early as 1839. (See streetscapes in Appendix E5-E25.) African-

Americans and freed slaves who moved to the Austin area after the Civil War settled in the Montopolis area as well as other communities such as Masontown, Clarksville, and Wheatville. At Montopolis, growth was largely between 1925 and 1970 with most of that growth after 1940 from Hispanics seeking employment at the nearby Bergstrom Air Force Base. While these transitions participated in important patterns of Austin's ethnic and community development, the survey found that little physical evidence of these traditions survive in the APE. Most of the residences are modest bungalows constructed in the 1940s and 1950s with limited or no stylistic influences and low integrity. Resources located on the northeast edge of the Montopolis neighborhood in the APE are severed from the rest of the community by vacant lots, open fields, and modern infill. Beyond the APE, most of the community amenities are not historic age with the important exception of two churches and the San Jose Cemetery. (See Resource #62 and Appendix E, photos E19-20.) The neighborhood also has extensive infill that further weakens integrity of materials, design, setting, feeling, and association. Consequently, TxDOT historians have determined that there are no residential historic districts in, or intruding into, the APE.

#### **Determinations of National Register Eligibility**

I have evaluated the surveyed properties through the application of the Criteria of Eligibility for listing in the National Register of Historic Places and have determined that except for #s 37, 29A-I, 29A, and 77A-B, none of these properties are known to be associated with a significant historical event, or associated with a person of transcendent importance, nor embody the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master. Therefore, except for #s 37, 29A-I, 29A, and 77A-B, these resources are determined to be **not eligible** for listing in the National Register of Historic Places. An inventory indicating individual NRHP evaluations is provided in the attached survey report.

#### **Determination of Effects**

-SHPO concurred on April 12, 2005 that closing the NRHP listed Montopolis Bridge to vehicular use would not be an adverse effect. See copy of correspondence in Appendix F.

-No new ROW or easements would be required from the Govalle Wastewater Treatment Plant Historic District. The nearest contributing feature of the historic district, #29C, is 300 feet from the existing ROW and even further from the nearest proposed improvements. The project would have no indirect visual effects as the viewshed is not character defining.

-There would be no adverse effects to the individually eligible #29A as it is more than 650 feet from the existing ROW, even further from the nearest proposed improvements, and completely screened from the proposed improvements by another industrial resource.

-No new ROW or easements would be required from #s 77A-B and thus can have no effects to the design of the residence. Likewise, intersection improvements at Hertgotz Lane and US 183 have no potential to cause effects per Appendix 3(G) of the PATU. Given the setting's compromised integrity from the cyclone fencing, parking lot, and warehouse facilities, viewsheds and noise levels do not contribute to the eligibility of the resource under Criterion C: Design<sup>1</sup>.

<sup>1</sup> The nearest proposed travel lane would be approximately 100 feet from #77A's footprint (#77B is even further away). This lane is approximately 12 feet closer than the current travel lanes and the existing vegetation screening, cyclone fencing, parking lot, and warehouse facilities both compromise the existing setting and serve as visual buffers. The current noise levels are not predicted to increase at this location given:

-the frontage roads would remain at or near grade at this location,



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**Efforts to Minimize Harm**

Efforts to minimize harm to historic resources in the APE have been an integral part of the project planning and development process:

- Continued use of the Montopolis Bridge as a pedestrian and bike structure demonstrates TxDOT's commitment to maintaining the bridge.
- The greatest amount of construction proposed near station 535+00 is on the west side of US 183 and away from #s 77A-B.

**Conclusion**

Pursuant to Stipulation VI "Undertakings with Potential to Cause Effects" of the First Amended Statewide Programmatic Agreement for Transportation Undertakings (PA-TU) between the Federal Highway Administration (FHWA), the Texas State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and the Texas Department of Transportation (TxDOT) and the Memorandum of Understanding (MOU), TxDOT Historians determined that the project would have no adverse effects to historic properties. We request your concurrence with this determination of eligibility and effect. Please return a signed copy of this correspondence for our files within 20 days. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (512) 4162600.

Sincerely,



Mark M. Brown, PhD  
Architectural Historian  
Environmental Affairs Division

<b>CONCUR-</b>	
<b>DETERMINATIONS OF NRHP ELIGIBILITY</b>	
<b>NO ADVERSE EFFECTS TO HISTORIC PROPERTIES</b>	
NAME: _____	DATE: _____
for Mark Wolfe, Texas Historical Commission	

cc: ECOS

cc w/o attachments: Mike Walker, Austin District; Vicki Crnich ENV-PD

---

-the main lanes would be depressed in order to accommodate a new grade separation at Montopolis Rd, and  
-projected 2035 traffic volumes.



Bird's eye view of Resource #s 77A and 77B, looking north.



Resource # 77A, looking NE. Note the heavy vegetative screening.



Resource # 77A, looking NE. Photo taken through gap in fencing.

- LEGEND**
- EXISTING ROW
  - PROPOSED ROW
  - PROPOSED EASEMENT
  - PROPOSED RETAINING WALL
  - PROPOSED BRIDGE
  - PROPOSED NON-TOLL
  - PROPOSED TOLL
  - PROPOSED SHARED USE PATH
  - PROPOSED SIDEWALK
  - PAVEMENT TO BE REMOVED
  - DIRECTION OF TRAVEL LANES

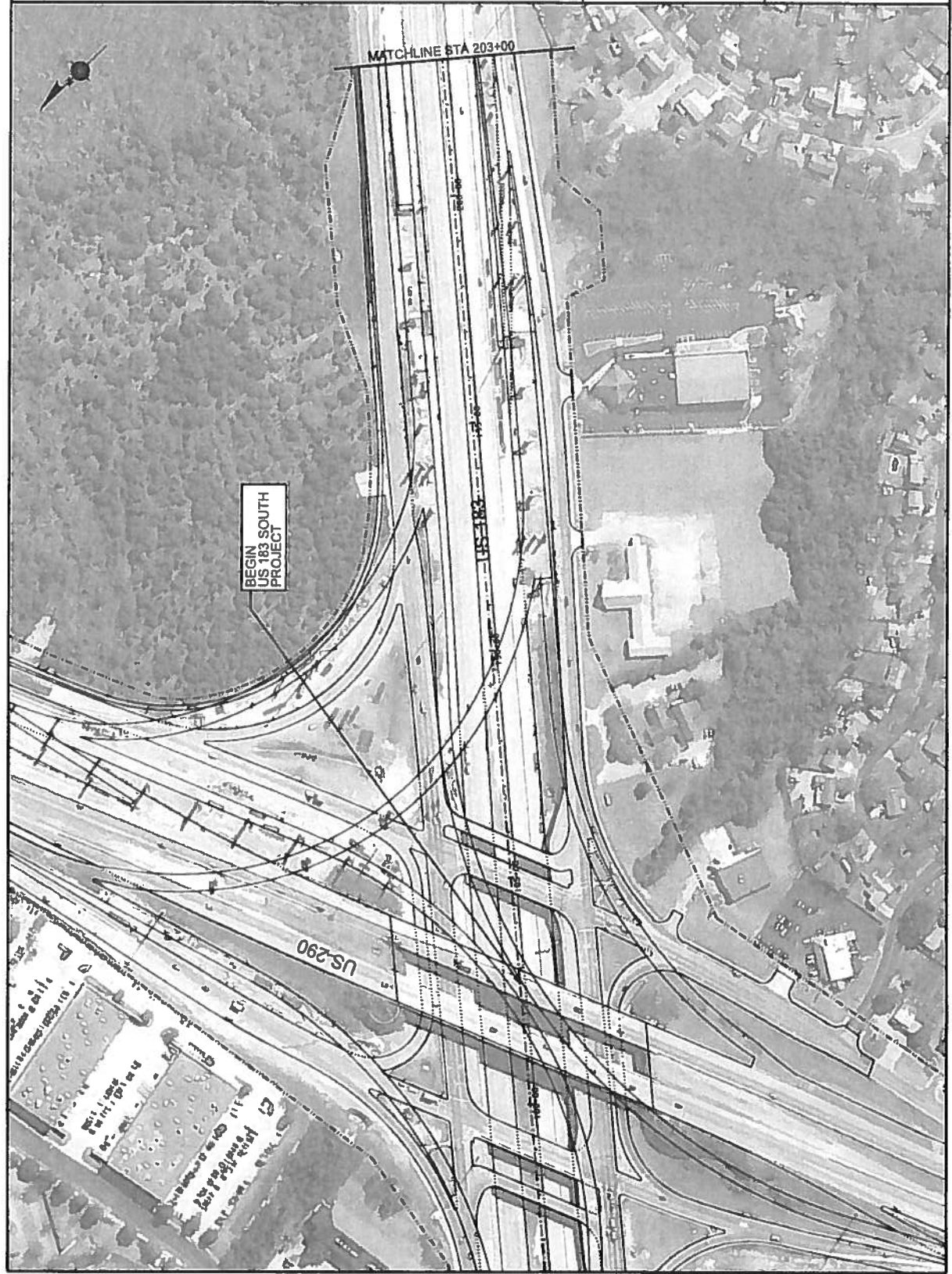
**PRELIMINARY  
SUBJECT TO CHANGE**



Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TxDOT  
AND IS BASED ON  
US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

**US 183**  
From US 290 to SH 71  
Travis County, Texas  
CSJ: 0151-09-036;  
0151-09-0127; 0265-01-060  
Sheet 1 of 15



**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED RETAINING WALL
- PROPOSED BRIDGE
- PROPOSED NON-TOLL
- PROPOSED TOLL
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK
- PAVEMENT TO BE REMOVED
- DIRECTION OF TRAVEL LANES

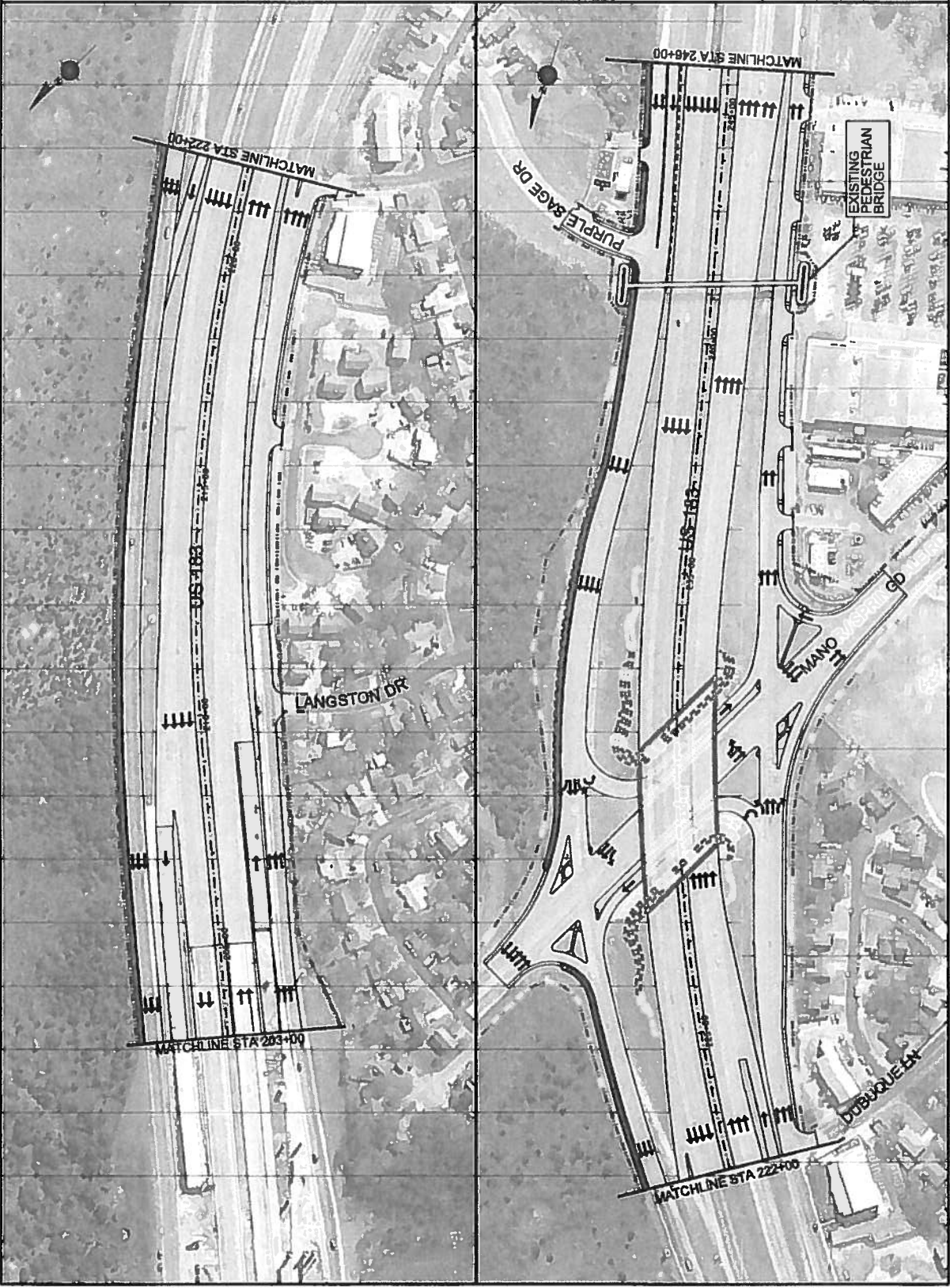
PRELIMINARY  
SUBJECT TO CHANGE



Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TADOT  
AND IS BASED ON  
US 183 SOUTH DESIGN.

**FIGURE 3**  
**PLAN VIEW**

**US 183**  
From US 290 to SH 71  
Travis County, Texas  
CSJ: 0151-09-036;  
0151-09-0127; 0265-01-080  
Sheet 2 of 15



**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED RETAINING WALL
- PROPOSED BRIDGE
- PROPOSED NON-TOLL
- PROPOSED TOLL
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK
- PAVEMENT TO BE REMOVED
- DIRECTION F TRAVEL LANES

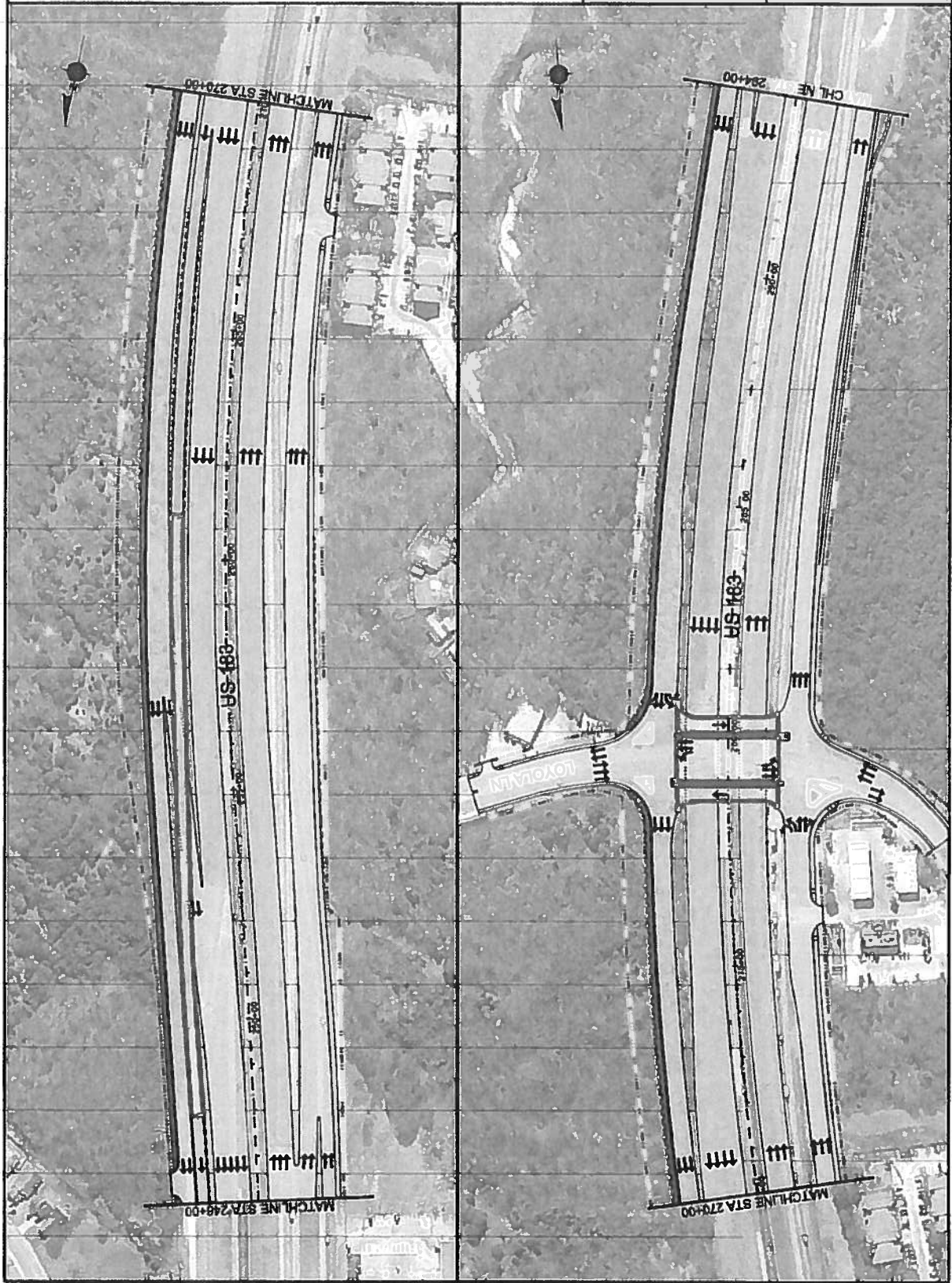
**PRELIMINARY  
SUBJECT TO CHANGE**



Date of Aerial Photo: 2011  
 NOTE: ROW PROVIDED BY TxDOT  
 AND FINISHED BY  
 US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

**US 183**  
 From US 290 to SH 71  
 Travis County, Texas  
 CSJ-0151-09-036;  
 0151-09-0127; 0265-01-060



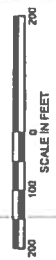
10/17/2012

\\f17c9m1-c1rma\2003\_64012000\_US183\55\CHVIEW\_48866699.dwg 2012/10/17 09:54:54 AM C:\E\131.dwg



- LEGEND**
- EXISTING ROW
  - PROPOSED ROW
  - PROPOSED EASEMENT
  - PROPOSED RETAINING WALL
  - PROPOSED BRIDGE
  - PROPOSED NON-TOLL
  - PROPOSED TOLL
  - PROPOSED SHARED USE PATH
  - PROPOSED SIDEWALK
  - PAVEMENT TO BE REMOVED
  - DIRECTION OF TRAVEL LANES

**PRELIMINARY  
SUBJECT TO CHANGE**



Date of Aerial Photo: 2011  
 NOTE: ROW PROVIDED BY TxDOT  
 AND IS BASED ON  
 US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

**US 183**  
 From US 290 to SH 71  
 Travis County, Texas  
 CSL: 0151-09-036;  
 0151-09-0127; 0265-01-080  
 Sheet 4 of 15

- LEGEND**
- EXISTING ROW
  - - - PROPOSED ROW
  - - - PROPOSED EASEMENT
  - - - PROPOSED RETAINING WALL
  - - - PROPOSED BRIDGE
  - - - PROPOSED NON-TOLL
  - - - PROPOSED TOLL
  - - - PROPOSED SHARED USE PATH
  - - - PROPOSED SIDEWALK
  - - - PAVEMENT TO BE REMOVED
  - EXISTING
  - ↓ DIRECTION OF TRAVEL LANES

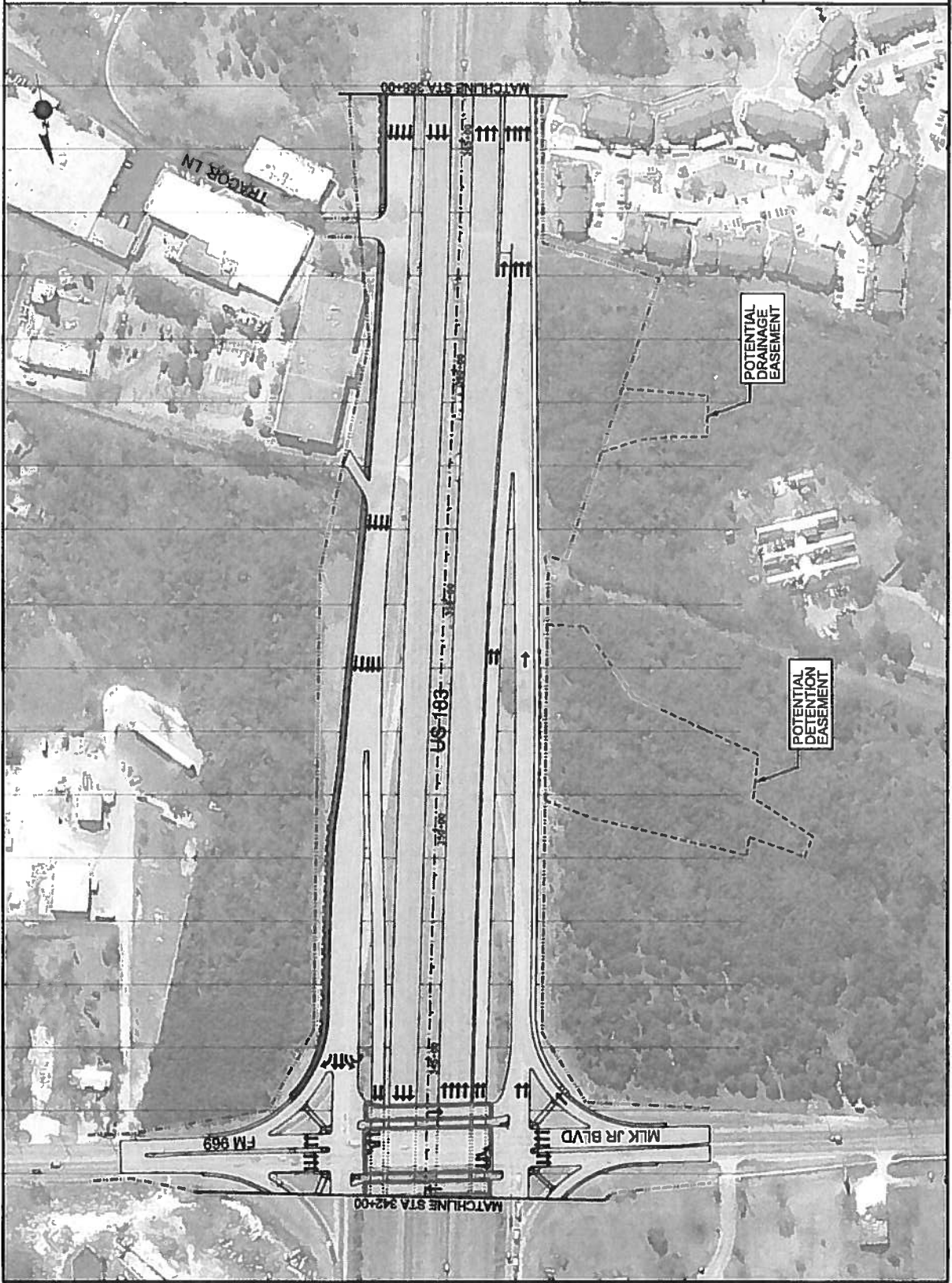
**PRELIMINARY  
SUBJECT TO CHANGE**



Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TxDOT  
AND IS BASED ON  
US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

**US 183**  
From US 290 to SH 71  
Trawls County, Texas  
CSJ: 0151-09-036;  
0151-00-0127; 0265-01-080  
Sheet 5 of 15





**LEGEND**

	EXISTING ROW
	PROPOSED ROW
	PROPOSED EASEMENT
	PROPOSED RETAINING WALL
	PROPOSED BRIDGE
	PROPOSED NON-TOLL
	PROPOSED TOLL
	PROPOSED SHARED USE PATH
	PROPOSED SIDEWALK
	PAVEMENT TO BE REMOVED
	DIRECTION OF TRAVEL LANES

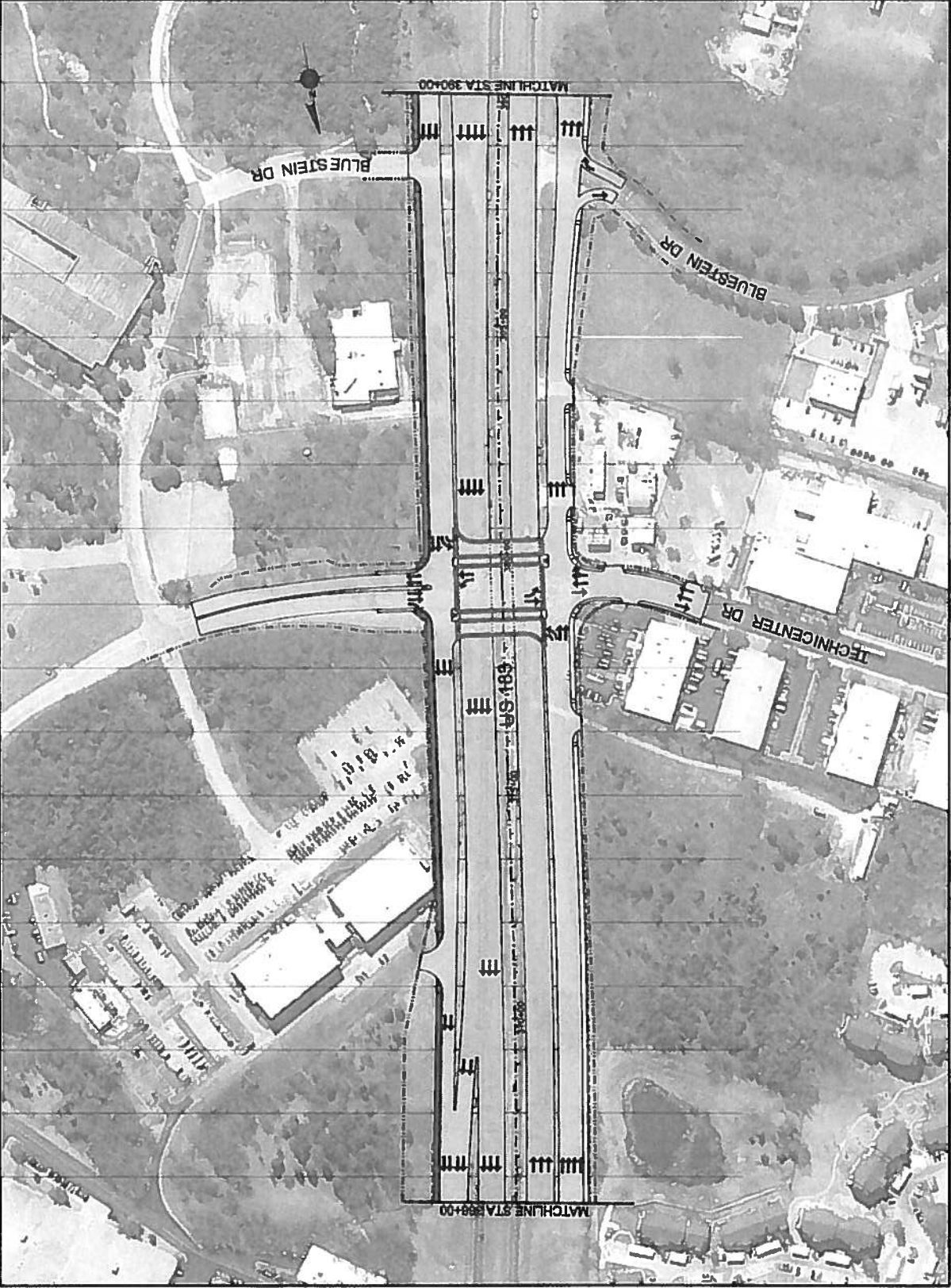
PRELIMINARY  
SUBJECT TO CHANGE



Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TxDOT  
AND IS BASED ON  
US 183 SOUTH DESIGN.

FIGURE 3  
PLAN VIEW

US 183  
From US 290 to SH 71  
Travis County, Texas  
CSJ: 0151-09-038;  
0151-09-0127; 0265-01-080



**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED RETAINING WALL
- PROPOSED BRIDGE
- PROPOSED MONOTOLL
- PROPOSED TOLL
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK
- PAVEMENT TO BE REMOVED
- DIRECTION OF TRAVEL LANES

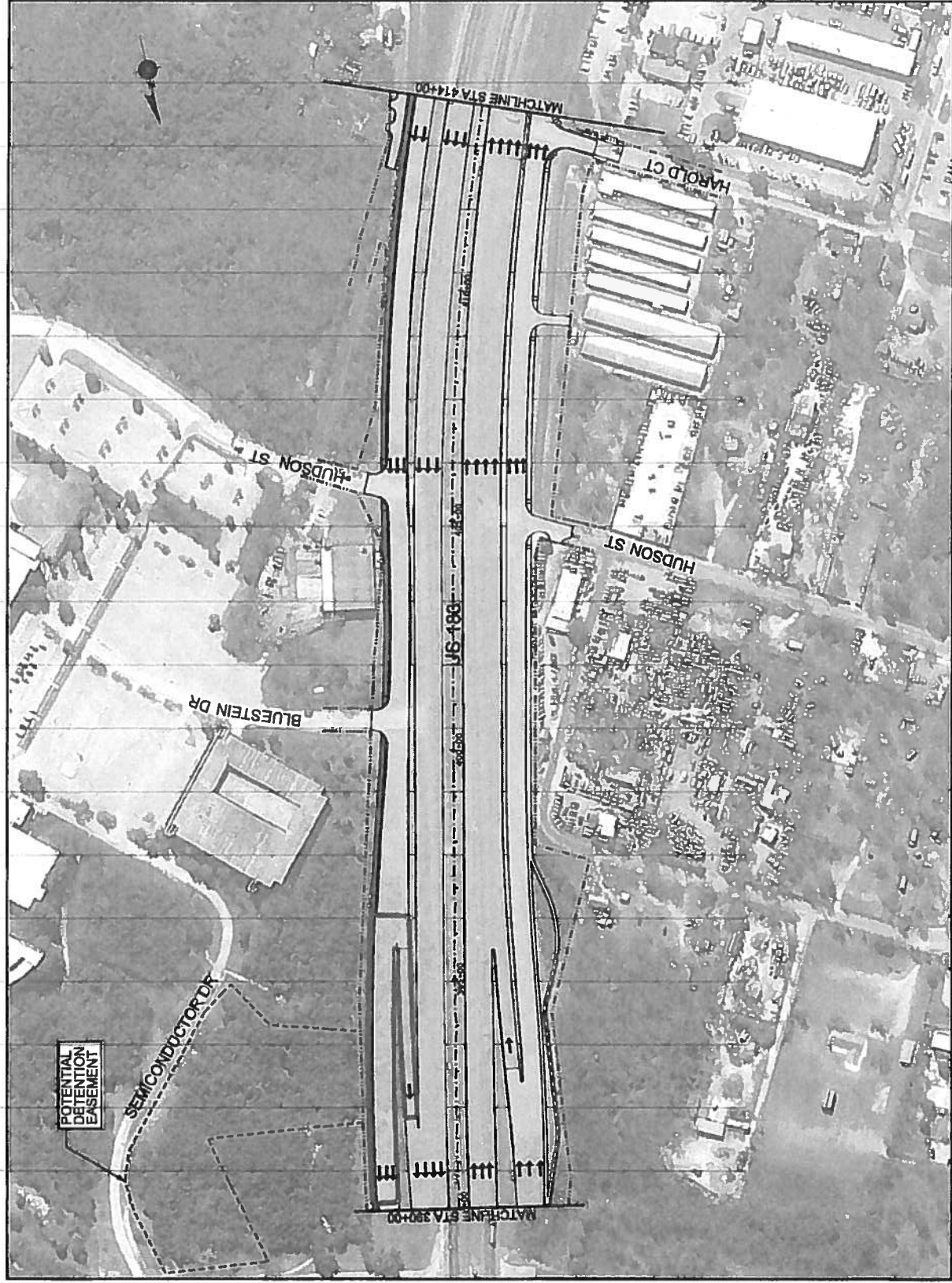
PRELIMINARY  
SUBJECT TO CHANGE



Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TxDOT  
AND IS BASED ON  
US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

US 183  
From US 290 to SH 71  
Travis County, Texas  
CSJ: 0151-09-036;  
0151-09-0127; 0265-01-080  
Sheet 7 of 15



- LEGEND**
- EXISTING ROW
  - PROPOSED ROW
  - PROPOSED EASEMENT
  - PROPOSED RETAINING WALL
  - PROPOSED BRIDGE
  - PROPOSED NON-TOLL
  - PROPOSED TOLL
  - PROPOSED SHARED USE PATH
  - PROPOSED SIDEWALK
  - PAVEMENT TO BE REMOVED
  - ESCAPE
  - DIRECTION OF TRAVEL LANES

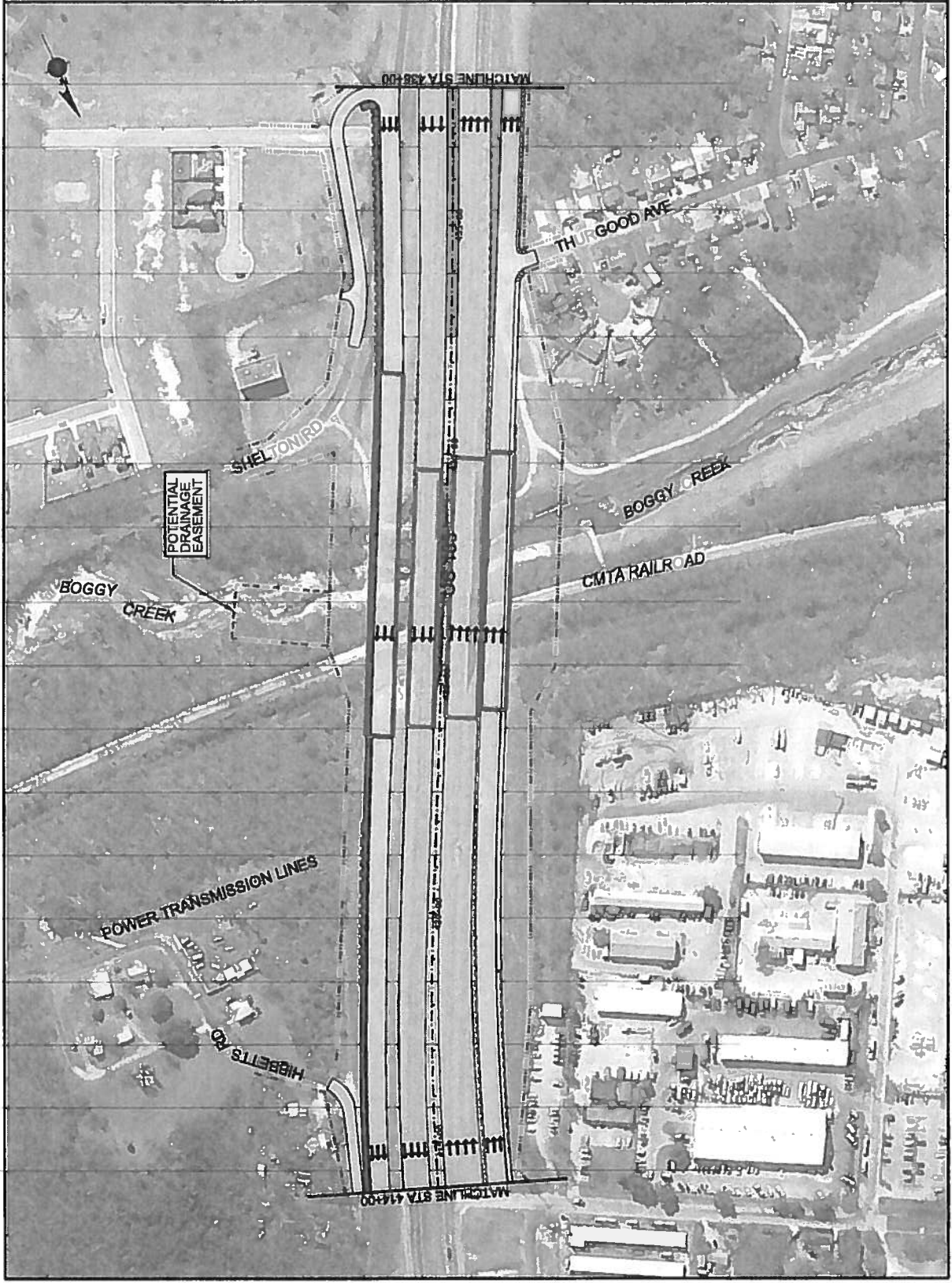
PRELIMINARY  
SUBJECT TO CHANGE



Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TxDOT  
AND IS BASED ON  
US 183 SOUTH DESIGN.

**FIGURE 3**  
**PLAN VIEW**

US 183  
From US 290 to SH 71  
Travis County, Texas  
CSJ: 0151-09-036;  
0151-09-0127; 0265-01-080  
Sheet 8 of 15



**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- - - PROPOSED EASEMENT
- - - PROPOSED RETAINING WALL
- ▭ PROPOSED BRIDGE
- ▭ PROPOSED NON-TOLL
- ▭ PROPOSED TOLL
- ▭ PROPOSED SHARED USE PATH
- ▭ PROPOSED SIDEWALK
- ▭ PAVEMENT TO BE REMOVED
- DIRECTION OF TRAVEL LANES

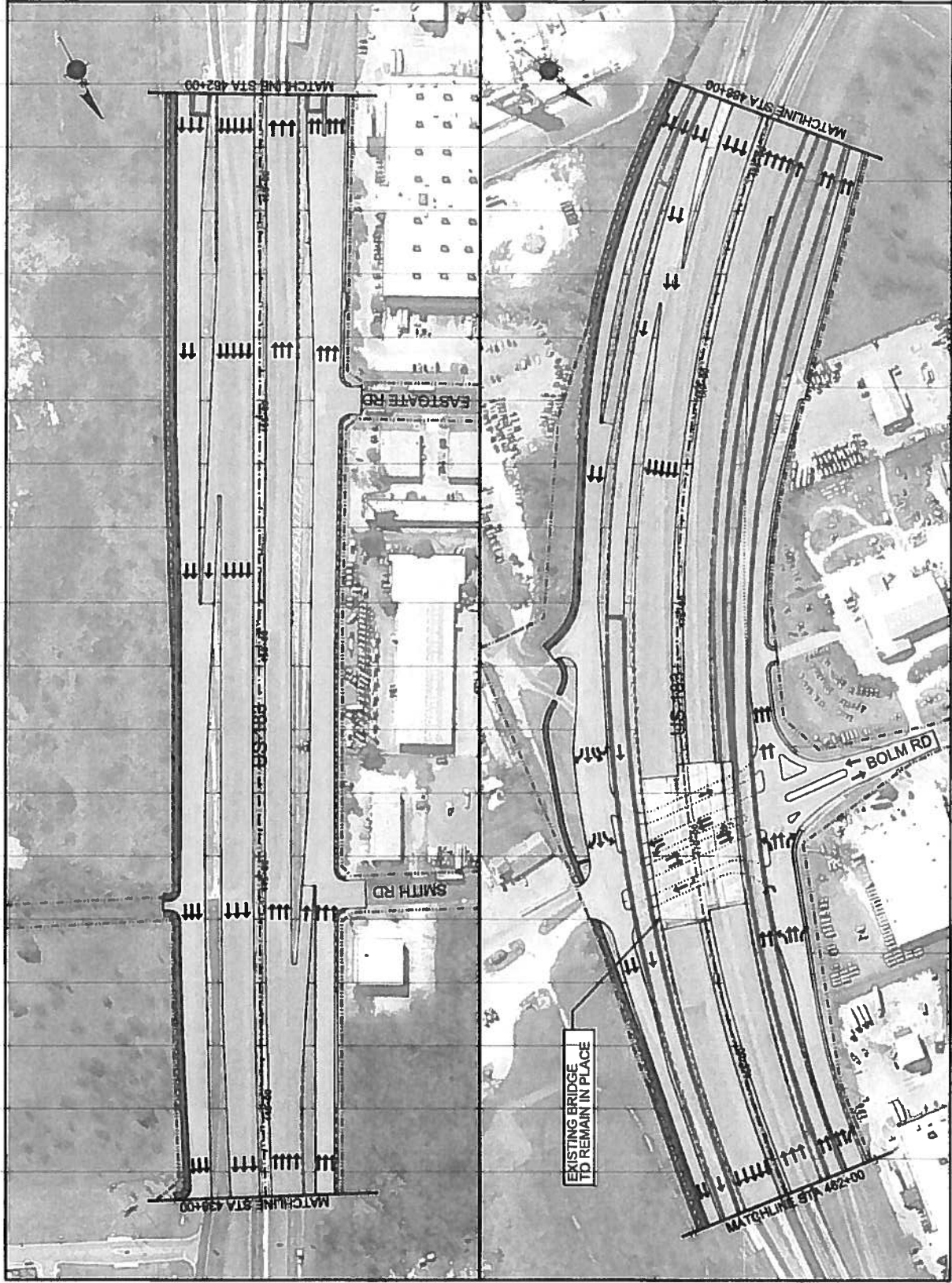
**PRELIMINARY  
SUBJECT TO CHANGE**



Date of Aerial Photo: 2011  
 NOTE: ROW PROVIDED BY TxDOT  
 AND BASED ON  
 US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

**US 183**  
 From US 290 to SH 71  
 Travis County, Texas  
 CSJ: 0151-09-036;  
 0151-09-0127; 0265-01-080



**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED RETAINING WALL
- PROPOSED BRIDGE
- PROPOSED NON-TOLL
- PROPOSED TOLL
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK
- PAVEMENT TO BE REMOVED
- DIRECTION OF TRAVEL LANES

**PRELIMINARY  
SUBJECT TO CHANGE**

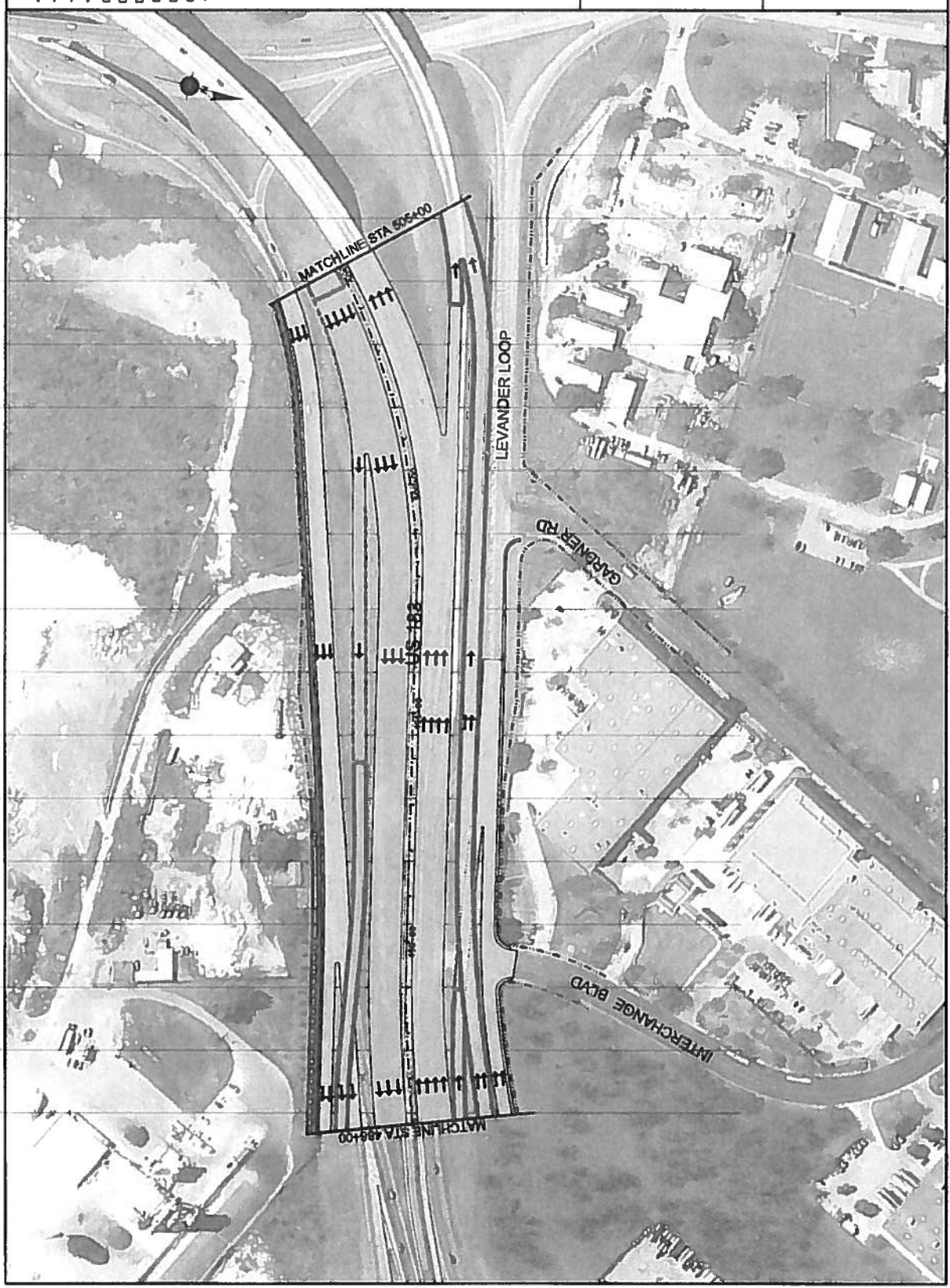


Date of Aerial Photo: 2011  
 NOTE: ROW PROVIDED BY TADOT  
 AND IS BASED ON  
 US 183 SOUTH DESIGN.

**FIGURE 3**

**PLAN VIEW**

**US 183**  
 From US 290 to SH 71  
 Travis County, Texas  
 CSJ: 0151-09-036;  
 0151-09-0127; 0265-01-080  
 Sheet 10 of 15



- LEGEND**
- EXISTING ROW
  - PROPOSED ROW
  - PROPOSED EASEMENT
  - PROPOSED RETAINING WALL
  - PROPOSED BRIDGE
  - PROPOSED NON-TOLL
  - PROPOSED TOLL
  - PROPOSED SHARED USE PATH
  - PROPOSED SIDEWALK
  - PAVEMENT TO BE REPAVED
  - DIRECTION OF TRAVEL LANES

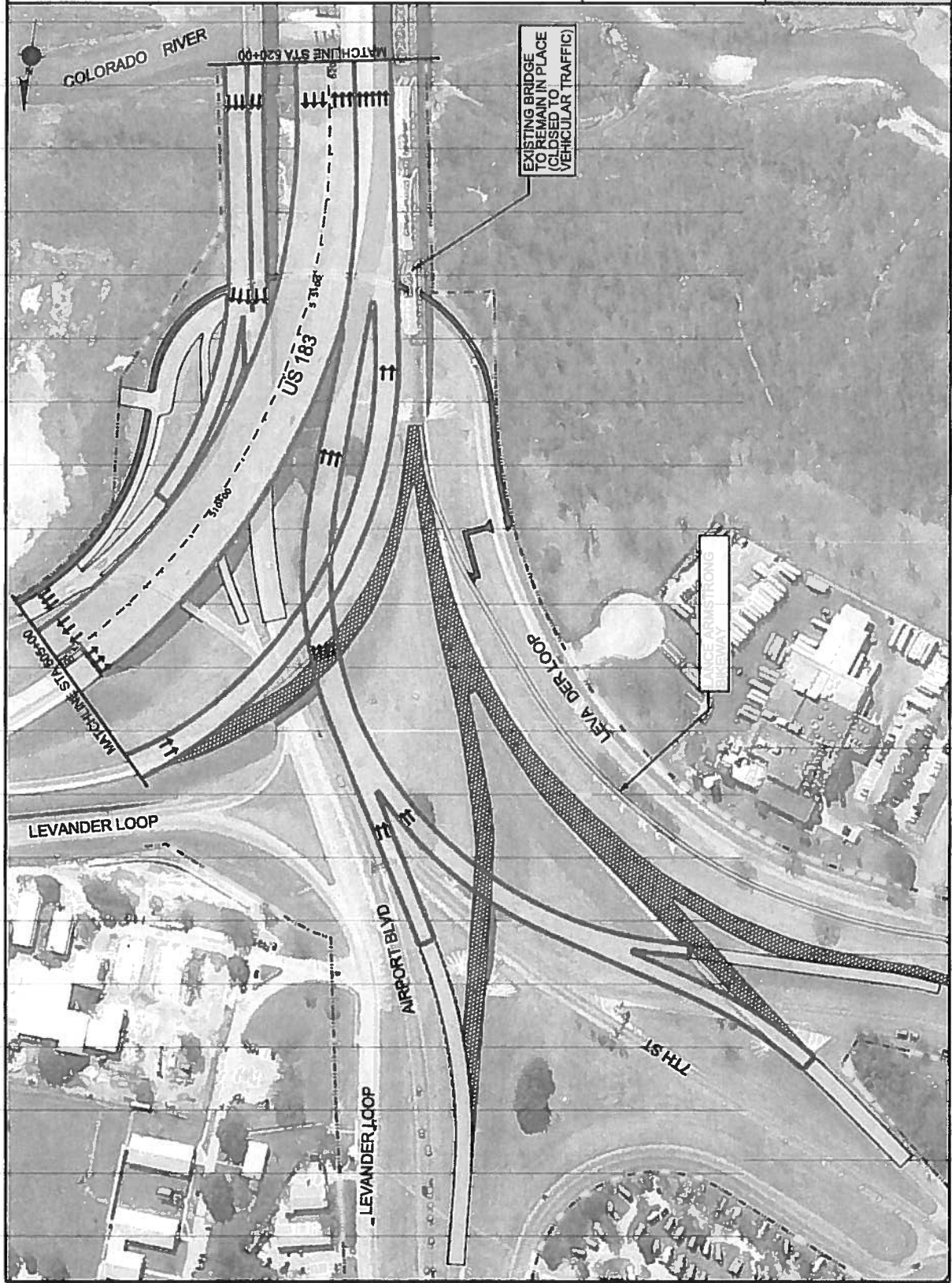
PRELIMINARY  
SUBJECT TO CHANGE



Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TxDOT AND IS BASED ON US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

**US 183**  
From US 290 to SH 71  
Travis County, Texas  
CSJ: 0151-09-036;  
0151-09-0127; 0265-01-080



**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED RETAINING WALL
- PROPOSED BRIDGE
- PROPOSED NON-TOLL
- PROPOSED TOLL
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK
- PAVEMENT TO BE REMOVED
- DIRECTION OF TRAVEL LANES

PRELIMINARY  
SUBJECT TO CHANGE



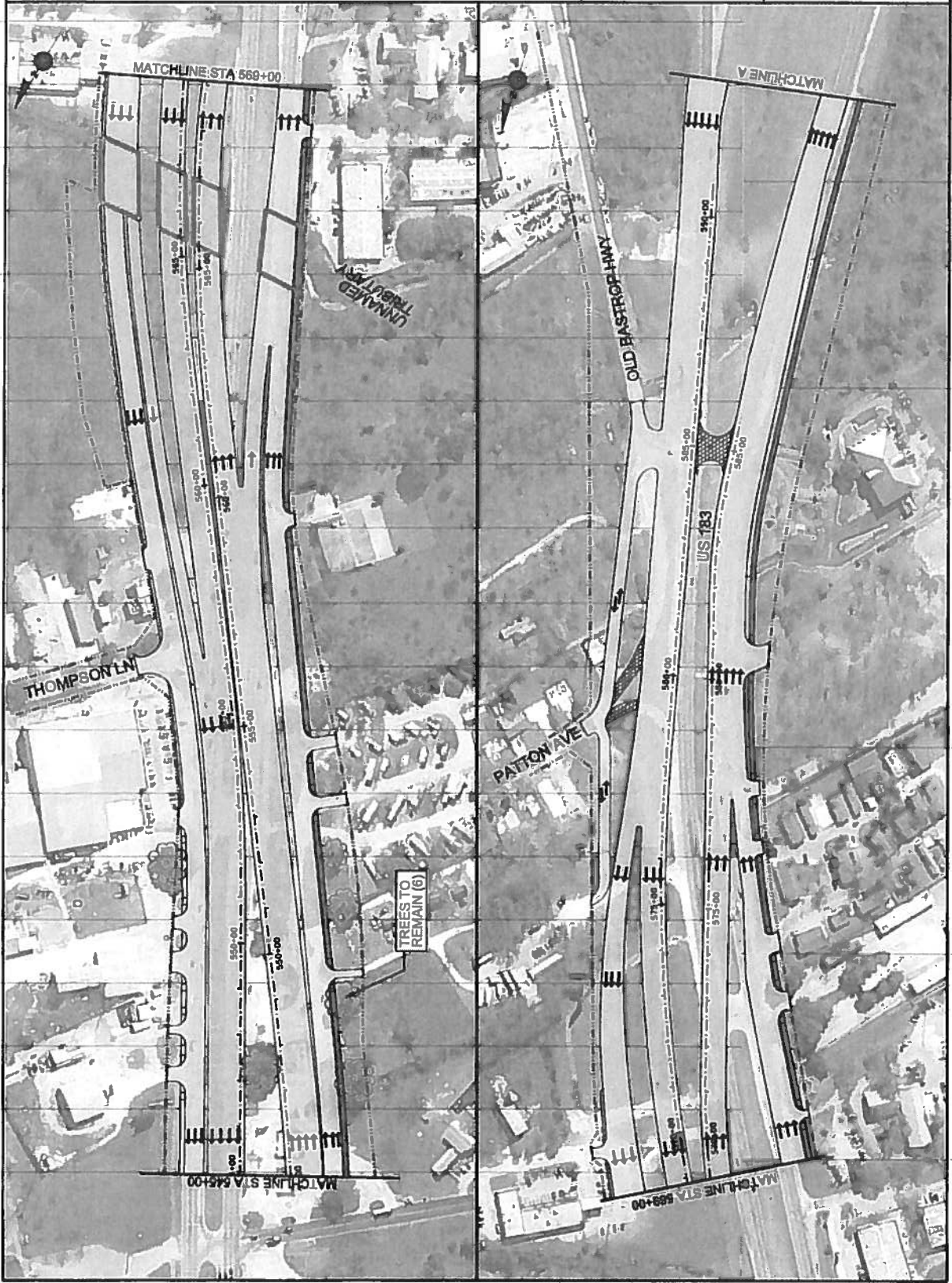
Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TxDOT  
AND IS BASED ON  
US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

**US 183**  
From US 290 to SH 71  
Travis County, Texas  
CSJ: 0151-09-036;  
0151-09-0127; 0265-01-080  
Sheet 12 of 15



<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>EXISTING ROW</li> <li>PROPOSED ROW</li> <li>PROPOSED EASEMENT</li> <li>PROPOSED RETAINING WALL</li> <li>PROPOSED BRIDGE</li> <li>PROPOSED NON-TOLL</li> <li>PROPOSED TOLL</li> <li>PROPOSED SHARED USE PATH</li> <li>PROPOSED SIDEWALK</li> <li>PAVEMENT TO BE REMOVED</li> <li>DIRECTION OF TRAVEL LANES</li> </ul>	<p><b>PRELIMINARY SUBJECT TO CHANGE</b></p> <p>SCALE IN FEET</p> <p>0 100 200</p> <p>Date of Aerial Photo: 2011</p> <p>NOTE: ROW PROVIDED BY TxDOT AND IS BASED ON US 183 SOUTH DESIGN.</p>	<p><b>FIGURE 3</b></p> <p><b>PLAN VIEW</b></p> <p><b>US 183</b></p> <p>From US 290 to SH 71 Travis County, Texas</p> <p>CSJ: 0151-09-036; 0151-09-0127; 0265-01-080</p> <p>Sheet 13 of 15</p>
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- LEGEND**
- EXISTING ROW
  - PROPOSED ROW
  - PROPOSED EASEMENT
  - PROPOSED RETAINING WALL
  - PROPOSED BRIDGE
  - PROPOSED NON-TOLL
  - PROPOSED TOLL
  - PROPOSED PAVED USE PATH
  - PROPOSED SIDEWALK
  - PAVEMENT TO BE REMOVED
  - GRADE
  - DIRECTION OF TRAVEL LANES

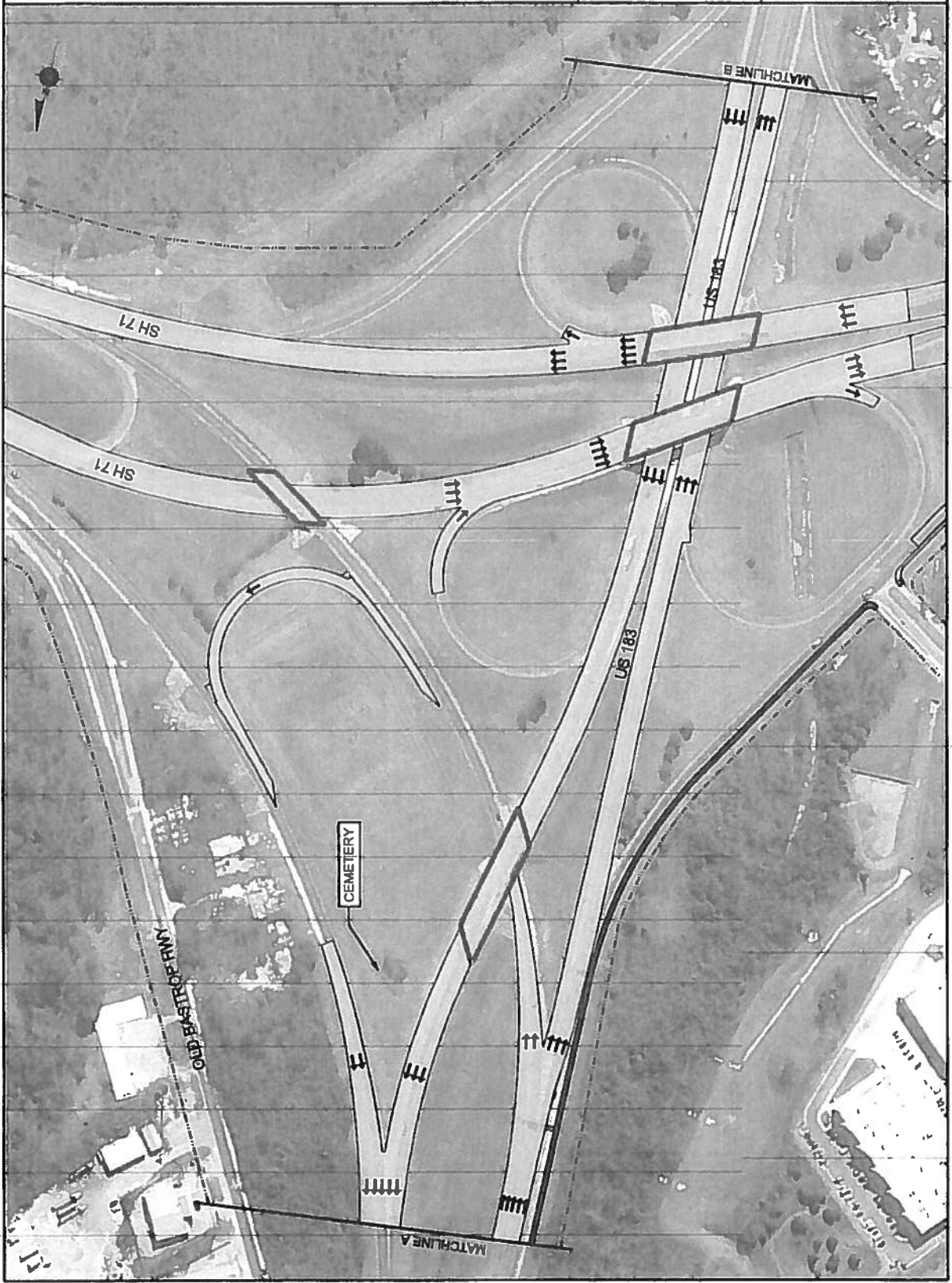
PRELIMINARY  
SUBJECT TO CHANGE



Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TxDOT AND IS BASED ON US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

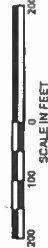
US 183  
From US 290 to SH 71  
Travis County, Texas  
CSL: 0151-09-036;  
0151-09-0127; 0265-01-080  
Sheet 14 of 15



**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- - - PROPOSED EASEMENT
- - - PROPOSED RETAINING WALL
- ▬ PROPOSED BRIDGE
- ▬ PROPOSED NON-TOLL
- ▬ PROPOSED TOLL
- ▬ PROPOSED SHARED USE PATH
- ▬ PROPOSED SIDEWALK
- ▬ PAVEMENT TO BE REMOVED
- ▬ DIRECTION OF TRAVEL LANES

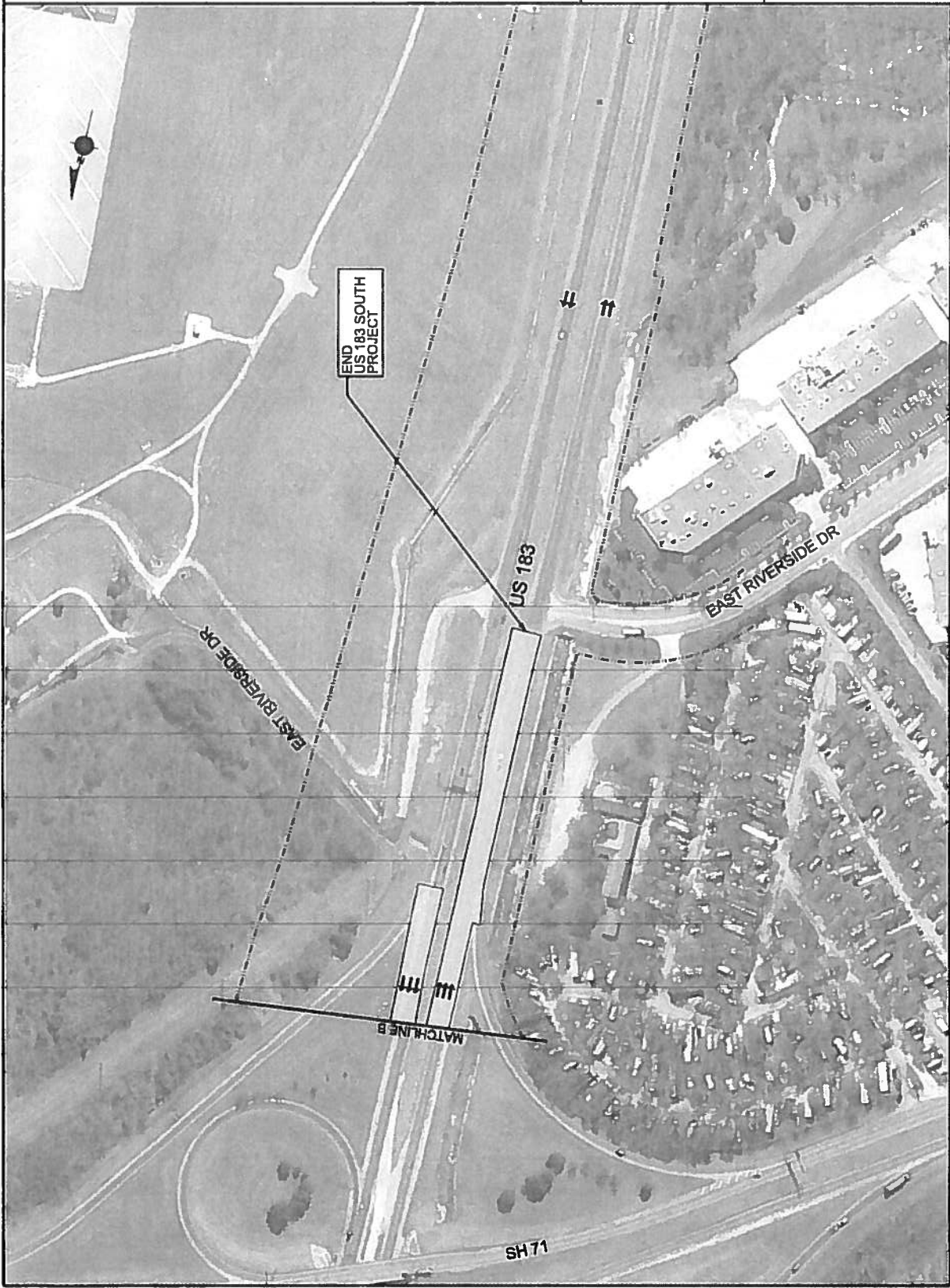
PRELIMINARY  
SUBJECT TO CHANGE



Date of Aerial Photo: 2011  
NOTE: ROW PROVIDED BY TxDOT  
AND IS BASED ON  
US 183 SOUTH DESIGN.

**FIGURE 3  
PLAN VIEW**

US 183  
From US 290 to SH 71  
Travis County, Texas  
CSJ: 0151-09-036;  
0151-09-0127; 0265-01-080  
Sheet 15 of 15



TEXAS HISTORICAL COMMISSION  
*real places telling real stories*

15 November 2012

Mark M. Brown  
Architectural Historian  
Environmental Affairs Division  
Texas Department of Transportation  
125 E. 11th Street  
Austin, Texas 78701

Re: *Project review under Section 106 of the National Historic Preservation Act of 1966  
Determination of Eligibility and Effects for US 183 from US 290 to SH 71, Austin, Travis County, Texas  
(FHWA/TXDOT CSJ # 0151-09-036)*

Dear Dr. Brown,

Thank you for the information you submitted to our office for the above-referenced project. This letter serves as official comment from Texas' State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff led by Linda Henderson reviewed the materials, and we concur with your findings of eligibility. Of the resources within the project's Area of Potential Effect, the following are listed in or eligible for listing in the National Register of Historic Places (NRHP): Montopolis Bridge, Govalle Wastewater Treatment Plant historic district, and 255 US 183 South.

THC also concurs with your findings of No Adverse Effect for Govalle WWTP and 255 US 183 South, but we would like more information about the effects of the project on Montopolis Bridge, including changes to the bridge, indirect impacts from any new construction, and how the bridge will be maintained after its conversion to bicycle and pedestrian use. We also ask that you share pertinent information for impacts to the bridge with the Historic Bridge Foundation. We understand that coordination has occurred on a similar iteration of this project, and if you believe the requested material can be found in report submitted to us in April 2005, please let us know and we will pull it from storage. Please provide:

- Sections showing proposed modifications to the Montopolis Bridge
- Sections and/or other illustrations depicting relationship of any new crossings over the Colorado to the Montopolis Bridge and other extant crossings.
- General plan for future maintenance of the Montopolis Bridge—by whom and for what period of time?

Thank you for coordinating with our office and for your ongoing efforts to identify and protect the state's irreplaceable historic and cultural resources. Please contact us if you have any questions about this project: [linda.henderson@thc.state.tx.us](mailto:linda.henderson@thc.state.tx.us) or 512/463-5851.

Sincerely,



Linda Henderson, Historian

For:  
Mark Wolfe, State Historic Preservation Officer

Cc: Kitty Henderson, Historic Bridge Foundation





**Texas Department of Transportation**<sup>®</sup>

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

July 25, 2013

**RECEIVED**

2013

*History Programs Division*

SECTION 106: Determination of Effects

Travis County (Austin District)  
US 183  
From US 8290 to SH 71  
CSJ# 0151-09-036, -127

Ms. Linda Henderson, History Programs Division  
Texas Historical Commission  
Austin, Texas 78711

Dear Ms. Henderson:

Thank you for your letter of November 15, 2012 requesting additional information about our proposed actions at Resource #37, the Montopolis truss bridge.

Since then, a value engineering study resulted in savings to the project due to design changes. The existing overpass at Bolm Road would be removed. There is very little cross-over of US 183 at this intersection and the savings to the project would be significant. The proposed overpass at Techni Center has been removed from the design. There is some cross-over at this intersection but the anticipated reroute is not expected to result in much more impact than what exists today during peak hours of use. Turn-arounds and shared-use path have been proposed at Boggy Creek. Additional right-of-way is required at Boggy Creek but this has not been finalized because a redesign is being done to accommodate a City of Austin water line. The proposed shared-use path will be connected to the COA Southern Walnut Creek hike and bike trail that exists under the bridges at Boggy Creek and along the railroad. This would be a significant connection for cyclist and pedestrians. See attached schematics.

I have reviewed the revisions in conjunction with the historic resources survey report and the previously provided schematics and have determined that there are no substantive changes to the APE and that there are no changes to the numbers of historic-age resources in the APE.

OUR GOALS

MAINTAIN A SAFE SYSTEM • ADDRESS CONGESTION • CONNECT TEXAS COMMUNITIES • BEST IN CLASS STATE AGENCY

*An Equal Opportunity Employer*

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### **Resource #37, Montopolis Bridge**

Attached please find:

- plan and profile of the proposed construction at the Colorado River showing the proposed conversion of the truss bridge to non-vehicular use.
- cross sections keyed to the profile on the plan with red lines on Detail B showing the proposed location of new pedestrian rail.
- detail of the rail and deck drawing with approximate location of proposed pedestrian rail in yellow.
- a maintenance plan for the truss bridge.

TxDOT engineers have also provided the following information:

**RAIL:** The proposed bridge rail would match the existing rail with the exception of the rail height, spacing of the pickets, and height of the lower bar holding the pickets. These modifications would bring the rail up to current pedestrian rail requirements. After the bridge deck has been cleaned and refurbished for bike/pedestrian use, the rail would be mounted inside the curb line. Attached is a sheet from the original plans with the notes regarding the changes to and location of the rail. Also, the location of the rail is shown on the attached the typical section.

**JOINTS:** The existing expansion joint openings are between 2 to 3 inches wide and are covered with a steel plate. Care would be taken to avoid damaging the existing steel joint system at each bridge end during pavement removal. If the existing plate gets damaged or is missing, a new steel cover plate should be added to cover the joint opening. If some type of deck surface treatment is required to cover up any potential deck distress, it could be applied to the upper steel joints surfaces as well. The surface overlay would need to be saw-cut at the end of the sliding plate and the space could be filled with a Class 7 Silicone. If the steel sliding plate will be left exposed, it would be painted with a Class X Epoxy with a sand grit added to provide surface friction.

Other than to direct bike traffic to the current vehicular lanes and to keep pedestrians on the current sidewalk no additional modifications are proposed to Resource #37.

### **Determination of Effects**

In accordance with 36 CFR 800.5, TxDOT Historians applied the *Criteria of Adverse Effect* and determined it would cause **no adverse effects** to historic resources in the APE:

- The bridge would retain integrity of Location as it would remain in its original location.
- The bridge would retain integrity of Design. The addition of pedestrian rail to the interior sides of the trusses would be compatible with the existing pedestrian rail and would be attached to the non-character-defining deck and not to the trusses. The proposed bollards would not be installed on the bridge or its approach spans. The pavement that would be removed as part of removing vehicular traffic is not a character defining feature of the bridge's design.
- The Setting would not be adversely changed by the project. No work would be done upstream of the truss. The existing US 183 bridges downstream of the trusses currently block the view of the river. Construction proposed for immediately downstream from the trusses would match the current vertical alignment as the existing pre-stressed concrete

I-beam bridge would be widened. The horizontal alignment between the existing bridge downstream and the truss bridge would change from an average of 50 to 10 feet as measured between outer edges. As attached photographs and the profile on Figure 1, Sheet 1 of 2 demonstrate, the existing conditions are dramatically different from those when the trusses were erected in 1938. Thus the new construction would not have an adverse effect to Setting as:

Setting is not as critical an aspect of integrity as Design, Materials, or Workmanship for a metal truss listed for engineering under Criterion C per the *Historic Road Infrastructure of Texas, 1866-1965* MPS.<sup>1</sup>

The Setting had already been compromised when the truss was listed in 1999 (the other bridges at the crossing date to 1963 and 1994).

The proposed by-pass was the preferred option of the On-System Historic Metal Truss Bridge Task Force which included the participation of SHPO and FHWA.

The design options for this crossing are constrained by the required capacity increase, the geometry of the required direct connectors north of the crossing, and the fiscal prudence of incorporating existing unused bridge piers.

- The bridge would retain integrity of Materials and Workmanship as no changes would be made to the character defining features of the trusses.
- Integrity of Feeling and Association would be retained as the trusses would express the aesthetic and historic sense of a 1930s Texas Highway Department truss and because it would still be the truss constructed in 1939.
- TxDOT is retaining ownership and maintenance responsibility for Resource #37.

### **Efforts to Minimize Harm**

Efforts to minimize harm to historic resources in the APE have been an integral part of the project planning and development process:

- Continued use of the Montopolis Bridge as a pedestrian and bike structure demonstrates TxDOT's commitment to maintaining the bridge.
- Compatible rail based on the existing rail.

### **Conclusion**

Pursuant to Stipulation VI "Undertakings with Potential to Cause Effects" of the First Amended Statewide Programmatic Agreement for Transportation Undertakings (PA-TU) between the Federal Highway Administration (FHWA), the Texas State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and the Texas

<sup>1</sup> "Since Criterion C relates to the engineering significance of trusses, integrity of design, workmanship, and materials are typically more important because they allow a structure to convey its physical features and characterize the type, period, or method of its construction. For this reason, these aspects of integrity are heavily weighed."

The *Historic Road Infrastructure of Texas, 1866-1965* MPS also states: "A truss loses integrity of setting only when it can be documented that specific aspects of the setting contributed to a truss bridge's design beyond common adaptations to site and location, such as channel and crossing length, skew, and foundation conditions. Therefore, changes to a bridge's physical environment and setting generally do not result in a loss of integrity under Criterion C."

Department of Transportation (TxDOT) and the Memorandum of Understanding (MOU), TxDOT Historians determined that the project would have no adverse effects to historic properties. We request your concurrence with this determination of eligibility and effect. Please return a signed copy of this correspondence for our files within 20 days. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (512) 416-2600.

Sincerely,



Mark M. Brown, PhD  
Architectural Historian  
Environmental Affairs Division

**CONCUR-**

**NO ADVERSE EFFECTS TO RESOURCES #37**

NAME:



DATE:

13 August 2013

for Mark Wolfe, Texas Historical Commission

cc: ECOS, Kitty Henderson, Historic Bridge Foundation  
cc w/o attachments: Mike Walker, Austin District; Sonya Hernandez, ENV-PD



Life's better outside.®

October 25, 2012

Mr. Andrew Blair  
Environmental Affairs Division  
Texas Department of Transportation  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701-2483

Commissioners

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Lee M. Bass  
Chairman-Emeritus  
Fort Worth

Carter P. Smith  
Executive Director

RE: Environmental Assessment (EA) for Improvements to United States (US) Highway 183 from US 290 to State Highway (SH) 71, Travis County, Texas (CSJ 0151-09-127, 0265-01-080, etc.)

Dear Mr. Blair:

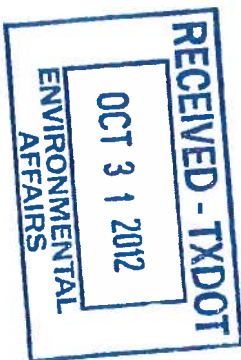
Texas Parks and Wildlife Department (TPWD) reviewed the EA for the road improvements to US 183 from US 290 to SH 71 located in Travis County, Texas, and would like to offer the following information, comments, and recommendations.

Please be aware that a written response to a TPWD recommendation or informational comment received by a state governmental agency may be required by state law. For further guidance, see the Texas Parks and Wildlife Code, Section 12.0011, which can be found online at <http://www.statutes.legis.state.tx.us/Docs/PW/htm/PW.12.htm#12.0011>. For tracking purposes, please refer to TPWD project number ERCS-2566 in any return correspondence regarding this project.

**Project Description**

With the Build Alternative, the proposed project would consist of a six-lane expressway. The proposed project includes three main lanes and two to three travel lanes on the frontage roads in each direction. The main lanes would be 12-foot wide with 10-foot shoulders and would be separated by a grassy median with a usual width of 35 feet. The frontage road lanes would be 12-foot wide with no shoulders, but would have curb and gutter. A 10-foot shared use path and a 5-foot sidewalk would follow the outside lanes.

Auxiliary lanes would be provided that connect to the off- and on-ramps providing access to the main lanes. These auxiliary lanes and the ramps would be 12-foot wide. Turning movements from the frontage roads to the side streets would be provided through turn lanes or bays. Collector/distributor lanes would be provided at farm-to-market (FM) 969 and Bolm Road.





All of the cross-drainage structures would be replaced or extended except the culvert north of Manor Road. All the bridges would be replaced except the 1938 Montopolis Bridge at the Colorado River and the overpass bridge at Bolm Road. A new north bound bridge at the Colorado River would be constructed. At the unnamed tributary of Carson Creek, the culvert would be replaced with four bridge structures.

Drainage easements are proposed at an unnamed tributary of Walnut Creek, an upland area north of Bluestein Drive, and at Boggy Creek. Water detention structures would be constructed within the drainage easements at the unnamed tributary of Walnut Creek and the upland drainage area.

A pedestrian bridge would be constructed approximately 100 feet south of 51<sup>st</sup> Street and would span US 183 to maintain connectivity between neighborhoods west of US 183 with recreational facilities east of US 183. This pedestrian bridge will be in addition to the already existing pedestrian bridge near Springdale Road.

The vertical alignment would be primarily lowered in areas for the main lanes and frontage roads a maximum of approximately 25 feet. However, the bridges at the unnamed tributary of Carson Creek would be higher than the original culvert. The horizontal alignment would be shifted throughout the project limits. The proposed project would require approximately 1 acre of additional right-of-way (ROW) and 8 acres of drainage easements.

### **Impacts to Vegetation/Wildlife Habitat**

Section 5.5 of the EA states there are approximately 195 acres of vegetation within the existing ROW and approximately 8 acres of vegetation within the proposed ROW and easements. Of the total vegetated area of approximately 203 acres, approximately 185 acres is maintained vegetation. Approximately 38 acres of the existing and proposed ROW has tree canopy resulting in about 18 percent canopy. Within the existing and proposed ROW, grasses such as bermudagrass (*Cynodon dactylon*), johnsongrass (*Sorghum halepense*), Canada wildrye (*Elymus Canadensis*), and King Ranch bluestem (*Bothriochloa ischaemum*) are the dominant herbaceous species. Dominant tree and/or shrub species include cedar elm (*Ulmus crassifolia*), live oak (*Quercus virginiana*), hackberry (*Celtis laevigata*), Japanese privet (*Ligustrum japonicum*), and giant ragweed (*Ambrosia trifida*). The trees range from 1 to 120 inches in diameter-at-breast-height (dbh), with an average of 12 inches in dbh, and from 25 to 35 feet in height. The vine layer is dominated by mustang grape (*Vitis mustangensis*), peppervine (*Ampelopsis arborea*), poison ivy (*Toxicodendron radicans*), and southern dewberry (*Rubus trivialis*).

The EA states there are vegetated areas within the existing and proposed ROW that could be defined as unusual vegetation features per the Memorandum of Agreement (MOA) between Texas Department of Transportation (TxDOT) and TPWD. There are large oak trees within the ROW and riparian vegetation along the creeks and river. There is a total of approximately 5 acres of riparian sites within the existing and proposed ROW along the banks of Little Walnut Creek, Boggy Creek, and the Colorado River. Approximately 2 acres of the riparian sites are vegetated with riparian vegetation and the remaining 3 acres are upland species consistent with the dominant species found throughout the project limits. The riparian vegetation is dominated by tree species including sycamore (*Platanus occidentalis*), cottonwood (*Populus deltoides*), pecan (*Carya illinoensis*), and black willow (*Salix nigra*). The trees range from 6 to 24 inches in dbh, with an average of 12 inches in dbh, and from 25 to 45 feet in height, forming a 57 percent canopy within the approximately 5 acres of riparian sites.

The Build Alternative would result in the removal of approximately 203 acres of vegetation in an urban area of which approximately 5 acres is within a riparian site and 38 acres has tree canopy. Several large oak trees are located in the existing ROW between Vargas Road and Thompson Lane. The oaks were identified as being of local interest and were therefore avoided and will be protected during construction.

**Recommendation:** TPWD recommends reducing the amount of vegetation proposed for clearing if at all possible. TPWD recommends minimizing clearing of native vegetation, particularly mature native trees and shrubs to the greatest extent practicable. TPWD recommends in-kind on-site replacement/restoration of the native vegetation wherever practicable. Colonization by invasive species, particularly invasive grasses and weeds, should be actively prevented. Vegetation management should include removing invasive species early on while allowing the existing native plants to revegetate the disturbed areas.

TPWD recommends adherence to the practices set forth in the City of Austin Tree and Natural Preservation Code for protection, preservation and mitigation for trees and native vegetation (<http://austintexas.gov/page/tree-and-natural-area-preservation>).

In the absence of a governing tree preservation code, TPWD generally recommends that trees greater than 12-inches in dbh to be removed be replaced at a ratio of three trees for every one (3:1) lost to the extent practicable, either on-site or off-site. Trees less than 12-inches in dbh should be replaced at a 1:1 ratio. Replacement trees should be of equal or better wildlife quality than those removed and be regionally adapted native species. A three to five year maintenance plan that ensures an 85 percent survival rate should be developed for the replacement trees.

For areas that would be revegetated after construction, TPWD recommends that practices be implemented to prevent the establishment of invasive species and sustain native species, particularly during the early stages of revegetation, in accordance with the *Executive Order on Invasive Species (EO 13112)* and the *Executive Memorandum on Beneficial Landscaping*.

TPWD discourages the use of any non-native vegetation in landscaping and revegetation and recommends using locally adapted native species. Lists of invasive species and native plant alternatives at *Texasinvasives.org* can be accessed online at [http://texasinvasives.org/invasives\\_database/](http://texasinvasives.org/invasives_database/).

For projects that incorporate revegetation or landscaping, the *TPWD Texas Wildscapes* website has information about selecting native plants that would be best suited for the particular project area. Additional sources include the TPWD *Texas Plant Information Database* at <http://tpid.tpwd.state.tx.us/> and the Lady Bird Johnson Wildflower Center's *Recommended Native Plants* database at <http://www.wildflower.org/collections/>.

**Recommendation:** The riparian vegetation associated with Little Walnut Creek, Boggy Creek, and the Colorado River acts as a natural buffer and should remain undisturbed to the extent feasible to help protect water quality and preserve wildlife cover, food sources, and travel corridors. Contractors should be advised to locate stock piles, staging areas, and other project related sites in previously disturbed areas outside of the riparian corridor (whenever possible). Disturbed areas should be revegetated with site-specific native plant species. A copy of *Texas Parks & Wildlife Department Guidelines for Construction and Clearing Within Riparian Areas* is attached for your reference.

### **Water Resources**

Section 5.4 of the EA states the proposed project contains nine water crossings. The proposed work associated with each crossing is included in the table below. The culvert at the unnamed Tributary of Little Walnut Creek (Crossing 1) would not be altered. Several culverts in Carson Creek (Crossing 9) are proposed to be extended or replaced that result in several crossings of the channel. The work at the culverts will not result in additional fill since the channel is already concrete lined.

<b>Crossing Name</b>	<b>Existing Structure</b>	<b>Proposed Work</b>
Little Walnut Creek (Crossing 2)	Two bridges	Replace two bridges with four new bridges
Unnamed Tributary of Walnut Creek (Crossing 3)	Culvert	Replace with a longer culvert
Unnamed Tributary of Walnut Creek (Crossing 4)	Culvert	Replaces with a longer culvert
Unnamed Tributary of Walnut Creek (Crossing 5)	Culvert	Replace with a longer culvert
Boggy Creek (Crossing 6)	Two bridges	Replace two existing bridges with four new bridges
Colorado River (Crossing 7)	Three bridges	Replace two existing bridges with four new bridges
Unnamed Tributary of Carson Creek (Crossing 8)	Bridge class culvert	Replace the culvert with four new bridges

The EA states that appropriate measures would be taken to maintain normal downstream flows and minimize flooding. At or adjacent to each crossing, where scraping and grading would occur, there would be minimal substrate disturbance. This change to the streambed at each crossing would not modify the bodies of water in such a way that they would be impounded, diverted, channel deepened or otherwise controlled or modified for any purpose including navigation and drainage.

Temporary fills would be removed in their entirety, the affected area returned to pre-construction elevations, and re-vegetated where appropriate. Stream channel modifications, including bank stabilization, would be limited to the minimum necessary to construct or protect the structure and the immediate vicinity of the project.

**Recommendation:** TPWD recommends that, if at all possible, bridges rather than culverts be used to span the creeks. The use of culverts disrupts stream beds and creates limitations for the movement of aquatic wildlife within the stream system, especially during low-flow conditions. The wide, flat bottom of a square culvert spreads out the stream flow, creating a shallower water depth which also may prevent passage of aquatic organisms. Culverts accelerate water velocity at elevated flows, increasing downstream erosion and further inhibiting aquatic organism passage. Installation of culverts would result in

permanent, though preventable, impacts to the stream system. Use of bridges would reduce these impacts and help maintain the integrity of the stream system.

### **Ecologically Significant Stream Segment**

The proposed project crosses the Colorado River at an area where it is considered to be an Ecologically Significant Stream Segment (ESSS). The Colorado River from SH 71 in La Grange in Fayette County upstream to Longhorn Dam in Travis County has been designated by TPWD as an ESSS due to high water quality, exceptional aquatic life, high aesthetic value, and the presence of threatened or endangered species/unique communities such as the state listed threatened Blue sucker (*Cycleptus elongatus*). TPWD has identified ESSSs throughout the state to assist regional water planning groups in identifying ecologically unique stream segments under Texas Administrative Code Title 31 §357.8. Until approved by the legislature this is not a legal designation. The stream segments are identified through extensive review by TPWD staff and are determined to be ecologically important. Information regarding criteria for designation as an ESSS can be found on the TPWD website at [http://www.tpwd.state.tx.us/landwater/water/environconcerns/water\\_issues/sigsegs/](http://www.tpwd.state.tx.us/landwater/water/environconcerns/water_issues/sigsegs/) or in 31 TAC 357.8.

Based on the information provided, the Colorado River channel may be altered by the proposed project. Please note that alterations of the width, depth, or sinuosity of stream channels can alter the velocity of the stream and its sediment loading properties. Changes in the sediment loading properties of the streams can result in an increase in erosional forces and degradation of fish and wildlife habitat downstream of the project area.

**Recommendation:** TPWD recommends the project be designed to avoid adverse impacts and protect water quality downstream of the project in the Colorado River as well as the other water crossings affected by the proposed project.

### **Rare Species**

The EA does not address rare species on the *TPWD Annotated List of Rare Species for Travis County* (<http://www.tpwd.state.tx.us/gis/ris/es/>). In addition to state- and federally-protected species, TPWD tracks special features, natural communities, and rare resources that are not listed as threatened or endangered. These species and communities are tracked in the Texas Natural Diversity Database (TXNDD), and TPWD actively promotes their conservation. TPWD considers it important to evaluate and, if necessary, minimize impacts to rare species and their habitat to reduce the likelihood of endangerment.

Mr. Andrew Blair  
Page Seven  
October 25, 2012

Based on the project description, site location, a review of the TXNDD, and publicly-available aerial photographs, the following species of concern and natural communities could be impacted as a result of the proposed project:

Texas garter snake (*Thamnophis sirtalis annectens*)  
Bracted twistflower (*Streptanthus bracteatus*)\*  
Correll's false dragon-head (*Physostegia correllii*)  
Guadalupe bass (*Micropterus treculii*)

\*Federal Candidate for Listing

Three TXNDD records for the Texas garter snake are located within the 1.5-mile search radius for the project (EOIDs 6167, 6994, and 8876). A Record for the Bracted twistflower (EOID 1945) and Correll's false dragon-head (EOID 2649) was also observed within the 1.5-mile search radius. A record for the Guadalupe bass (EOID 5159) was observed within the vicinity of the project limits where US 183 crosses over the Colorado River.

Although there are no TXNDD records for the following rare species in the project area, suitable habitat may still be present.

Cave myotis bat (*Myotis velifer*)  
Smalleye shiner (*Notropis buccula*)\*

\*Federal Candidate for Listing

The bridges present within the project area may provide suitable habitat for the Cave myotis bat. The Colorado River segment within the project area may contain suitable habitat for the Smalleye shiner.

Please note that absence of TXNDD information in an area does not imply that a species is absent from that area. Given the small proportion of public versus private land in Texas, the TXNDD does not include a representative inventory of rare resources in the state. Although it is based on the best data available to TPWD regarding rare species, the data from the TXNDD do not provide a definitive statement as to the presence, absence or condition of special species, natural communities, or other significant features within your project area. These data are not inclusive and **cannot be used as presence/absence data**. They represent species that could potentially be in your project area. The TXNDD is updated continuously. As your project progresses and for future projects, please request the most current and accurate information at [txndd@tpwd.state.tx.us](mailto:txndd@tpwd.state.tx.us) or contact the database staff at (512) 389-8723.

Mr. Andrew Blair  
Page Eight  
October 25, 2012

**Recommendation:** Snakes are generally perceived as a threat and killed when encountered during clearing or construction. Therefore, TPWD recommends that personnel involved in clearing and construction be informed of the potential for the rare Texas garter snake to occur on the project site. Personnel should be advised to avoid impacts to this snake as it is non-venomous and poses no threat to humans. Contractors should avoid contact with this species if encountered and allow the snake to safely leave the premises.

TPWD recommends the project area be surveyed (where suitable habitat is present) for the Bracted twistflower during its mid-April to late-May flowering period and the Correll's false dragon-head during its late-June to late-September flowering period. If either of these species are found on the project site it should be temporarily fenced and avoided during construction including the placement of staging areas and other project related sites.

TPWD recommends avoiding construction during the spawning period of the Guadalupe bass (March through June) and the Smalleye shiner (April through September).

TPWD recommends that the bridges located within the project limits be surveyed prior to construction for the Cave myotis bat.

TPWD strives to respond to requests for project review within the 45 day comment period. Responses may be delayed due to workload and lack of staff. Failure to meet the 45 day review timeframe does not constitute a concurrence from TPWD that the proposed project will not adversely impact fish and wildlife resources.

TPWD advises review and implementation of these recommendations. If you have any questions, please contact me at (512) 389-8054.

Sincerely,



Jessica E. Schmerler  
Wildlife Habitat Assessment Program  
Wildlife Division

JES:gg.ERCS-2566

Attachment

***Texas Parks & Wildlife Department Guidelines for Construction  
and Clearing Within Riparian Areas***

**A. Summary of Impacts Anticipated With Clearing of Rights-of-Way and Construction Within Riparian Habitats**

The following discussion lists a portion of the adverse impacts often incurred to natural resources with clearing of vegetation along streams and rivers as a result of construction disturbance and right-of-way (ROW) preparation.

***(1) Direct Vegetation Loss***

Removal of vegetation along stream systems is usually very damaging to fish and wildlife habitat and to natural processes associated with these systems. Vegetation associated with forested stream systems usually reflects highest value wildlife habitats. The degree of adverse impact to habitat resulting from this vegetation loss relates directly to the quantity of the vegetation loss and quality of the vegetation assemblage in fulfilling life requisites of those organisms using it.

***(2) Disruption of Habitat Continuity***

Habitat fragmentation is a serious threat to biological diversity. Because of the high use of riparian systems in general by wildlife, TPWD recommends that forest systems associated with floodplains be managed so as to avoid habitat fragmentation. Wildlife use river corridors to travel across the landscape and to move between food, cover, and breeding locations. Fish use habitat features within stream systems where appropriate physical parameters of light, temperature and water quality exist. As human development activity continues to compete for the natural resources existing within these riverine systems, remaining forested floodplains become increasingly valuable and scarce. Clearing<sup>n</sup> for construction and utility ROW's, widening of utility ROW's, realignment of roadways crossing riverine systems, and abandonment of roads which cross these systems contribute significantly to increasing fragmentation of high value riparian habitats.

***(3) Impacts to Protected and Rare Species and Natural Resources***

Riverine systems are more prone to function as protected species habitat than upland areas because they tend to be less disturbed and represent higher value systems. Consequently, endangered species and natural plant community investigations should always be conducted when disturbance of these systems is projected or planned.



#### ***(4) Impacts to Natural Functions Associated with Forested Stream Systems***

Riparian area management, which was once considered to be essentially a fish and wildlife concern, is a broader issue that cuts across various agency functions, including not only fish and wildlife but also range management, watershed management, and soil management. Streamside forests are complex ecosystems vital to the protection of our streams and rivers. Functions served by these forested riparian systems include:

Improving the quality of water resources by removing or ameliorating the effects of pollutants in runoff; Increasing biological diversity and productivity of stream communities by improving habitat and adding organic matter to the food base; Removing sediment and sediment-attached phosphorus by filtration;

Transforming nitrate to nitrogen gas as a part of nutrient cycling;

Acting as a sink by storing nutrients for extended periods of time;

Dampening sedimentation and erosion and providing organic energy to downstream reaches.

#### **B. Recommendations Concerning Construction in Riparian Areas**

Construction and clearing of vegetation for development can drastically affect natural resources and natural processes associated with stream systems. These resources and processes are fundamental to the development of habitat for fish and wildlife. The following general recommendations concerning disturbances within riparian systems should be followed to minimize adverse impacts to fish, wildlife, and plant resources.

##### ***(1) Channel Modification (channelization, realignment, relocation, modification, "improvement")***

Channel modification projects serve to destroy natural aquatic and riparian habitats through direct removal of woody vegetation along streamsides and alteration of the physical attributes affecting the stream's configuration and flow characteristics. Therefore, TPWD supports channel modification projects only if vegetation impacts are avoided or mitigated and the reconstructed channel provides for a stream floodplain, natural stream meandering, pools and riffles, streamside vegetation, overhead canopy vegetation and appropriate width/depth/velocities.

##### ***(2) Stream Crossing Structures ((culverts, bridges, transmission lines, pipelines, utility rights-of-way)***

- cross at right angles to the stream;
- locate crossings where the channel is straight and exhibits unobstructed flows;

- avoid crossing at bends;
  - structure design (span) must ensure that the natural stream-bed and bank remains intact;
  - during construction, work from only one bank;
  - vegetation and overstory canopy should be preserved (i.e. preserve the streamside vegetation corridor), especially the more southerly or westerly banks to maximize shading;
  - construction of conduit for fluids or transmission lines across waterways should be installed by boring under streams versus trenching through the stream substrate;
  - accommodate low-flow fish passage,
  - Avoid vegetation buffer areas adjacent to wetlands and riparian corridors by a minimum of 100'.
- 

### ***(3) Stream Maintenance (stream cleaning and desnagging)***

- Rocks and boulders are usually part of the natural stream-bed and should not be removed unless they cause significant ponding, sediment deposition, or accumulation problems with logs, small debris, or garbage.
- Trees should not be removed from stream banks unless they: are dying, dead, or have damaged root systems; are leaning over the channel at an angle greater than 30 degrees off vertical; have root systems undercut to the degree that they rely on adjacent vegetation for support (if so, leave the root system for stabilization).
- Logs should not be removed from streams if they: are isolated or single logs that are embedded, jammed, rooted, or water logged in the channel or floodplain; are not subject to displacement by the current; are not blocking flows; are embedded logs parallel to the channel or stabilizing a shoreline.

### ***(4) General Mitigation Measures***

- Restore, replant, or revegetate with native vegetation (85% survivability required) all areas incurring minor or temporary disturbance.
- If soil replacement is required, the replacement soils should be native to the area (similar physical and chemical characteristics) and non-toxic.
- If wetland disturbance is involved, in-kind, in-basin replacement is recommended.

Wetland creation should not destroy good to excellent quality upland habitat.

**(5) *General Stream Conservation Criteria***

- Construction and development activities should occur in such a manner to prevent or minimize damage to any stream, river or lake from pollution by debris, sediment, foreign material or from the manipulation of equipment and/or materials in or near such waterways.
  - Water used for wash purposes or any other operation which might cause the water to become polluted with sand, silt, cement, oil or other impurities should not be returned directly to a stream, river or lake or to a ditch immediately flowing into a stream, river or lake. Such waters should be detained and treated prior to release to the natural ecosystem.
  - Any water used from a stream, river or lake should be taken in such a manner that maintains water rights and sustains fish life downstream or around a stream, river or lake's perimeter.
  - If the proposed development indicates substantial disturbance or removal of the State-owned streambed material, a permit from TPWD under Chapter 86, Parks & Wildlife Code may be required. Application forms and instructions are available by contacting the Inland Fisheries Division at (512) 389-4639.
-



# Texas Department of Transportation

P.O. DRAWER 15426 • AUSTIN, TEXAS 78761-5426 • (512) 832-7000

July 9, 2013

Jessica Schmerler  
Wildlife Habitat Assessment Program  
Wildlife Division  
Texas Parks and Wildlife Department  
4200 Smith School Road  
Austin, Texas 78744-3291

RE: US 183  
To: SH 71; From: US 290  
CSJ 0151-09-127, 0265-01-080, etc.  
Travis County  
TPWD project number ERCS-566

Dear Ms. Schmerler:

This letter responds to the Texas Parks and Wildlife Department (TPWD) letter of October 25, 2012 that provided comments on the subject project as established by the Texas Department of Transportation (TXDOT) - TPWD Memorandum of Understanding.

**TPWD Recommendation:** TPWD recommends reducing the amount of vegetation proposed for clearing if at all possible. TPWD recommends minimizing clearing of native vegetation, particularly mature native trees and shrubs to the greatest extent practicable. TPWD recommends in-kind on-site replacement/restoration of the native vegetation wherever practicable. Colonization by invasive species, particularly invasive grasses and weeds, should be actively prevented. Vegetation management should include removing invasive species early on while allowing the existing native plants to revegetate the disturbed areas.

**TxDOT Response:** TxDOT engineers avoid and minimize the removal of vegetation to the greatest extent practicable during the designing and construction of projects.

**TPWD Recommendation:** In the absence of a governing tree preservation code, TPWD generally recommends that trees greater than 12 inches in dbh to be removed be replaced at a ratio of three trees for every one (3: 1) lost to the extent practicable, either on-site or off-site. Trees less than 12-inches in dbh should be replaced at a 1: 1 ratio. Replacement trees should be of equal or better wildlife quality than those removed and be regionally adapted native species. A three to five year maintenance plan that ensures an 85 percent survival rate should be developed for the replacement trees.

**TxDOT Response:** See the Vegetation section on page 17 of the Draft Environmental Assessment. Vegetation within the project to be removed does not meet the criteria for consideration of mitigation of non-regulated habitat.

**TPWD Recommendation:** TPWD discourages the use of any non-native vegetation in landscaping and revegetation and recommends using locally adapted native species. Lists of invasive species and native plant alternatives at [exasinvasives.org](http://exasinvasives.org) can be accessed online at <http://texasinvasives.org/invasives/database/>.

## THE TEXAS PLAN

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**TXDOT Response:** Standard, Federal Highway Administration approved, TxDOT seed mix will be used for revegetation. In developing the seeding specifications and developing other native seed for use, TxDOT has worked cooperatively with the Texas Department of Agriculture (TDA). TDA is the agency for seed registration and certification and for developing the official Texas' invasive species list. The current invasive species list consists of only four species: Kudzu, Chinese Tallow, Salt cedar and Giant Cane. HB338 was passed by the 2011 legislature establishes that TDA is the only agency that can make an official invasive species list. This is why TxDOT works closely with TDA.

**TPWD Recommendation:** Recommendation: The riparian vegetation associated with Little Walnut Creek, Boggy Creek, and the Colorado River acts as a natural buffer and should remain undisturbed to the extent feasible to help protect water quality and preserve wildlife cover, food sources, and travel corridors. Contractors should be advised to locate stock piles, staging areas, and other project related sites in previously disturbed areas outside of the riparian corridor (whenever possible). Disturbed areas should be revegetated with site-specific native plant species. A copy of *Texas Parks & Wildlife Department Guidelines for Construction and Clearing Within Riparian Areas* is attached for your reference.

**TXDOT Response:** TxDOT and TCEQ standards and regulations for the protection of surface and subsurface water will be followed.

**TPWD Recommendation:** TPWD recommends that, if at all possible, bridges rather than culverts be used to span the creeks. The use of culverts disrupts stream beds and creates limitations for the movement of aquatic wildlife within the stream system, especially during low-flow conditions. The wide, flat bottom of a square culvert spreads out the stream flow, creating a shallower water depth which also may prevent passage of aquatic organisms. Culverts accelerate water velocity at elevated flows, increasing downstream erosion and further inhibiting aquatic organism passage. Installation of culverts would result in permanent, though preventable, impacts to the stream system. Use of bridges would reduce these impacts and help maintain the integrity of the stream system.

**TPWD Response:** TxDOT engineers avoid and minimize changes in streams and drainages to the maximum extent practicable. Bridges and culverts are used as determined appropriate by the designing engineer.

**TPWD Recommendation:** TPWD recommends the project be designed to avoid adverse impacts and protect water quality downstream of the project in the Colorado River as well as the other water crossings affected by the proposed project.

**TXDOT Response:** TxDOT and TCEQ standards and regulations for the protection of surface and subsurface water will be followed.

**TPWD Recommendation: Recommendation:** Snakes are generally perceived as a threat and killed when encountered during clearing or construction. Therefore, TPWD recommends that personnel involved in clearing and construction be informed of the potential for the rare Texas garter snake to occur on the project site. Personnel should be advised to avoid impacts to this snake as it is non-venomous and poses no threat to humans. Contractors should avoid contact with this species if encountered and allow the snake to safely leave the premises.

**TXDOT Response:** Notice will be given as appropriate.

**TPWD Recommendation:** TPWD recommends the project area be surveyed (where suitable habitat is present) for the Bracted twistflower during its mid-April to late-May flowering period and the Correll's

US 183 from US 290 to SH 71  
CSJ: 0151-09-127, 0265-01-080, etc.  
Travis County

false dragon-head during its late-June to late September flowering period. If either of these species are found on the project site it should be temporarily fenced and avoided during construction including the placement of staging areas and other project related sites.

**TXDOT Response:** See the Wildlife section on page 19 of the Draft EA.

**TPWD Recommendation:** TPWD recommends avoiding construction during the spawning period of the Guadalupe bass (March through June) and the Smalleye shiner (April through September).

**TXDOT Response:** TxDOT and TCEQ standards and regulations for the protection of surface and subsurface water will be followed.

**TPWD Recommendation:** TPWD recommends that the bridges located within the project limits be surveyed prior to construction for the Cave myotis bat.

**TXDOT Response:** Box beam bridges to be demolished will be surveyed as appropriate.

Regards,

A handwritten signature in black ink, appearing to read 'Cal Newnam', written over a horizontal line.

Cal Newnam, Ph.D.  
District Biologist