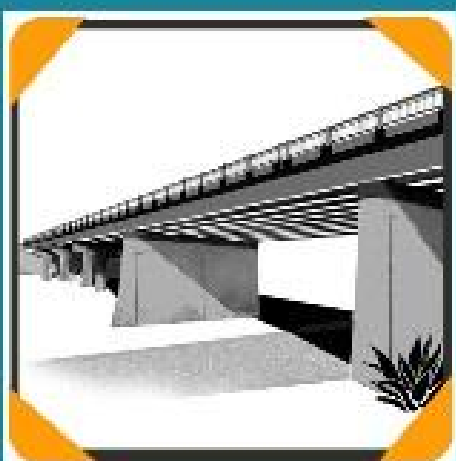


Background Information



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



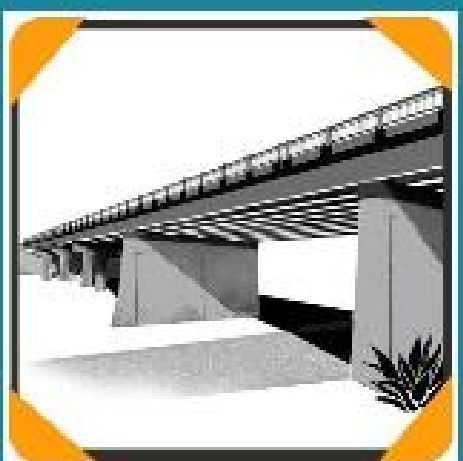
PROJECT NEED AND PURPOSE

Need:

The bridges have several deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. The bridges do not meet the current City of Georgetown's adopted design standards including Americans with Disabilities Act (ADA) requirements and do not provide effective connections for bicycles and pedestrians to the existing trail network. In addition, the current roadway has narrow travel lanes and sidewalks, and does not provide the standard levels of service for all modes of travel.

Purpose:

- Address deteriorating components and remove all load restrictions
- Improve safety and mobility through application of current design standards
- Provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements
- Provide crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network



PROJECT DESCRIPTION

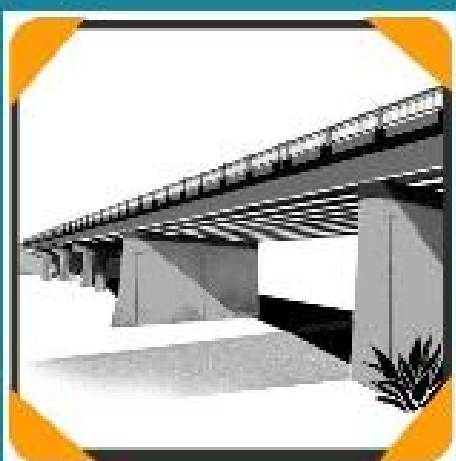
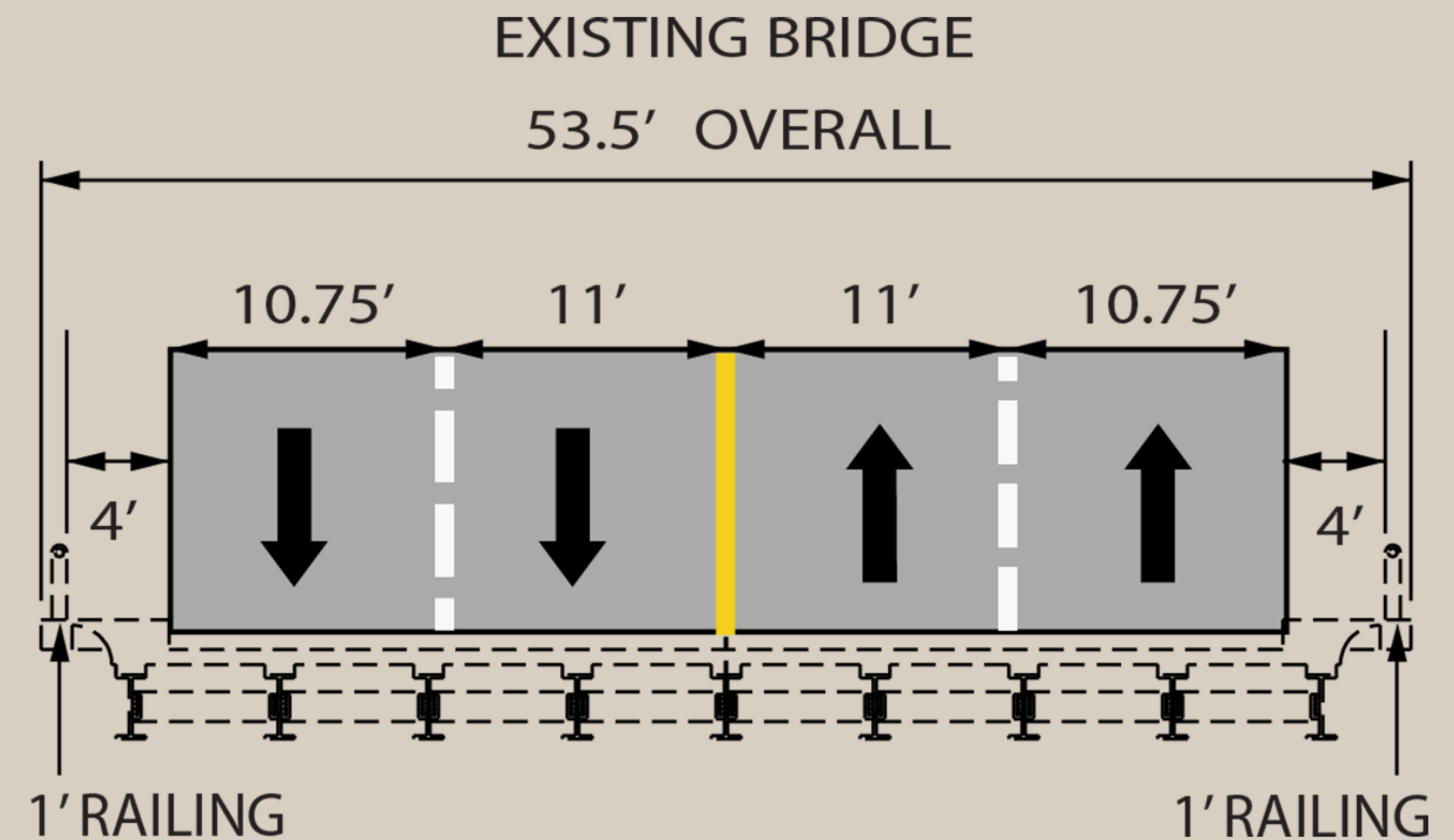
Existing Austin Avenue Facility

- Constructed in 1940
- Four-lane undivided roadway (two lanes in each direction)
- 11-foot travel lanes
- No center turn lane
- No shoulders or offsets to pedestrian elements
- Four-foot sidewalk on either side
- No designated bike lanes
- Bridges are cantilevered suspended-span bridges

Possible Improvements

The study will consider options to:

- Improve safety and mobility
- Address maintenance needs over the next several decades
- Widen lanes to 12 feet
- Add a center turn lane or median
- Improve pedestrian and bicycle accommodations



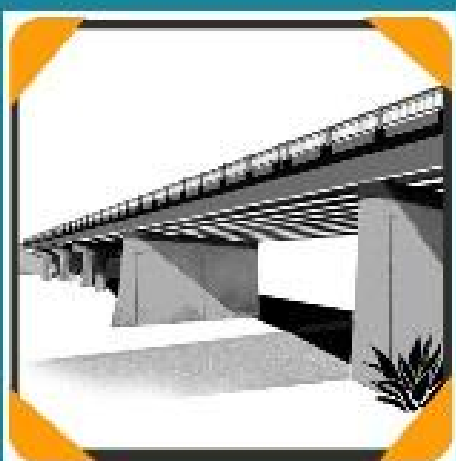
AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



Environmental Review

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

NEPA requires federal agencies and agencies receiving federal funds to assess the environmental effects of their proposed actions prior to making final decisions on their projects. Agencies must evaluate the environmental, social, and economic effects of their proposed projects while providing opportunities for public review and comment on those evaluations.

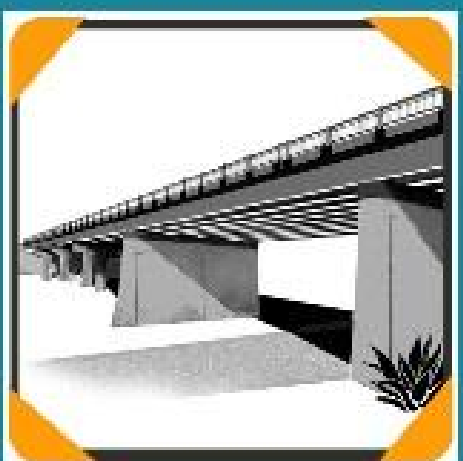
Agency Coordination/Compliance

- Texas Department of Transportation - Austin District, Environmental Affairs Division
- Texas Historical Commission; Local and County Historic Organizations
- Texas Parks and Wildlife Department
- U.S. Fish and Wildlife Service
- Texas Commission on Environmental Quality
- U.S. Army Corps of Engineers



Environmental Considerations

- | | | |
|----------------------------------|---|--|
| • Right of Way / Displacements | • Floodplains | • Parks and Recreational Resources |
| • Land Use | • Soils and Geology | • Historic Resources |
| • Farmland | • Hazardous Materials | • Community Impacts |
| • Air Quality Impacts | • Biological Environment - Wetlands, Wildlife, and Vegetation | • Changes in Travel Patterns |
| • Noise | • Threatened & Endangered Species | • Traffic and Transportation / Pedestrian and Bicycle Accommodations |
| • Utilities / Emergency Services | • Construction Impacts | |
| • Visual / Aesthetics | • Indirect Impacts | |
| • Archeological Resources | • Cumulative Impacts | |
| • Water Quality | | |



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



ENVIRONMENTAL SCREENING CRITERIA

Archeology

- Known or mapped archeological sites
- Sites impacts
- Recommended survey effort

Historic Resources

- National Register of Historic Places listed or eligible properties
- Medium priority properties
- Local historic districts
- Level of impact to listed or eligible properties (including visual impacts)

Hazardous Materials

- Recorded hazardous materials sites within right of way
- Potential for lead and asbestos concerns

Community Resources

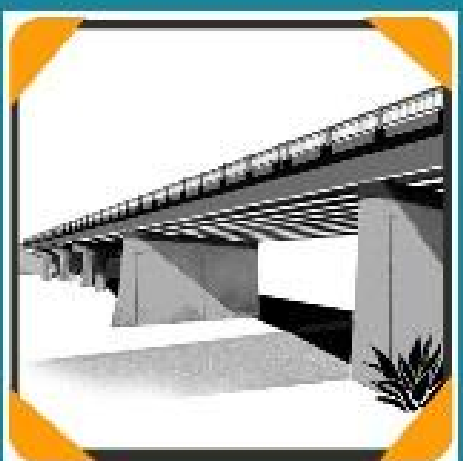
- Displacements (buildings)
- Displacements (parking only)
- Right of way acquisition, without displacements
- Changes in access or travel patterns
- Bike/Pedestrian impacts
- Community cohesion
- Impacts to Environmental Justice or Limited English Proficiency Communities
- Impacts to visual resources

Parks & Recreational Resources

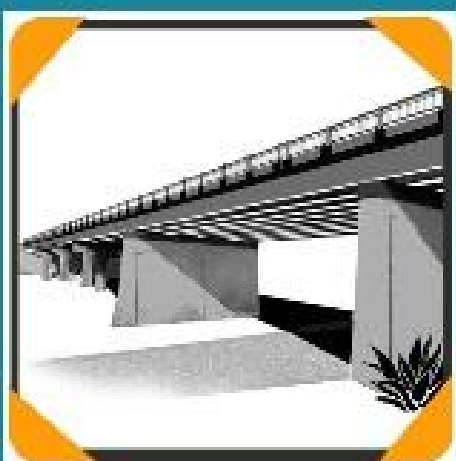
- Acres impacted
- Types of park resources impacted
- Trail impacts

Ecological Resources

- Impervious cover additions (Edwards Aquifer)
- Karst Zone impacts
- Proximity to recharge/discharge features
- Floodplain and waters of the U.S. impacts
- Proximity to threatened and endangered species/habitat
- Vegetation impacts



Alternatives



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS

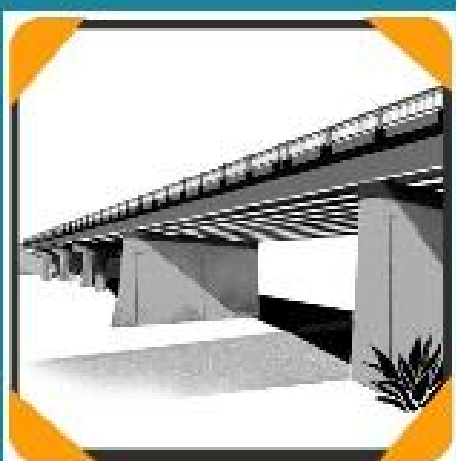














ALTERNATIVES ANALYSIS

The study started with the universe of alternatives and identified an initial range of 12 feasible preliminary alternatives. These were studied considering:

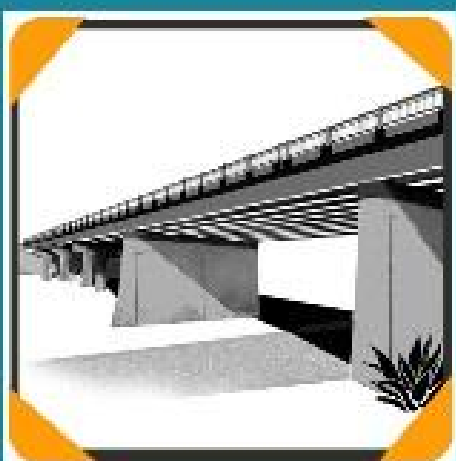
- **Environmental and historical impacts** including human, natural, and cultural resources
- **Meeting the Need and Purpose**
 - Improve safety - ADA compliant sidewalks and crossings, improved trail connections, and bike/pedestrian facilities
 - Address deteriorating components and remove all load restrictions – repair/replace bridge components that cause structural deficiencies
 - Improve mobility and operational efficiency - increase lane width and addition of a median or dedicated center turn lane for southbound and northbound traffic
- **Right of way needs**
- **Public input and comments**

5 Primary Alternatives are moving forward for further evaluation.



12 Preliminary Alternatives	<div>Analysis Summary</div> <div>Does it meet the need and purpose criteria?</div> <div>What are the environmental impacts (human, natural, and cultural resources)?</div>	5 Moving forward for evaluation
1. No build	Does not meet criteria. Has no impacts, but must move forward for evaluation as required by NEPA and Section 106	
2A. Build on new location and conversion to 1-way pair of bridges on east side	Meets most criteria (limited mobility improvements for NB traffic) Has some impacts to all resources	
2B. Build on new location and conversion to 1-way pair of bridges on west side	Meets most criteria (limited mobility improvements for SB traffic) More impacts to resources than east side (2A)	
3A. Build a new bridge on offset alignment on the east side	Meets all criteria 3+ acres of ROW needed and major impacts to historic properties and resources	
3B. Build a new bridge on offset alignment on west side	Meets all criteria 3+ acres of ROW needed and major impacts to historic properties and resources	
4. Bypass on alternative alignment and leave bridges as a monument	Does not meet criteria Major (most) impacts to resources and monuments are impractical	
5. Rehabilitate bridges only	Does not meet criteria Minimal impacts to resources	
6A. Rehabilitation with a new pedestrian bridge on east side	Meets some criteria (no mobility improvements) Some ROW needed and some impacts to resources	
6B. Rehabilitation with a new pedestrian bridge on west side	Meets some criteria (no mobility improvements) Some ROW needed and more impacts to resources than east side (6A)	
7A. Rehabilitation and widen bridges on east side	Meets all criteria Some ROW needed and some impacts to resources	
7B. Rehabilitation and widen bridges on west side	Meets all criteria Some ROW needed but more impacts to resources than east side (7A)	
8. Full replacement	Meets all criteria Some ROW needed, and impacts all resources, requires full 4(f) analysis	

Section 106 of the National Historic Preservation Act

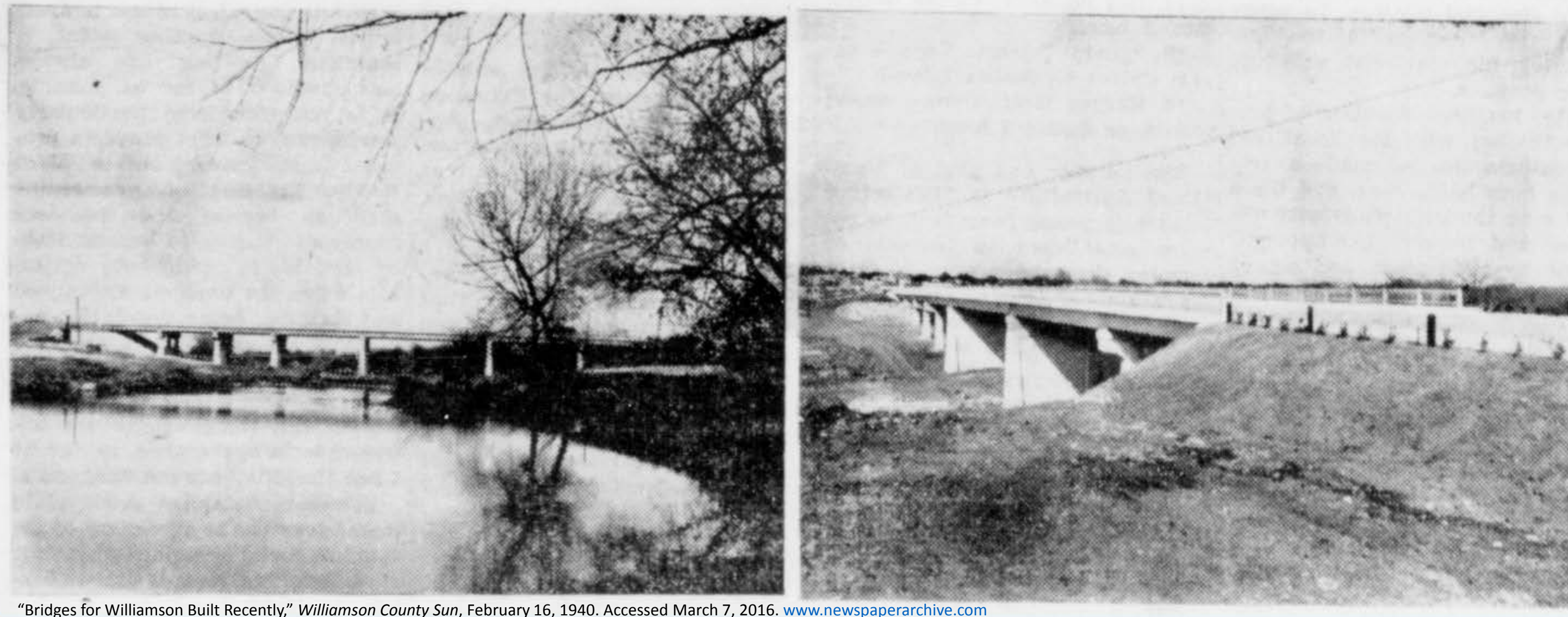


AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



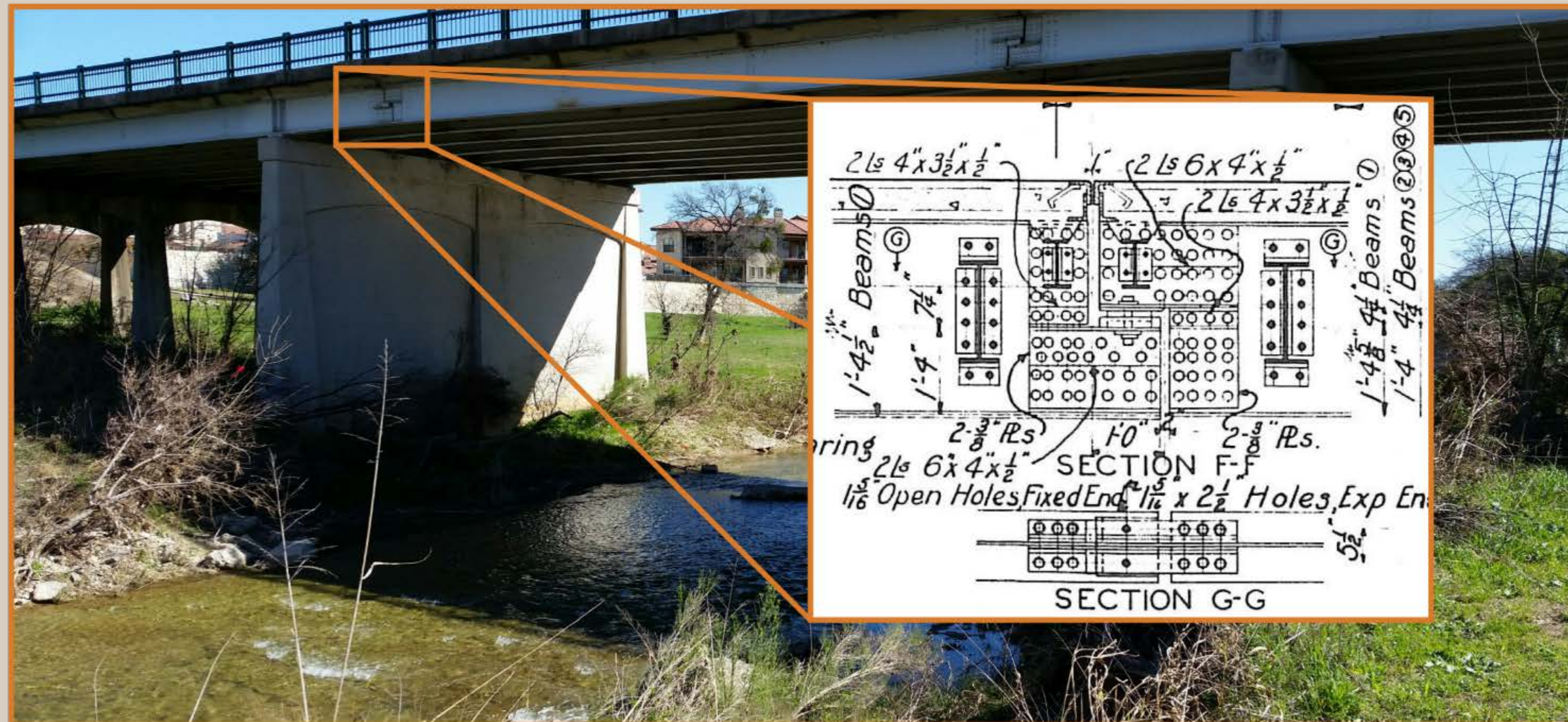
HISTORIC SIGNIFICANCE

New Bridges For Williamson Built Recently



The two bridges were constructed in 1940 over the North and South Forks of the San Gabriel River.

- Determined eligible for listing in the National Register of Historic Places (NRHP) in 1999
 - Good representative examples of the State Highway Department's utilization of a cantilevered-suspended span configuration
- Cantilevered-suspended span configuration
 - Independent steel unit placed between cantilevered arms projecting beyond the main supports
 - Connected together by riveted notched beam seats
- The advantage of configuration was that it enabled the bridge to have a significantly longer span and thinner deck, which reduced the number of the supports needed
- Noted significant features of bridges also include:
 - Riveted beam seats suspending the cantilevered span
 - Metal picket railings
 - Art Deco style inspired concrete bents



Riveted Notched Beam Seats

Cantilever Span

Cantilever Span

Suspended Span

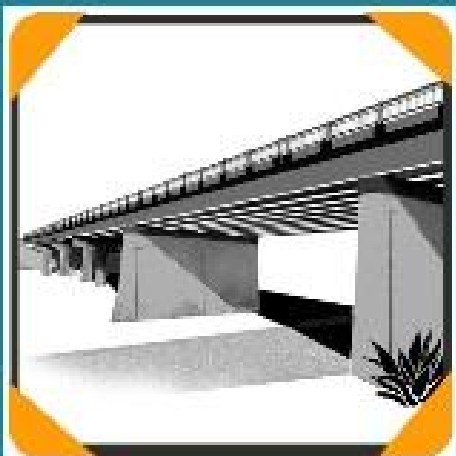
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GEORGETOWN, TEXAS

Anticipated Schedule Activity	Timeline
Team submits Historic Resources Survey Report (HRSR) to TxDOT for review HRSR identifies properties constructed prior to 1975 within the APE and recommends whether they are National Register eligible, if that determination was not previously made. The HRSR also analyzes the impacts the primary alternatives may have on historically significant resources.	Late spring/early summer 2017
TxDOT reviews HRSR	Summer 2017
TxDOT conducts consulting party consultation regarding HRSR	Summer/fall 2017
TxDOT coordinates with Texas Historical Commission for Section 106 Clearance (Note: If “adverse effects” cannot be avoided, additional Section 4(f) compliance required.)	Fall/winter 2017

Timeline subject to change based on environmental review process.



Comments



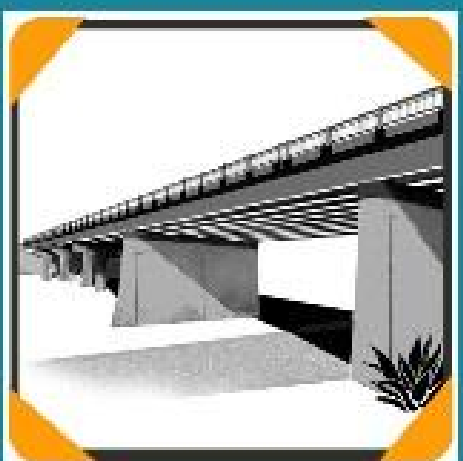
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GEORGETOWN, TEXAS



NEXT STEPS

- Review and analyze public comments collected and report what we heard back to public and Council
- Continue coordination with TxDOT and other agencies (THC, TPWD, USFWS, TCEQ)
- Continue NEPA and Section 106 processes through spring/summer 2018
- Continue analysis to narrow down the 5 Alternatives to 1 Preferred Alternative and the No Build
- Present No Build and Preferred Alternative at a public hearing anticipated in late 2017 to early 2018
- The city would coordinate with CAMPO to identify funding after the NEPA and Section 106 process is complete
- The earliest any rehabilitation/construction could start is early 2019 (but there is no construction or maintenance timeline at this point)

Timeline subject to change based on environmental review process.



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GEORGETOWN, TEXAS

