

Attachment 1 – Project Description and Design Change Location Map

1. 2019 REEVALUATION

1.1 Introduction

In December 2018 the Texas Department of Transportation (TxDOT) approved a Final Environmental Impact Statement (EIS) and Record of Decision (ROD) for mobility improvements to U.S. Highway (US) 290/State Highway (SH) 71 West from State Loop 1 (MoPac) to west of Ranch-to-Market Road (RM) 1826 and from US 290 to Silvermine Drive. The proposed project, known as the Oak Hill Parkway (OHP) Project is located in Travis County, Texas, and is shown on the USGS 7.5' quadrangle maps for Bee Cave, Oak Hill, and Signal Hill, Texas.

The proposed OHP Project and previous environmental analyses are described in detail in the Final EIS and ROD (available online at <https://www.oakhillparkway.com/environmental/final-impact.php>).

1.2 Proposed Design Changes

As a result of project design changes following the 2018 ROD, TxDOT is conducting a documented reevaluation to determine whether or not the previous environmental decision remains valid under circumstances listed in 43 TAC 2.85 and 23 CFR 771.129.

The proposed design changes require additional right of way (ROW) for utility relocations, water quality features, and schematic refinements. The proposed Shared Use Path (SUP) is also lengthened and realigned to be further from protected trees. There would be no change to project limits. Specific design revisions are included below and displayed on the attached **Design Changes Location Map**, by item number. Schematics are also attached.

US 290

1. Right of way (ROW) requirements have changed to reflect utility relocations along westbound US 290 between Scenic Brook Drive and Boling Drive; between Hudson Loop and Oak Meadow Drive; and on eastbound US 290 between Hill Oaks Drive and Williamson Creek.
2. Revised William Cannon to 11' lanes with modified width SUP along both sides south of US 290 mainlanes.
3. Revised eastbound frontage road alignment from RM 1826 to Convict Hill to provide more separation from existing ROW and eliminated need for braided eastbound entrance ramp from RM 1826.
4. Removed driveways along the south side of US 290 from Hill Oaks Drive to Williamson Creek, due to grading, existing driveway access, and utility relocations.
5. Realigned SUP west of William Cannon, further from protected trees.

6. Shifted US 290 westbound entrance ramp from SH 71 further west from proposed intersection to improve safety and operations.
7. Provided future connection at both RM 1826 (north side) and Scenic Brook Drive (south side) intersections.
8. Traffic projections were revised to reflect non-tolled design, which allows for two-lane ramps to be redesigned as one-lane ramps at eastbound exit ramp to Scenic Brook Drive and westbound exit ramp to William Cannon Drive.

SH 71

9. SH 71 mainlanes, frontage roads and ramps moved south for utility acquisitions between approximately Fletcher Lane and US 290. SUP replaced the sidewalks on north side of the westbound frontage road in this area.

SUP and Sidewalk

Proposed SUP length increased from 35,200 linear feet (LF) to 47,200 LF.

Proposed sidewalk length decreased from 51,700 LF to 40,200 LF.

1.3 Displacements

Four businesses along the south side of US 290 from the west side of Hill Oaks Drive to Williamson Creek, are currently using existing TxDOT ROW for access and parking. In order to improve safety along this section, as well as accommodate a water quality pond and utility relocations, driveways and access to these businesses would be removed causing the following displacements:

- A. Remco/Amco Auto Insurance
- B. Austin Shoe Hospital
- C. Mitchell Family Motor Trikes
- D. Down Under Auto Sales

Impacts to these businesses and property owners and documented and discussed in the attached *Community Impacts Assessment Addendum*. Displacements are identified by letter on the attached **Design Changes Location Map**.

1.4 Traffic

After the decision to move forward with a non-tolled facility, traffic projections were revised to reflect the non-tolled design. The updated non-tolled forecasts showed an insignificant increase of total traffic along US 290. At William Cannon Drive, the 2040 projected total volume (mainlanes and frontage roads) on US 290 increased from approximately 141,400 vehicles per day (vpd) to 144,300 vpd, which represents an increase of 2%. This indicates that there would be relatively insignificant change in the comparison between the “No Build”

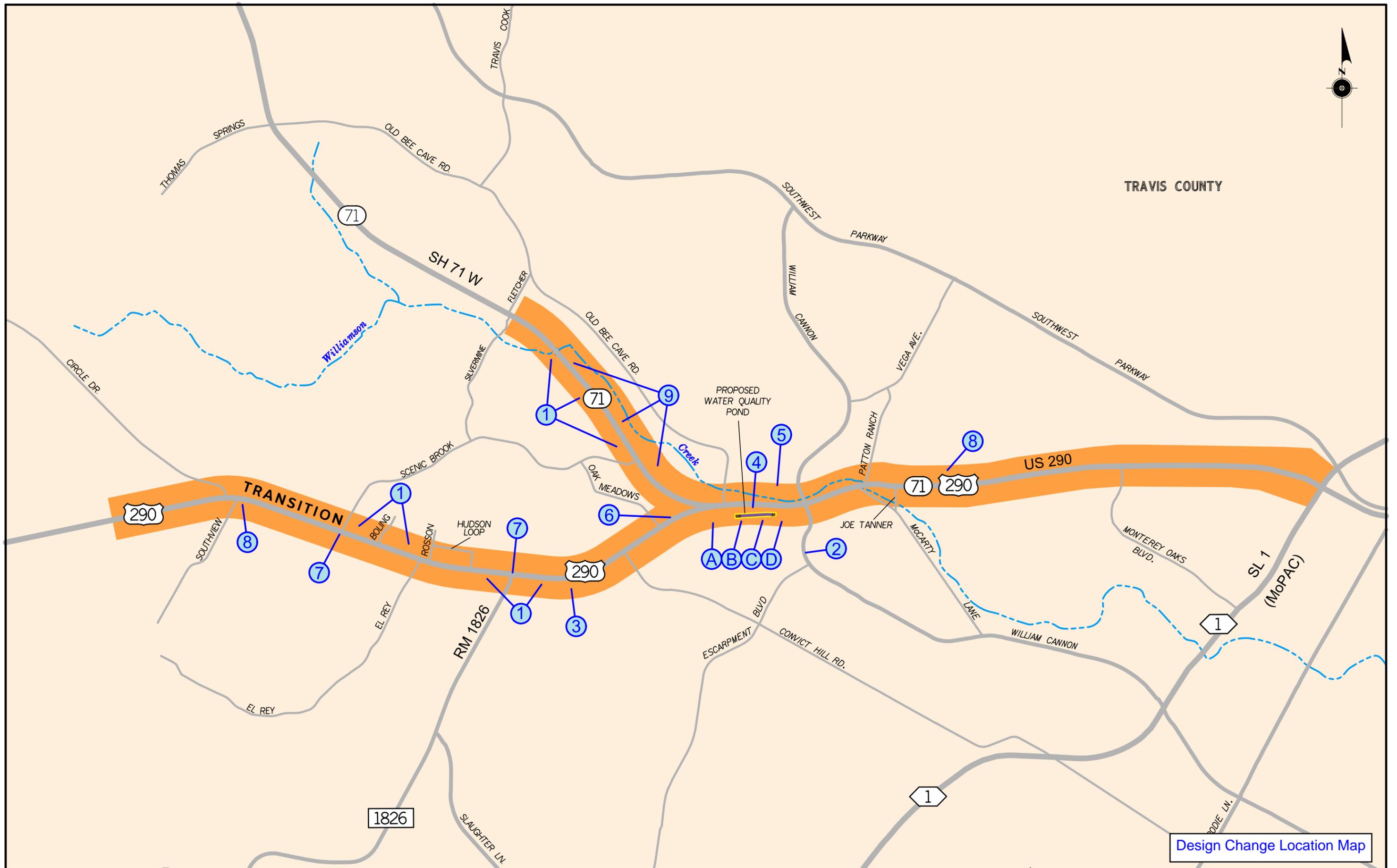
and “Build” operations found in the network results under non-tolled conditions. In addition, the change to non-tolled operation shifted a portion of traffic from the frontage roads to the mainlanes. At William Cannon Drive, the percentage of traffic that the mainlanes are projected to carry would increase from approximately 64% to 73% under the non-tolled operation. This represents an approximate 9% increase in the share of traffic the main lanes are projected to carry.

1.5 Public Involvement

TxDOT held Meetings with Affected Property Owners (MAPO) with 42 of the property owners with parcels that intersect the new proposed ROW for the OHP reevaluation. Of the 42 MAPOs, held between February 14 and April 5, 2019, 17 were conducted by conference call or over the phone; 3 were contacted by flyer; and 19 were in-person meetings. TxDOT continues efforts to meet with the remaining three property owners and any additional property owners, as needed. No additional public involvement efforts would be required for the proposed design changes. See attached spreadsheet for meeting documentation.



TRAVIS COUNTY



Design Change Location Map

Attachment 2 – Community Impacts Assessment Addendum



Technical Memorandum

Date: April 19, 2019

Project: Oak Hill Parkway Project

To: Jon Geiselbrecht, TxDOT Austin District

From: Sara Moren, HDR Engineering

Subject: **Additional Displacements – Community Impact Assessment Addendum**

Introduction

In December 2018 the Texas Department of Transportation (TxDOT) approved a Final Environmental Impact Statement (EIS) and Record of Decision (ROD) for mobility improvements to U.S. Highway (US) 290/State Highway (SH) 71 West from State Loop 1 (MoPac) to west of Ranch-to-Market Road (RM) 1826 and from US 290 to Silvermine Drive. The proposed project, known as the Oak Hill Parkway (OHP) Project is located in Travis County, Texas.

As a result of project design changes following the 2018 ROD, TxDOT is conducting a documented reevaluation to determine whether or not the previous environmental decision remains valid under circumstances listed in 43 TAC 2.85 and 23 CFR 771.129.

Additional Displacements

The proposed design changes require additional right of way (ROW), within the existing project limits, for utility relocations, water quality features, and schematic refinements. Due to safety and access concerns, and in order to accommodate utility relocations and a water quality pond north of the eastbound frontage roads, four additional businesses would be displaced in addition to those described in the Final EIS. The new proposed commercial displacements include Remco Auto Insurance/ Window Tint and Tires, Austin Shoe Hospital, Mitchell Family Motor Trikes, and Down Under Auto Sales. These businesses are currently located along the south side of US 290 east of Hill Oaks Drive, as shown on the **Design Changes Location Map** in the project description. These businesses are all generally accessed by car.

Remco Auto Insurance offers insurance services. Signs advertising in Spanish and those stating that there is no problem for those without a bank account, driver license or credit check were posted on this business. It is likely that Remco serves the minority, limited English proficiency, and low-income communities. Remco's website lists a total of 150 employees across 65 field offices, so this location likely has 2-3 employees. There are 13 Remco locations listed in Austin, the closest of which is approximately 6.5 miles east off of S. Lamar

Blvd. This location also does window tinting and tire repairs and replacement. Similar services can be found nearby in Oak Hill.

Austin Shoe Hospital specializes in shoe repair and leather refinishing. They operate 10 locations in the Austin area, with the closest located approximately 5 miles east off of US 290 and Manchaca Road. Austin Shoe Hospital does not serve a specific or vulnerable population.

Mitchell Family Motor Trikes, was formerly located on US 290, however this location is no longer in business. Down Under Auto Sales was using the area in front of the former Mitchell Family Motor Trikes location as additional parking for used cars on April 18, 2019.

Down Under Auto Sales is a used car dealership selling import and domestic vehicles. According to their website, Down Under Auto Sales only operates one location. They do not serve a specific or vulnerable population. There are other used car lots located within approximately 1.5 miles east of Down Under Auto Sales.

It is unknown whether these businesses could relocate within the project area. According to LoopNet there were four commercial properties listed for sale, and 12 commercial properties listed for lease in West Oak Hill, as of April 18, 2019 (LoopNet, 2019). These properties were office buildings and did not appear conducive to window tint/tire or auto sales businesses.

The unemployment rate within the Study Area is approximately 4.0 percent (USCB, 2019), which is slightly lower than Travis County's unemployment rate of 4.5 percent. The area is rapidly developing with a variety of new businesses opening frequently and comparable job opportunities would be expected to be available within the project area for office workers, sales staff, and mechanics. It is possible that employees from Remco and Austin Shoe Hospital could move to one of the other Austin-area locations.

Consistent with the U.S. Department of Transportation (DOT) policy as mandated by the Uniform Act, all property owners from whom property is needed are entitled to receive just compensation for their land. Just compensation is based on fair market value of the property. TxDOT would provide information and resources to the affected property owners. The property owners were contacted by certified mail detailing the proposed project and design changes affecting the properties on March 1, 2019. Meetings with Affected Property Owners were also conducted (and are on-going) with each property owner.

No additional impacts to businesses, residences, public facilities, or travel patterns would occur as a result of the implementation of the proposed changes.

References

LoopNet, 2019. Commercial Property for Lease and Sale.

https://www.loopnet.com/?sourcecode=2bntkt041k55808&utm_source=bing&utm_medium=ppc&utm_term=commercial%2Breal%2Bestate. Accessed April 18, 2019.

USCB, 2019. American Community Survey – Table B23035 (2017 5-year estimates).

<https://www.census.gov/programs-surveys/acs/data/custom-tables.html>. Accessed April 18, 2019.

Attachment 3 – MAPO Summary

Available upon request

Attachment 4 – Schematics

LEGEND

PROPOSED PAVEMENT	PROPOSED ROADS
PROPOSED BRIDGE STRUCTURE	PROPOSED DRAINAGE EASEMENT
PROPOSED ROADWAY REVISION	TEMPORARY CONSTRUCTION EASEMENT
PROPOSED 12' SHARED USE PATH W/ 5' BUFFER	PROPOSED DRIVEWAY LICENSE
PROPOSED 10' SHARED USE PATH, BUFFER VARIES	EXISTING ROADS
PROPOSED 8' SHARED USE PATH W/ 5' BUFFER	EXISTING PARCEL LINES
PROPOSED 6' SHARED USE PATH, LESS THAN 5' BUFFER	DIRECTION ARROWS / NO. LINES
PROPOSED SIDEWALKS	2000 AVERAGE DAILY TRAFFIC
WATER QUALITY POND / DETENTION AREA	PROPOSED TRAFFIC SIGNAL
RETAINING WALLS	PROJECT CONTROL POINT
PROPOSED NOISE WALLS	USE TABLE THIS SHEET
CONTROL OF ACCESS	
EXISTING CREEK ALIGNMENT	
LINE STRIPPING	
STONE SEWER TRUNKLINES	
CABLE BARRIERS	
DITCH LINE	

NOTES:
 1. ALL PROJECT COORDINATES ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NAD 83 (1983). ALL COORDINATES SHOWN HEREON ARE ADJUSTED TO CORRECT BY MULTIPLYING BY A CORRECTION ADJUSTMENT FACTOR OF 1.000000000.
 2. AERIAL PHOTOGRAPHY YEAR: 2015

PROJECT CONTROL- HORIZONTAL AND VERTICAL VALUES

POINT#	NORTHING	EASTING	ELEVATION	DESCRIPTION
9	10057152.86	30655000.29	1059.08	TPT-5/8" IR W/ SAMINC CAP
10	10057449.52	3063890.66	1058.34	TPT-5/8" IR W/ SAMINC CAP
11	10057953.22	3062507.94	1055.55	TPT-5/8" IR W/ SAMINC CAP
12	10058056.48	3061606.83	1076.87	TPT-5/8" IR W/ SAMINC CAP
13	10057823.89	3060807.24	1075.43	TPT-5/8" IR W/ SAMINC CAP

LIMITS : RM1826 TO SL1 (MOPAC) + TRANSITION TO CIRCLE DRIVE
 C-S-J : US 290 = 0113-08-060, SH 71 = 0700-03-077
 LENGTH = 8.4 MILES

OFFICE OF DISTRICT ENGINEER
 AUSTIN DISTRICT

LOCATION MAP

DESIGN SPEED:
 MAINLANES - 60 MPH
 FRONTAGE ROADS - 45 MPH
 RAMPS - 45 MPH
 DIRECT CONNECTORS - 45 MPH
 SPUI INTERSECTION - 35 MPH
 CROSS STREETS - 30 MPH (MIN.)

FUNCTIONAL CLASSIFICATION: FREEWAY

APPROVED BY: _____
 TXDOT DISTRICT _____
 APPROVED BY: _____
 FHWA PERSONNEL _____

LEGEND

PROPOSED PAVEMENT	PROPOSED ROADS
PROPOSED BRIDGE STRUCTURE	PROPOSED DRAINAGE EASEMENT
PROPOSED ROADWAY REVISION	TEMPORARY CONSTRUCTION EASEMENT
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PROPOSED SIDEWALKS	2000 AVERAGE DAILY TRAFFIC
WATER QUALITY POND / DETENTION AREA	PROPOSED TRAFFIC SIGNAL
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CONTROL OF ACCESS	
EXISTING CREEK ALIGNMENT	
LINE STRIPPING	
STONE SEWER TRUNKLINES	
CABLE BARRIERS	
DITCH LINE	

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 2. AERIAL PHOTOGRAPHY YEAR: 2015

PROJECT CONTROL- HORIZONTAL AND VERTICAL VALUES

POINT#	NORTHING	EASTING	ELEVATION	DESCRIPTION
2	10056792.18	3071700.51	906.24	TPT-5/8" IR W/ SAMINC CAP
3	10056481.64	3071214.01	931.43	TPT-5/8" IR W/ SAMINC CAP
4	10056268.00	3070385.17	939.94	TPT-5/8" IR W/ SAMINC CAP
5	10056203.62	3068818.76	953.97	TPT-5/8" IR W/ SAMINC CAP
6	10056410.48	3067543.68	991.90	TPT-5/8" IR W/ SAMINC CAP
7	10056564.76	3066525.28	1027.21	TPT-5/8" IR W/ SAMINC CAP
8	10056954.31	3065604.24	1051.35	TPT-5/8" IR W/ SAMINC CAP
S2270215	10055884.00	3068853.24	975.86	BRASS CAP IN CONCRETE

DESIGN SPEED: MAINLANES - 60 MPH
 FRONTAGE ROADS - 45 MPH
 RAMP - 45 MPH
 DIRECT CONNECTORS - 45 MPH
 SPLIT INTERSECTION - 35 MPH
 CROSS STREETS - 30 MPH (MIN.)

CURRENT ADT:
 US 290 = 55,203
 SH 71 = 27,290

PROJECTED ADT:
 US 290 MAINLANES TRAFFIC (2040) = 104,850
 SPLIT DIRECT CONNECTORS (2040) = 25,700

PROJECTED ADT:
 US 290 FRONTAGE RD. TRAFFIC (2040) = 50,670
 SPLIT FRONTAGE RD. TRAFFIC (2040) = 35,030

FUNCTIONAL CLASSIFICATION: FREEWAY

LOCATION MAP

NOT A BIDDING DOCUMENT

OAK HILL PARKWAY

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PRELIMINARY

SUBMITTED FOR REVIEW BY: ROBERT B. ROBBINS, P.E. 95864

TXDOT DISTRICT APPROVED BY:

DATE: #DATE#

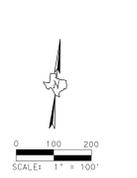
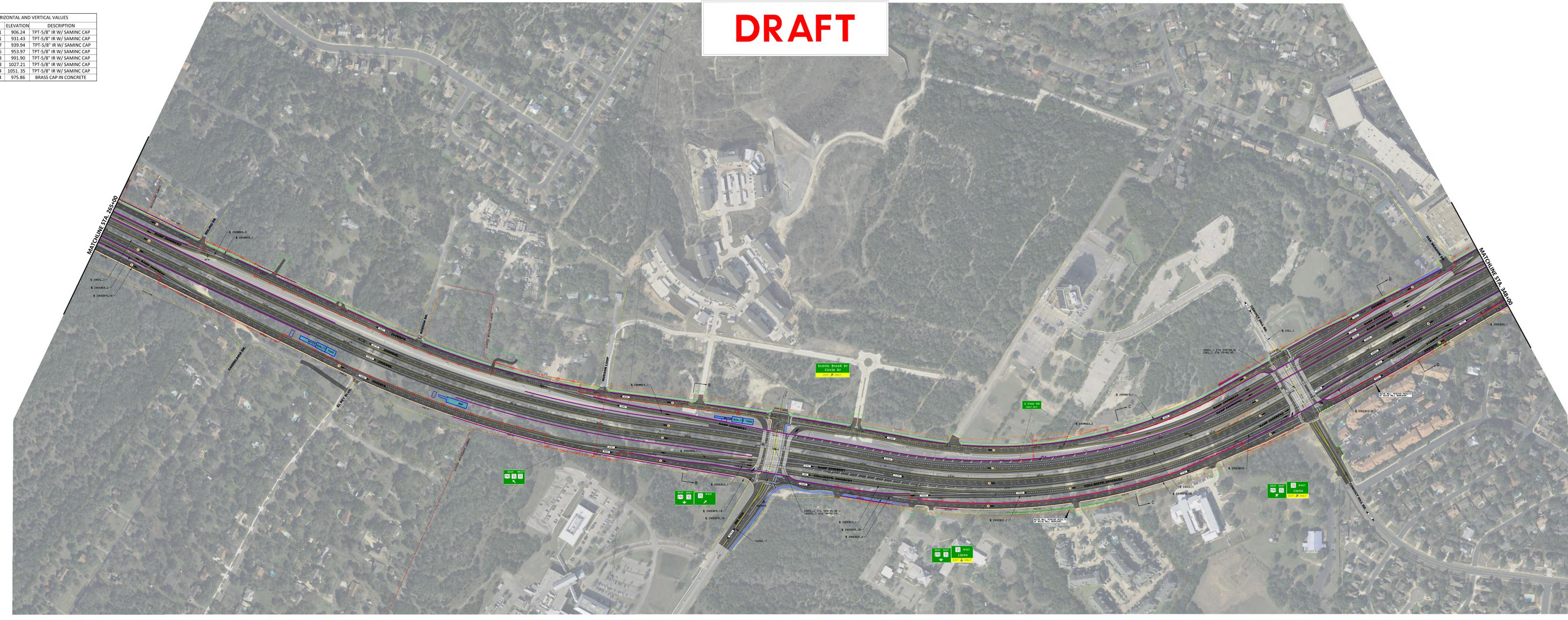
NOT FOR CONSTRUCTION, BIDDING OR PERMITTING

FHWA PERSONNEL

LEGEND

PROPOSED PAVEMENT	PROPOSED BRIDGE STRUCTURE	PROPOSED ROADWAY SIGNING	PROPOSED 12' SHARED USE PATH W/ 5' BUFFER	PROPOSED 10' SHARED USE PATH, BUFFER VARIES	PROPOSED 8' SHARED USE PATH W/ 5' BUFFER	PROPOSED 6' SHARED USE PATH, LESS THAN 5' BUFFER	PROPOSED SIDEWALKS	WATER QUALITY POND / DETENTION AREA	RETAINING WALLS	PROPOSED NOISE WALLS	CONTROL OF ACCESS	EXISTING CREEK ALIGNMENT	LANE STRIPPING	STORM SEWER TRUNKLINES	CABLE BARRIERS	DITCH LINE
PROPOSED ROOF	PROPOSED DRAINAGE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	PROPOSED DRIVEWAY LICENSE	EXISTING ROOF	EXISTING PARCEL LINES	DIRECTION ARROWS / NO. LINES	2000 AVERAGE DAILY TRAFFIC	PROPOSED TRAFFIC SIGNAL	PROJECT CONTROL POINT	USE TABLE THIS SHEET						

NOTE:
 1. ALL PROJECT COORDINATES ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NAD 83 (BURNING). ALL COORDINATES SHOWN HEREON ARE ADJUSTED TO CORRECT BY MULTPLYING BY A CORRECTED ADJUSTMENT FACTOR OF 1.00000044.
 2. AERIAL PHOTOGRAPHY YEAR: 2015





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 SUBMITTED FOR REVIEW BY: ROBERT B. ROBBINS, P.E. 95864
 TXDOT DISTRICT: _____
 APPROVED BY: _____
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 FHWA PERSONNEL: _____

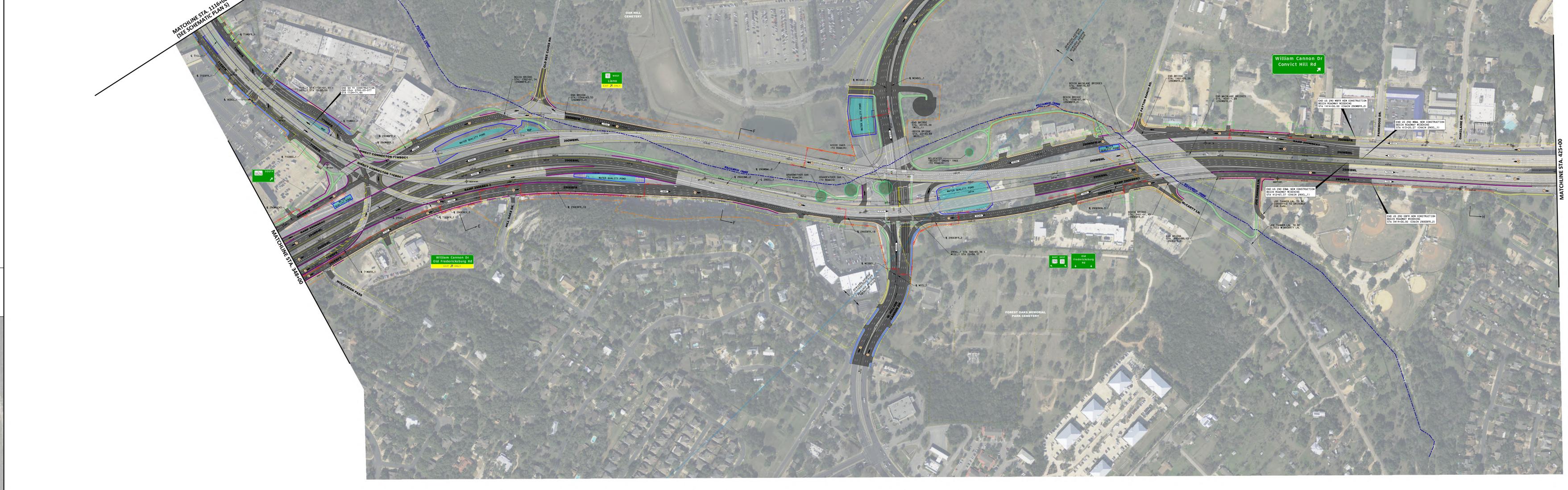
LEGEND

PROPOSED PAVEMENT	PROPOSED ROK
PROPOSED BRIDGE STRUCTURE	PROPOSED DRAINAGE EASEMENT
PROPOSED ROADWAY RIGHT-OF-WAY	TEMPORARY CONSTRUCTION EASEMENT
PROPOSED 12' SHARED USE PATH W/ 5' BUFFER	PROPOSED DRIVEWAY LICENSE
PROPOSED 10' SHARED USE PATH, BUFFER VARIES	EXISTING ROK
PROPOSED 8' SHARED USE PATH, BUFFER VARIES	EXISTING PARCEL LINES
PROPOSED 6' SHARED USE PATH, LESS THAN 5' BUFFER	DIRECTION AHEAD / NO. LINES
PROPOSED SIDEWALKS	2000 AVERAGE DAILY TRAFFIC
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LANE STRIPING	
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CABLE BARRIERS	
DITCH LINE	

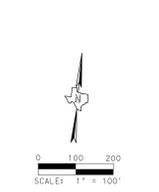
NOTES:
 1. ALL PROJECT COORDINATES ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NAD 83 (83 HARN). ALL COORDINATES SHOWN HEREIN ARE ADJUSTED TO CORRECT BY METERS USING A CORRECTION ADJUSTMENT FACTOR OF 1.00000000.
 2. AERIAL PHOTOGRAPHY YEAR: 2015

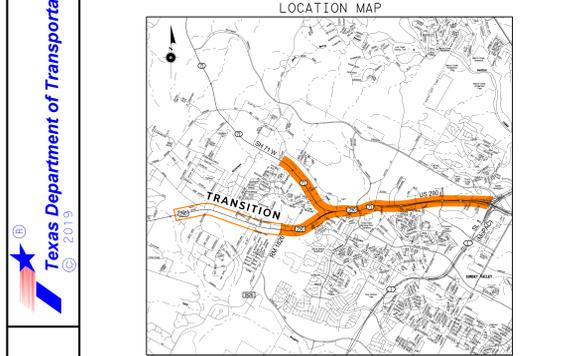
PROJECT CONTROL- HORIZONTAL AND VERTICAL VALUES

POINT#	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	10057684.39	3072765.51	865.32	TPT-5/8" IR W/ SAMINC CAP
14	10058122.45	3073909.98	836.66	TPT-5/8" IR W/ SAMINC CAP
15	10058193.65	3075232.88	876.29	TPT-5/8" IR W/ SAMINC CAP
16	10058093.23	3076202.75	823.07	TPT-5/8" IR W/ SAMINC CAP
18	10058683.47	3078174.20	807.29	TPT-5/8" IR W/ SAMINC CAP
19	10058558.87	3079705.71	798.28	TPT-5/8" IR W/ SAMINC CAP
20	10058838.82	3079994.63	796.57	TPT-5/8" IR W/ SAMINC CAP
21	10058812.54	3079483.71	798.93	TPT-5/8" IR W/ SAMINC CAP
504	10058064.57	3072991.85	851.23	TPT-1/2" IR W/ SAMINC CAP
512	10058314.40	3073696.57	854.58	TPT-1/2" IR W/ SAMINC CAP
518	10058567.00	3072400.09	856.92	TPT-1/2" IR W/ SAMINC CAP
N2271037	10058515.36	3078620.38	802.87	BRASS CAP IN CONCRETE
N2274181	10058044.38	3073824.43	840.38	BRASS CAP IN CONCRETE



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 TXDOT DISTRICT
 APPROVED BY :
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 FHWA PERSONNEL

LEGEND

PROPOSED PAVEMENT	PROPOSED BRIDGE STRUCTURE	PROPOSED ROADSIDE RESTROOM	PROPOSED NOISE WALL
PROPOSED BRIDGE STRUCTURE	PROPOSED BRIDGE RESTROOM	PROPOSED 12' SHARED USE PATH, 5' BUFFER	PROPOSED 8' SHARED USE PATH, 5' BUFFER
PROPOSED BRIDGE RESTROOM	PROPOSED 12' SHARED USE PATH, BUFFER VARIES	PROPOSED 8' SHARED USE PATH, LESS THAN 5' BUFFER	PROPOSED SIDEWALKS
PROPOSED 12' SHARED USE PATH, BUFFER VARIES	PROPOSED 8' SHARED USE PATH, 5' BUFFER	PROPOSED SIDEWALKS	WATER QUALITY POND / DETENTION AREA
PROPOSED 8' SHARED USE PATH, 5' BUFFER	PROPOSED SIDEWALKS	WATER QUALITY POND / DETENTION AREA	RETAINING WALLS
PROPOSED SIDEWALKS	WATER QUALITY POND / DETENTION AREA	RETAINING WALLS	PROPOSED NOISE WALLS
WATER QUALITY POND / DETENTION AREA	RETAINING WALLS	PROPOSED NOISE WALLS	CONTROL OF ACCESS
RETAINING WALLS	PROPOSED NOISE WALLS	CONTROL OF ACCESS	EXISTING CREEK ALIGNMENT
PROPOSED NOISE WALLS	CONTROL OF ACCESS	EXISTING CREEK ALIGNMENT	LANE STRIPPING
CONTROL OF ACCESS	EXISTING CREEK ALIGNMENT	LANE STRIPPING	STORM SEWER TRUNKLINES
EXISTING CREEK ALIGNMENT	LANE STRIPPING	STORM SEWER TRUNKLINES	CABLE BARRIERS
LANE STRIPPING	STORM SEWER TRUNKLINES	CABLE BARRIERS	DITCH LINE
STORM SEWER TRUNKLINES	CABLE BARRIERS	DITCH LINE	
CABLE BARRIERS	DITCH LINE		
DITCH LINE			

NOTES:
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 2. AERIAL PHOTOGRAPHY YEAR: 2015

PROJECT CONTROL- HORIZONTAL AND VERTICAL VALUES

POINT#	NORTHING	EASTING	ELEVATION	DESCRIPTION
A2271037	10058610.73	3080592.98	809.82	BRASS CAP IN CONCRETE

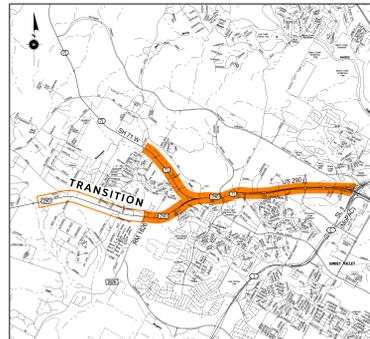


LIMITS : RM1826 TO SL1 (MOPAC) + TRANSITION TO CIRCLE DRIVE
C-S-J : US 290 = 0113-08-060, SH 71 = 0700-03-077
LENGTH = 8.4 MILES

OFFICE OF DISTRICT ENGINEER
AUSTIN DISTRICT

CURRENT ADT:
US 290 = 85,203
SH 71 = 27,290
DESIGN SPEED: - 60 MPH
FRONTAGE ROADS - 45 MPH
RAMPS - 45 MPH
DIRECT CONNECTORS - 45 MPH
SUI INTERSECTION - 35 MPH
CROSS STREETS - 30 MPH (MIN.)

LOCATION MAP



NOT A BIDDING DOCUMENT



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BY : ROBERT B. ROBBINS, P.E. 95864
DATE : #DATE#
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LEGEND

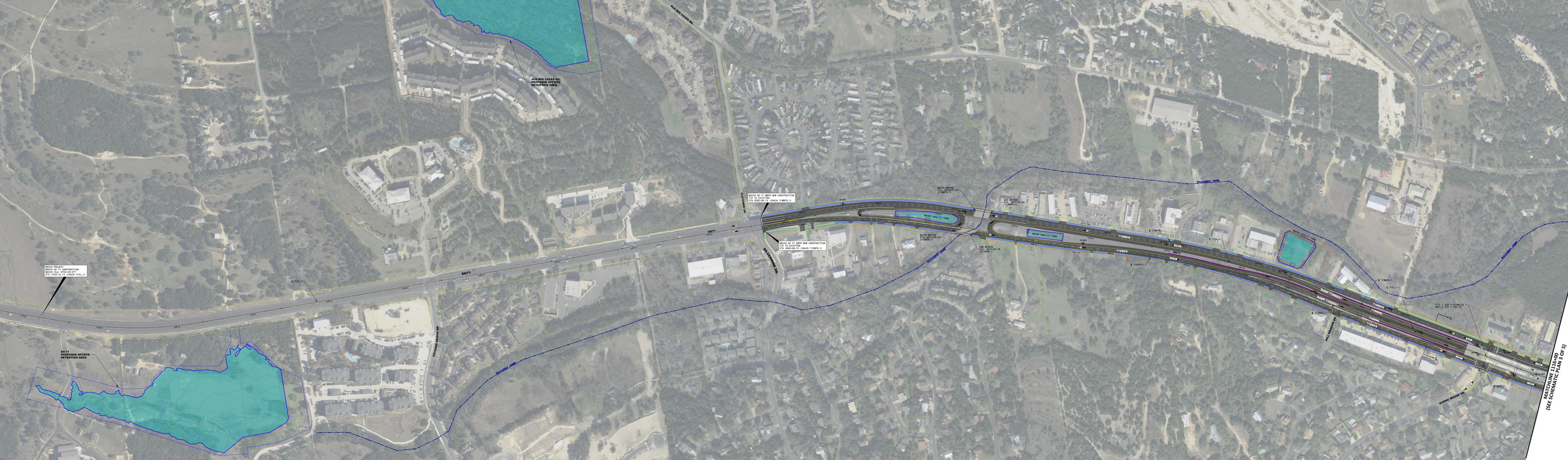
- PROPOSED PAVEMENT
- PROPOSED BRIDGE STRUCTURE
- PROPOSED ROADWAY SIGNING
- PROPOSED 12' SHARED USE PATH W/ 5' BUFFER
- PROPOSED 10' SHARED USE PATH, BUFFER VARIES
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- PROPOSED ROK
- PROPOSED DRAINAGE EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED DRIVEWAY LICENSE
- EXISTING ROK
- EXISTING PARCEL LINES
- DIRECTION ARROWS / NO. LANES
- ROAD AVERAGE DAILY TRAFFIC
- PROPOSED TRAFFIC SIGNAL
- PROJECT CONTROL POINT
- USE TABLE THIS SHEET

NOTES:
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UNITS: U.S. SURVEY FEET
2. AERIAL PHOTOGRAPHY YEAR: 2015

PROJECT CONTROL-HORIZONTAL AND VERTICAL VALUES

POINT#	NORTHING	EASTING	ELEVATION	DESCRIPTION
524	10058872.28	3072151.66	858.26	TPT-1/2"IR W/ SAMINC CAP
530	10059201.81	3071930.01	856.53	TPT-1/2"IR W/ SAMINC CAP
537	10059536.00	3071725.07	856.72	TPT-1/2"IR W/ SAMINC CAP
544	10060152.90	3071342.23	861.85	TPT-1/2"IR W/ SAMINC CAP
564	10061332.31	3070340.79	875.48	TPT-1/2"IR W/ SAMINC CAP
571	10060996.79	3070764.88	872.33	TPT-1/2"IR W/ SAMINC CAP
582	10060381.14	3071265.02	865.54	TPT-1/2"IR W/ SAMINC CAP
590	10059775.14	3071663.72	857.74	TPT-1/2"IR W/ SAMINC CAP
599	10059118.56	3072079.22	855.92	TPT-1/2"IR W/ SAMINC CAP
642	10061956.20	3069861.32	881.95	TPT-1/2"IR W/ SAMINC CAP
653	10062483.36	3069262.99	888.96	TPT-1/2"IR W/ SAMINC CAP

DRAFT



MATCHLINE 116+00
(SEE SCHEMATIC PLAN 3 OF 5)