

APPENDIX C-3d

REVISIONS TO SCHEMATICS SINCE ROD ISSUANCE

The following modifications to the design schematic for SH 130, as published in the FEIS, may or may not require follow-up submittals to the FHWA or other agencies. During the proposal process, the proposing Developers will meet with the TTA to review these Revisions, and discuss what, if any, follow-up measures would be called for.

REVISION	RATIONALE	ADDITIONAL COMMENTS
SEGMENT A		
North-bound exit & entrance ramps on each side of CR 104 were moved to the west	Revision was made to avoid a hand-dug water well found within the proposed right-of-way	The well was discovered in January 2001
Frontage roads between CR 109 and CR118 were added	Revision was made to provide access to adjacent land	
The interchange at SH 130 and FM 685 south of SH 45 was redesigned	Revision was made to allow FM 685 to connect with the north- and south-bound frontage roads with at-grade intersections	A mainlane overpass would be required at the two-way connection between the two frontage roads. This was coordinated with the Pflugerville ISD
North- and south-bound entrance ramps south of the FM 685 South interchange with SH 130 were moved south from 500' to 1000'	Revision was made to provide for the redesigned interchange referenced above	
North-bound entrance ramp and south-bound exit ramp north of Pflugerville Road were moved north of Wilbarger Creek	Revision was made to provide adequate space between the ramp gore and Pflugerville Road, and adequate space for Ramp Toll Plazas north of Wilbarger Creek	
SH 130 was relocated about 600' to the east, approximately 4500' north of Gregg Manor Road	Revision was made to minimize the impacts to Gregg Manor Business Park	A reevaluation for this design modification was approved by FHWA on November 6, 2001.
SH 130 was relocated about 200' to the west, approximately 2000' south of the Gregg Manor Rd.	Revision was made to miss a new transformer station and allow adjustments to the existing transmission line required by construction of SH 130	Revision follows coordination with the LCRA, owner/operator of the transformer station
North-bound entrance and south-bound exit ramps south of Parmer Lane were removed	Revision was made to facilitate design of S-W and E-N direct connectors between SH 130 and US 290	The north-bound entrance and south-bound exit north of Parmer Lane can adequately handle the projected traffic

Entrance and exit ramps south of US 290 and north of Blue Buff Road were reversed, producing an "X" ramp configuration. This design required the addition of frontage roads between Blue Bluff Road and US 290.	Revision was made to provide for possible future direct connections between US 290 and SH 130 south	Additional right-of-way is shown on the schematic design to allow future construction of a five level interchange at US 290 and SH 130.
The interchange at IH-35, SH 195, and SH 130 was re-designed: a) the revised design (south-bound) required a transition from a four lane to a three lane collector/distributor road prior to entering SH 130; b) the direct connection (north-bound) from IH-35 to SH 195 was moved to the north.	Traffic studies indicate improved operation with the revision: a) all weaving movements for south-bound traffic were eliminated; b) greater distance is provided between the gores of the SH 130 direct connection and the S 195 direct connection	Some additional right-of-way along IH-35 will be required with the revised design
SEGMENT B		
Frontage roads were added from Sta. 1835+00 to Sta. 1870+00	Revision was made to accommodate US 290/SH 130 interchange design	
Right-of-way width increased from 350' to 884' south of US 290	Revision was made to accommodate US 290/SH 130 interchange design	
Modified ramps immediately north of Blue Bluff Road: a) South-bound tolled exit ramp revised to a non-tolled entrance ramp; b) north-bound tolled entrance ramp revised to a non-tolled exit ramp	Revision was made to accommodate US 290/SH 130 interchange design	
South-bound ramp immediately south of Blue Bluff Road revised from a non-tolled entrance ramp to a tolled exit ramp	Revision was made as a direct effect of the SH 130/US 290 interchange toll plan requirements	
South-bound ramp immediately north of Bloor Road revised from an exit ramp to an entrance ramp	Revision was made as a direct effect of the SH 130/US 290 interchange toll plan requirements	
Removed ramp pair immediately south of Pearce Lane	Revision was made to allow for mainlane toll plaza transitions	
Removed ramp pair immediately north of Elroy Road	Revision was made to allow for mainlane toll plaza transitions	
Extended north-bound frontage road from Elroy Road to FM 812	Revision was made to address circulation issues with McAngus Road	
Extended south-bound frontage road from Pearce Lane to Moore Road	Revision was made to address circulation issues with McAngus Road	
SH 130 underpass at Von Quintus Road revised to an overpass	Revision was made due to drainage constraints	
Removed south-bound access ramp at Von Quintus Road	Revision was made due to insufficient weaving distances	
Modified ramp configuration between Maha Loop and US 183	Revision was made due to insufficient weaving distances	
Moved ramp pair immediately south of Lockhart Road to north of Lockhart Road, and deleted the north- and south-bound ramps between CR 176 and SH 21	Revision was made to provide adequate weaving distance between these ramps and the north-bound and south-bound ramps north of SH 21,	Switching the location of the ramps at Lockhart Road made the ramps between CR 176 and SH 21 redundant

	and increase access to the area	
Modified the ramp configuration immediately north of FM 1185: a) south-bound entrance ramp revised to an exit ramp; b) north-bound exit ramp revised to an entrance ramp	Revision was made to provide a standard diamond interchange at FM 1185	
Modified north-bound frontage road alignment near FM 973	Revision was made to avoid relocation of existing water tower near station 2007+00	
Inserted turnarounds at Decker Creek	Revision was made to allow for travel movements from Hog Eye Road to Decker Lake Road	
Added toll plazas to ramp pair immediately south of FM 969	Toll plazas were inadvertently left out of the original schematic	
Added four direct connectors at the SH 71 interchange: a) north-bound SH 130 to east-bound SH 71; b) west-bound SH 71 to south-bound SH 130; c) south-bound SH130 to east-bound SH 71; and, d) west-bound SH71 to north-bound SH 130.	Per TTA's request for corridor preservation	
Removed ramp pair immediately south of SH 71	Revision was made to accommodate direct connectors	
Removed turnarounds at Onion Creek	Revision was made because the turnarounds were redundant and did not allow for access from SH 71 to south-bound SH 130	
Extended north-bound and southbound frontage roads over Onion Creek	Revision was made to allow for access from SH 71 to south-bound SH 130	
Removed turnaround immediately north of SH 71	Revision was made because the turnaround was redundant	
Added toll plazas to ramp pair immediately south of Moore Road	Toll plazas were inadvertently left out of the original schematic	
Removed ramp pair immediately south of US 183	Revision was made to allow for direct connectors	
Modified typical section from Sta. 2938+00 (Margo Road) to Sta. 3376+00	In order to maintain a consistent right-of-way width and to prevent excessive curving of the mainlanes, the new right-of-way was set at 568'	
Increased right-of-way widths at various locations	Revisions were made to accommodate ramp and mainlane toll plazas	
SEGMENT C		
Relocated north-bound FM 1185 exit ramp north approximately 1000', to near CR 400	To match the interchange design, and provide access to CR 400, an entrance to residential housing	
Added south-bound entrance ramp at FM 1185	To match the interchange design	
Removed south-bound exit ramp near the First Assembly of God Church	Revision made due to topographical constraints, ramp spacing, and revised US 183 directional interchange	

Removed north-bound entrance ramp immediately north of the US 183 directional interchange	Revision due to the revised US 183 directional interchange	
Revised US 183 interchange to a full directional interchange	Revision due to updated traffic projections	
Moved south-bound exit ramp just south of the US 183 interchange approximately 1000'	Revision due to topographical constraints	
Revised FM 2001 interchange – SH 130 now crosses over FM 2001	Revised from a rural to an urban interchange	
Reduced length of east access road north of CR 109	Revision made to move access road to property line	
Relocated CR 110 from CR 109 south to toll plaza	Revision made due to topographical constraints and hydraulic conditions	
Revised the interchange at SH 130 and FM 3353 to allow SH 130 to pass over FM 3353	Revision made due to toll plaza transition length	
Deleted the south-bound direct connector from US 90 to SH 130	Revision due to updated traffic projections	
Added exit ramp from SH 130 to US 90	Revision made due to revised US 90/SH 130 interchange and to improve traffic circulation	
Added north-bound entrance ramp south of US 90	Revision made to provide direct access from US 90 to SH 130	
Added west access road from US 90 north approximately 3000'	Revision made to provide access for property owners	
Deleted ramp from US 90 south-bound to SH 130 north-bound	Revision due to updated traffic projections	
Deleted direct connector from US 90 northbound to SH 130 northbound at the IH-10 interchange	Revision due to updated traffic projections	
Revised intersection of Old Ilke Road (County Road 203B)	Revision made to address safety issues	Additional consideration should be given to minimize impacts to adjacent properties