

APPENDIX to MEMORANDUM OF UNDERSTANDING

Oak Hill Parkway Project-Specific Environmental Protection and Stormwater Management Elements

Prior to adoption of the Memorandum of Understanding (MOU) between the State of Texas and the City of Austin regarding collaboration on stormwater management and environmental protection on Selected State system highway projects, the Texas Department of Transportation (TxDOT) engaged the City of Austin (COA) to provide input to the technical specifications and project approach for the proposed Oak Hill Parkway Project design and construction documents.

This Appendix reflects the Oak Hill Parkway Project-specific areas of agreement that reflect the more global terms called out in the MOU.

1. City of Austin appointed staff from Watershed Protection Department to review and provide input to the bidding specifications related to stormwater, bridge hydraulics/floodplains and environmental protection for the proposed Design-Build contract.
2. TxDOT hosted five formal review meetings during a 6 week period for consultation with City of Austin staff on planning and implementation of the technical specifications.
3. City of Austin staff responded in a timely manner to all deadlines for submittals of comments.
4. City of Austin staff reviewed all stormwater management facilities for both flood detention and water quality. Staff was unable to find additional sites or facilities for cost-participation by the City to increase the amount or level of stormwater treatment.
5. TxDOT agreed to not only meet the TCEQ requirements for TSS load reduction, but also consider to decrease the net TSS pollutant loading over existing conditions. TxDOT agreed to meet these goals by maintaining a minimum water quality capture volume (1/2 inch plus) and pollution removal standards (sedimentation-filtration) consistent with COA standards to the maximum extent possible.
6. TxDOT agreed to maximize the volume of upstream flood detention ponds and to exceed the TxDOT design frequency (50-year storm) and will strive to meet COA design frequency (100-year storm). TxDOT used Atlas 14 precipitation data for hydrologic and hydraulic analysis and design. The upstream detention ponds should result in a decrease in flow from existing conditions, benefitting neighborhoods downstream.

7. TxDOT's preliminary bridge designs for Old Bee Caves Road met or exceeded COA standards to prevent roadway overtopping of the 100-year flow event.
8. TxDOT accepted the City of Austin's request to include performance standards for construction phase erosion and sedimentation controls in a manner that is consistent with City of Austin Environmental Criteria Manual standard of on-site control of the 2-year storm.
9. TxDOT has included in the construction specifications and contract the requirement for a Comprehensive Environmental Protection Plan (CEPP) to demonstrate compliance with all environmental commitments made during Environmental Approval and other environmental requirements added as a result of the collaborative process.
10. TxDOT has agreed to allow City of Austin staff to provide observations and input about performance of environmental controls during the construction phase. Similar to the role of the Barton Springs Edwards Aquifer Conservation District during construction of SH45 SW, City staff can provide additional monitoring information and recommendations for adaptive management to the TxDOT environmental staff and the CEPP to ensure that Best Management Practices are achieving the environmental protection goals. City of Austin staff will be on-call 24/7 during construction to respond to requests for assistance.
11. TxDOT agreed to include language in the contract specifications that require the contractor to use karst void avoidance and mitigation procedures contained in TxDOT Standards, TCEQ Edwards Rules, and City of Austin Environmental Criteria Manual. Based on consultation from City Of Austin Watershed Protection Staff, TxDOT has agreed to require that the contractor utilizes standards of practice that are the most protective of site specific karst features..
12. TxDOT owns a drainage easement that contains Williamson Creek between William Cannon Drive and the US 290 bridge at Williamson Creek near Patton Ranch Road. TxDOT has agreed to extend the Riparian and Floodplain Vegetation Restoration specifications to the entire drainage easement. These specifications were amended to include City of Austin native vegetation specifications. This restored area exceeds the original extent of disturbed Riparian area that was to be restored to specification and will allow for additional water quality treatment of stormwater runoff from previously untreated adjacent commercial areas.
13. TxDOT has agreed to include tree protection measures recommended by the City of Austin Arborist to especially protect the large, historic oak trees in the

project limits. The technical specifications include requirements for tree avoidance and critical root zone protective and restorative measures.

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