



# **Finding of No Significant Impact for a NEPA Assigned Federal Aid Project**

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**Proposed Action:** MoPac (State Loop 1) Intersections  
**Project Limits:** From North of Slaughter Lane to South of La Crosse Avenue  
**City:** Austin      **County:** Travis      **State:** Texas  
**TxDOT CSJ:** 3136-01-015

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In accordance with 23 Code of Federal Regulations (CFR) section 771.119 and section 771.121, the Texas Department of Transportation (TxDOT) has determined that the MoPac (State Loop 1) Intersections project will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact for the Build Alternative is based on the final Environmental Assessment (EA) dated December 2015 and the entire project record. This decision documents the Build Alternative presented in the final EA, which proposes to reconfigure the intersections of Slaughter Lane and La Crosse Avenue where those streets intersect MoPac. A standard diamond interchange will be added at La Crosse Avenue, and a diverging diamond interchange will be added at Slaughter Lane. Each location will include two 12-foot lanes with one auxiliary lane in each direction, and 10-foot outside shoulders and 4-foot inside shoulders in each direction. Bicycle and pedestrian improvements, in combination with existing facilities, will provide a continuous bicycle and pedestrian connection along MoPac between Slaughter Lane and La Crosse Avenue.

A Notice of Availability of the draft EA was included in the public hearing notice published on June 30, 2015.

A public hearing for this project was held on July 30, 2015.

Changes to the draft EA were made as a result of comments received on the draft EA during the posted comment period and from comments made at the public hearing. Changes included explanation of the EA format and function of the technical memoranda; confirmation of the project's consistency with the Capital Area Metropolitan Planning Organization's 2040 Plan; clarifications of bicycle and pedestrian improvements; updates on the noise barrier workshop and meetings; clarification that the aesthetic treatment of noise barriers will be consistent with the MoPac Improvement Project; updates on utility information; addition of potential traffic pattern impacts during construction; updates on public involvement activities; a description of the public hearing; and addition of a commitment to develop a native seed mix for the project with support from the Lady Bird Johnson Wildflower Center.

A Public Hearing Summary and Analysis report and certification that the required hearing was held has been prepared and is available for review at <http://www.mopacsouth.com/intersections/environmental-study.php>

The final EA, the Public Hearing Summary and Analysis report, and reports contained in the file of record have been evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required and are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input

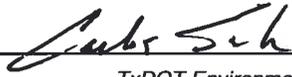


**Finding of No Significant Impact for a NEPA Assigned Federal Aid Project**

from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the MoPac (State Loop 1) Intersections project from North of Slaughter Lane to South of La Crosse Avenue.

TxDOT will ensure adherence to and completion of all project commitments described in the final EA December 2015, Section 8.0. TxDOT will ensure compliance with any and all local, state, or federal permit requirements and conditions.

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 the Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

  
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TxDOT Environmental Affairs Division Director

  
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