

Final Environmental Assessment

I-35 Capital Express South

From: US 290W/SH 71 to SH 45SE

CSJ No. 0015-13-077 & 0016-01-113

Travis and Hays Counties, Texas

December 2021

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 9, 2019, and executed by FHWA and TxDOT

This page intentionally left blank

Table of Contents

1.0 Introduction 1

2.0 Project Description 1

2.1 Existing Facility 1

2.2 Proposed Facility 2

2.3 Logical Termini and Independent Utility 4

2.4 Planning Consistency 4

3.0 Need and Purpose 5

3.1 Need 5

3.2 Supporting Facts and/or Data 5

3.3 Purpose 6

4.0 Alternatives 7

4.1 Build Alternative(s) 7

4.2 No-Build Alternative 7

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration 8

5.0 Affected Environment and Environmental Consequences 9

5.1 Right-of-Way/Displacements 10

5.2 Land Use 10

5.3 Farmlands 11

5.4 Utility Relocation 11

5.5 Bicycle and Pedestrian Facilities 12

5.6 Community Impacts 13

5.7 Visual/Aesthetic Impacts 15

5.8 Cultural Resources 19

5.8.1 Archeology 19

5.8.2 Historic Properties 20

5.9 Protected Lands 20

5.10 Water Resources 21

5.10.1 Clean Water Act Section 404 21

5.10.2 Clean Water Act Section 401 23

5.10.3 Executive Order 11990 Wetlands 24
5.10.4 Rivers and Harbors Act 24
5.10.5 Clean Water Act Section 303(d) 24
5.10.6 Clean Water Act Section 402 25
5.10.7 Floodplains 25
5.10.8 Wild and Scenic Rivers 26
5.10.9 Coastal Barrier Resources 26
5.10.10 Coastal Zone Management 26
5.10.11 Edwards Aquifer 26
5.10.12 International Boundary and Water Commission 26
5.10.13 Drinking Water Systems 27
5.11 Biological Resources 27
5.11.1 Impacts to Vegetation 27
5.11.2 Executive Order 13112 on Invasive Species 28
5.11.3 Executive Memorandum on Environmentally and Economically Beneficial Landscaping 28
5.11.4 Impacts to Wildlife 28
5.11.5 Migratory Bird Protections 28
5.11.6 Fish and Wildlife Coordination Act 29
5.11.7 Bald and Golden Eagle Protection Act of 2007 29
5.11.8 Magnuson-Stevens Fishery Conservation Management Act 29
5.11.9 Marine Mammal Protection Act 29
5.11.10 Threatened, Endangered, and Candidate Species 30
5.12 Air Quality 32
5.13 Hazardous Materials 37
5.14 Traffic Noise 37
5.15 Induced Growth 43
5.15.1 Step 1 Methodology 44
5.15.2 Step 2 Project Area and Timeframe 44
5.15.3 Step 3 Project Area Subject to Induced Growth 45
5.15.4 Step 4. Likelihood of Growth in Induced Growth Areas 45
5.15.5 Step 5. Resources Subject to Induced Growth Impacts 49

5.15.6 Step 6. Identify Mitigation, If Applicable 52
5.16 Cumulative Impacts 52
5.17 Construction Phase Impacts 55
5.18 Greenhouse Gas Emissions and Climate Change 55
5.18.1 Statewide On-road GHG 56
5.18.2 Mitigation Measures 56
5.18.3 TxDOT and a Changing Climate 56
6.0 Agency Coordination 57
7.0 Public Involvement 57
8.0 Post-Environmental Clearance Activities and Design/Construction Commitments 60
8.1 Post-Environmental Clearance Activities 60
8.2 Design/Construction Commitments 60
9.0 Conclusion 62
10.0 References 63
11.0 Names and Qualifications of Persons Preparing the EA or Conducting an Independent Evaluation of the EA 66
12.0 Appendices 68
Appendix A – Project Location Map
Appendix B – Project Photos
Appendix C – Schematics
Appendix D – Typical Sections
Appendix E – Plan and Program Excerpts
Appendix F – Resource-Specific Maps
Appendix G – Resource Agency Coordination
Appendix H – ICI Questionnaire and Response
Appendix I – Comment and Response Matrix from Public Meeting
Appendix J – Comment Matrix from Stakeholder Meeting
Appendix K – Comment and Response Matrix from Public Hearing

Acronyms

AAHC	Austin Affordable Housing Authority
ACT	Antiquities Code of Texas
ADA	Americans with Disabilities Act
ADT	Average daily traffic
APE	Area of Potential Effect
AOI	Area of Influence
BGEPA	Bald and Golden Eagle Protection Act
BMP	Best Management Practices
CAMPO	Capital Area Metropolitan Planning Organization
CBRA	Coastal Barrier Resource Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CO	Carbon Monoxide
CWA	Clean Water Act
dB	Decibels
dB(A)	A-weighted decibels
EA	Environmental Assessment
EB	Eastbound
EJ	Environmental Justice
EMST	Ecological Mapping systems of Texas
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ETJ	Extraterritorial Jurisdiction
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm-to-Market
FPPA	Farmland Protection Policy Act
FONSI	Finding of No Significant Impact
FWCA	Fish and Wildlife Coordination Act
HACA	Housing Authority of the City of Austin
HOV	High-occupancy vehicle
I	Interstate
IBWC	International Boundary and Water Commission
IPaC	Information for Planning and Conservation
ISA	Initial Site Assessment
KAST	Kills and Spills Team
LEP	Limited English Speaking
Leq	Average or equivalent sound level
MBTA	Migratory Bird Treaty Act
mi	Miles
mph	Miles per hour
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organizations
MSAT	Mobile Source Air Toxics
MS4	Municipal Separate Storm Sewer System

NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NB	northbound
NBML	North Bound Main Lanes
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NLCD	National Land Cover Database
NPS	National Park Service
NWP	Nationwide Permit
PA	Programmatic Agreement
PCN	Pre-Construction Notification
PCR	Project Coordination Request
PM	Particulate Matter
PPM	Parts-per-million
PS&E	Plans, Specifications, and Estimates
ROW	Right-of-way
RTP	Regional Transportation Plan
RTZ	Road to Zero
SB	southbound
SE	southeast
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
STIP	Statewide Transportation Improvement Program
SUP	Shared-use path
SWP3	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TCEQ	Texas Commission on Environmental Quality'
THC	Texas Historical Commission
TMDL	Total Maximum Daily Load
TNM	Traffic noise modeling software
TP&P	Transportation Planning and Programming
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSS	Total suspended solids
TTI	Texas A&M Transportation Institute
TxDOT	Texas Department of Transportation
U.S.	United States
USACE	United States Army Corps of Engineers
USDOI	United States Department of the Interior
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
UTCTR	University of Texas Center for Transportation Research
UTP	Unified Transportation Program
VE	Value Engineering
VMT	Vehicle miles traveled
VPD	Vehicles per day

WB	westbound
WOTUS	Waters of the United States

1.0 Introduction

The Texas Department of Transportation (TxDOT) is proposing improvements to Interstate-35 (I-35) from United States 290 (US 290) West/State Highway (SH) 71 (SH 71) to SH 45 southeast (SE) in Travis County, with a transition area extending to Main Street in Buda, Hays County. The proposed improvements called "Capital Express South" would add two non-tolled managed high-occupancy vehicle (HOV) lanes in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. The project length is approximately 10-miles (mi). The project would require the acquisition of approximately 13.45 acres of right-of-way (ROW). Refer to **Appendix A** for the Project Location Map.

2.0 Project Description

This Environmental Assessment (EA) has been prepared to comply with the requirements of the National Environmental Policy Act (NEPA) (42 U.S. Code [U.S.C.] Sections 4321 – 4375) and implementing regulations promulgated by the Council on Environmental Quality (40 Code of Federal Regulations [CFR] Part 1500) and the Federal Highway Administration (FHWA) (23 CFR Part 771). 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 (MOU) dated December 9, 2019, and executed by FHWA and TxDOT. The Draft EA was made available for public and agency review and a public hearing was held on April 27, 2021. The public and agency comment period was held from April 27, 2021 through May 26, 2021. After reviewing the public and agency comments, if TxDOT determines that there are no significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.1 Existing Facility

The proposed project location is in an urban to suburban setting. The existing roadway experiences high traffic volumes throughout the day, as I-35 is one of only three north-south oriented controlled-access facilities in the Austin metropolitan area. Other substantial traffic generators in the vicinity of the project area include SH 71, Stassney Lane, William Cannon Drive, Slaughter Lane, Farm-to-Market (FM) 1626, and SH 45SE.

I-35 within the proposed project limits is an access-controlled interstate highway. The facility typically has three to four, 12-foot wide mainlanes (concrete barrier separated) with 2-foot wide inside shoulders, 4-foot wide outside shoulders, and two to three, 11-foot wide frontage road lanes with variable width inside shoulders up to 16 feet wide and variable outside shoulders up to 10 feet wide in each direction. The existing ROW width is typically 300 to 420 feet. The posted speed limit along I-35 in the proposed project area is 70 miles per hour (mph) on the mainlanes and 45 to 55 mph on the frontage roads. Sidewalks and shared-use paths (SUPs) exist intermittently throughout the project area between the frontage roads and adjacent businesses and around the intersections. Drainage along the roadway (mainlanes and frontage roads) is provided by open ditches.

The existing schematic and typical sections are presented in **Appendix C** and **Appendix D**, respectively.

2.2 Proposed Facility

The proposed facility consists of a separated concrete barrier and three to four, 11- to 12-foot wide mainlanes, two, 11- to 12-foot wide managed lanes, a 4-foot to 10-foot wide outside shoulder, 4-foot to 10-foot wide inside shoulder, two to three, 11-foot wide frontage road lanes, and a SUP in each direction. A 4-foot wide buffer would separate the mainlanes from the managed lanes. The proposed ROW would typically be 300 to 420 feet wide. The project schematic is shown in **Appendix C** and the typical sections are shown in **Appendix D**. Storm sewer is proposed to convey stormwater and would replace the ditches in some places. Curb and gutter would be added to frontage roads. The proposed project would require approximately 13.45 acres of additional ROW, including approximately 0.68 acre of proposed permanent drainage easement and 0.89 acres of floodplain management area. The project would require 3.15 acres of temporary construction easements and would require utility relocations.

The managed lanes would be elevated from north of Stassney Lane to south of William Cannon Drive. These lanes would be designed to achieve the most efficient and reliable travel times. Access to frontage roads would be maintained with the mainlanes and ramps would be better optimized for safety and mobility.

The proposed roadway would remain controlled access. Access to the mainlanes would remain, with some reconstruction of existing entrance and exit ramps. Additionally, all overpass/underpass and bridge locations would remain the same as existing, with minor to full reconstruction to accommodate the proposed improvements. Wishbone ramps are the two ramps that lead into the managed lanes. They are separated near the entry to the managed lanes, then come together as they travel in their respective north or south direction. The following ingress/egress points to the proposed managed lanes would be provided:

<u>Southbound</u>

- Ingress
  - At SH 71
  - Between Slaughter Creek Overpass and Onion Creek Parkway

- Egress
  - Between Slaughter Creek Overpass and Onion Creek Parkway
  - At SH 45SE

- Wishbone
  - At SH 71

<u>Northbound</u>

- Ingress
  - At SH 45SE
  - Between Slaughter Creek Overpass and Slaughter Lane

- Egress
    - At SH 71
    - Between Stassney Lane and SH 71
    - Between William Cannon Drive and Stassney Lane
- Wishbone
    - At Slaughter
    - At SH 71

Following completion of the proposed project, vehicles would access the elevated SB managed lane north of Stassney Lane via one 14-foot wishbone lane if they are accessing from the SH 71 interchange. At I-35 and Slaughter Lane, vehicles would be able to access the elevated NB managed lanes from the NB mainlanes. Vehicles traveling SB in the managed lanes would be able to access the SB mainlanes at designated points. There would also be access to the NB and SB managed lanes and mainlanes near SH 45SE.

There is a proposed SB collector-distributor system that begins north of Stassney Lane and ends south of William Cannon Drive. Proposed managed lane wishbone ramps would connect to SH 71/US 290.

The proposed project includes additional auxiliary lanes. Currently, there is a single auxiliary lane for both NB and SB directions between Stassney and William Cannon Drive. The proposed project would add an additional 12-foot wide auxiliary lane to the NB direction, starting around William Cannon Drive and continuing to Stassney, to bring the configuration to a total of two 12-foot wide auxiliary lanes. The SB direction would continue to have a single auxiliary lane in this section of the project corridor. Currently, there are no auxiliary lanes south of Slaughter Lane in either the NB or SB direction. The proposed project would add a single 12-foot wide auxiliary lane south of Slaughter Lane to both the NB and SB directions.

Additionally, new turn lanes at Slaughter Lane and Onion Creek Parkway would allow vehicles to travel more quickly through the intersections because they would not need to wait as long at traffic lights to reach the other side of the frontage road. A proposed south to north turnaround at SH 45SE would also allow vehicles to bypass the intersection and decrease travel times.

The proposed project would add through lane capacity to the following areas:

- Two northbound and two south bound non-tolled managed lanes from SH 71 to SH 45SE
- One additional frontage road in each direction from Slaughter Lane to SH 45SE

The proposed project would be constructed in two phases. The first phase would involve constructing the entirety of the project with the exception of the third NB and SB frontage road lanes between Onion Creek Parkway and FM 1327 and the proposed south to north turnaround at SH45 SE. The first phase would have intermittent widenings at various ramp locations between Onion Creek Parkway and FM 1327 and at the NB frontage road approach to Onion Creek Parkway. The first phase would be letting for construction in 2022. The second phase, which consists of building a continuous NB and SB third frontage lane between Onion Creek Parkway and FM 1327 and the proposed south to north turnaround at SH45 SE, would be built at a later date as funding becomes available.

The proposed project would add new sidewalks and SUPs along the I-35 NB and SB frontage roads from SH 71/US 290 to SH 45SE. Public transit would also be benefited as transit vehicles would be allowed on the managed lanes and it is anticipated that this access would decrease transit commute times.

2.3 Logical Termini and Independent Utility

Federal regulations require that federally funded transportation projects have logical termini (23 CFR 771.111(f)(1)). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The logical termini for the project are US 290W/SH 71 and SH 45SE. Due to the fact that they are major traffic generators, these termini were chosen to meet the demands of increased traffic along this corridor.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area (23 CFR 771.111 (f)(2)). This means a project must be able to provide benefit by itself, and that the project does not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project has independent utility and would not preclude other foreseeable transportation improvements within the project area. The project provides congestion relief by widening and improving the existing roadway, which satisfies the project's need, and this would be true even if no other transportation improvements occur. Because the project stands alone, it cannot and does not irretrievably commit future federal funds. Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements (23 CFR 771.111(f)(3)). This means that a project must not dictate or restrict any future roadway alternatives. This project has independent utility and would not restrict the consideration of alternatives for other foreseeable transportation improvements.

2.4 Planning Consistency

The anticipated total cost of the proposed project is approximately $388 million including federal and state funding. The proposed project is described in the TxDOT 2021- 2024 Statewide Transportation Improvement Program (STIP) and the Capital Area Metropolitan Planning Organization (CAMPO) 2045 Regional Transportation Plan (RTP) (TxDOT, 2021a; CAMPO, 2020). See **Appendix E—Plan and Program Excerpts**.

3.0 Need and Purpose

3.1 Need

The I-35 Capital Express South project is needed because the capacity of I-35 between US 290W/SH 71 and SH 45SE is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and reduced safety.

3.2 Supporting Facts and/or Data

The population in the vicinity of the proposed project area has experienced rapid growth in the past two decades. According to population counts in 2010–2014, the population in Austin has increased by 31.6 percent since the year 2000 (USA.com, 2020). For comparison, the State of Texas as a whole grew 25.1 percent in the same time period (USA.com, 2020).

This increased population growth led to an increase in traffic volume. Traffic analysis data projects the average daily traffic (ADT) for the project limits to increase 35.3 percent from 246,445 to 333,441 vehicles per day from the year 2024 to 2045. Furthermore, the Texas A&M Transportation Institute (TTI) produces an annual list of the 100 most congested road sections in Texas, and for 2020 I-35 from SH 71 to Slaughter Lane was ranked number 12 and I-35 from Slaughter lane to SH 45SE was ranked number 45 (TTI, 2020).

As shown in **Table 1**, 2030 traffic modeling data forecasts that the proposed project would result in time savings during morning rush-hour of 17 minutes for the NB mainlanes and 15 minutes for the SB mainlanes when compared to the No-Build Alternative. The proposed project would result in 8 minutes of time savings for the SB mainlanes during evening rush hour and no time savings for NB travel evening rush-hour. The managed lanes would result in morning rush hour time savings of 18 minutes for NB travel and 16 minutes for SB travel. Managed lanes time savings for evening rush hour would be 1 minute for NB travel and 25 minutes for SB travel when compared to the No-Build Alternative (TxDOT, 2020b).

Table 1: Capital Express South Time Savings in 2030

Year and Travel Lane	Northbound AM Travel Time	Time Savings from No-Build Alternative	Northbound PM Travel Time	Time Savings from No-Build Alternative
2030 Mainlanes				
2030 Managed Lanes	7 minutes	18 minutes	7 minutes	1 minute
2030 No-Build Alternative	25 minutes	NA	8 minutes	NA
Year and Travel Lane	Southbound AM Travel Time	d Alternative	Southbound PM Travel Time	from No-Build Alternative
2030 Mainlanes	8 minutes	15 minutes	24 minutes	8 minutes
2030 Managed Lanes	7 minutes	16 minutes	7 minutes	25 minutes
2030 No-Build Alternative	23 minutes	NA	32 minutes	NA

TxDOT, 2020b

Increased population growth in the communities surrounding the project area, along with increased traffic demand along the corridor, has led to congestion that doesn't allow the facility to operate as safely as it should within the proposed project area. TxDOT's Crash Record Information System was used to analyze the crash data along I-35 from US 290W/SH 71 to SH 45SE. An analysis of six calendar years 2013 to 2018 were utilized. The crash rate for a roadway is defined as the number of crashes per 100 million vehicle-miles traveled. It is standardized for each type of roadway in Texas and this standard may be compared to the rate for a particular roadway. **Table 2** includes the crash rates for I-35 from US 290W/SH 71 to Main Street in Buda and the statewide averages for comparable types of roadways.

Table 2: Crash Rate Comparison

Year	I-35 Capital Express South Total Crashes	I 35 Capital Express South Crash Rate	Statewide Average Crash Rate Urban Interstate Highways
2013	495	85.39	
2014	439	78.62	113.17
2015	550	90.67	
2016	656	105.89	150.96
2017	662	109.10	
2018	753	123.20	144.32

TxDOT, 2020c

Overall, the total number of crashes from 2013 to 2018 increased approximately 52 percent, from 495 in 2013 to 753 in 2018 (TxDOT, 2020c). While the crash rates occurring on I-35 within the project area are lower than the statewide average for an urban interstate highway, the rate of crashes is increasing. Data recorded within the project area from 2013 to 2018 show the crashes on I-35 within the proposed project limits indicate a need to improve operational characteristics and improve mobility.

The proposed project would provide crash reduction benefits to I-35 within the project limits. The benefits include preserving recently constructed improvements, at Stassney Lane and William Cannon Drive; wider travel lanes and shoulders, which reduce crashes by 10 and 50 percent, respectively; and the southbound bypass lane system from north of Stassney Lane to south of William Cannon Drive, which removes major merging and weaving operations from the mainlanes and reduces through traffic at intersections. Adding auxiliary lanes reduces crashes by 20 percent (TxDOT, 2020b).

The proposed improvements would increase safety for motorists and bicyclists/pedestrians and bring TxDOT closer to achieving the goals of the End The Streak safety campaign.

3.3 Purpose

The purpose of the proposed project is to increase mobility and safety on I-35 for the traveling public.

4.0 Alternatives

4.1 Build Alternative(s)

The proposed project would add two non-tolled managed lanes in each direction along I-35 from US 290W/SH 71 to SH 45SE, as described in Section 2.2. The proposed Build Alternative meets the purpose and need because it would increase mobility and safety on the existing corridor. The Build Alternative is the Preferred Alternative. The proposed project is anticipated to cost approximately $388 million including federal and state funding.

An open house was held in October 2019 with no elevated structure proposed. In January 2020, a value engineering (VE) study was conducted per federal guidelines. Recommendations from the VE study included safety and operational enhancements in line with the Road to Zero (RTZ) initiative. A southbound bypass system and elevated managed lanes were incorporated to achieve the following benefits:

- Forced merge developed into an auxiliary lane (20 percent crash reduction)
- 12-foot-lane width compared to 11-foot-lane width (10 percent crash reduction)
- Desirable shoulder widths (50 percent crash reduction)
- South Austin residents have improved travel times to hospital and medical centers
- Incident/emergency response times are improved
- Mitigation of rear-end collisions from queuing or stopped traffic
- Allows direct access transit, carpoolers, and vanpools from mainlane to frontage road/SH 71 interchange without weaving across interstate through traffic which is a root cause of congestion and crashes
- HOV/transit trips from FM 1626, Onion Creek, and Slaughter Creek can access northbound mainlanes (NBML) without weaving across interstate through traffic or traversing additional traffic signals
- South Austin residents can avoid I-35 mainlanes for short trips by using the bypass lanes, keeping slower moving vehicles entering and exiting traffic off the mainlanes
- Direct access to the mainlanes for transit, carpoolers, and vanpools
- Reduction in traffic though signalized intersections

4.2 No-Build Alternative

Under the No-Build Alternative, the proposed improvements to I-35 would not be constructed. The No-Build Alternative would not require the conversion of approximately 13.45 acres from existing land uses to transportation use (ROW) nor would other project-related impacts occur. The No-Build Alternative would not increase mobility and safety in the project area. Consequently, the anticipated benefits of the proposed project would not be realized and continued population growth and development in the region would occur, leading to reduced mobility and safety along I-35 within the project limits. For this reason, the No-Build Alternative does not meet the purpose and need for the proposed improvements and is not the recommended alternative.

Although the No-Build Alternative fails to meet the project's purpose and need and is not the recommended alternative, it was carried forward (per the requirements of NEPA) as the

baseline for comparison. The No-Build Alternative is evaluated in this EA along with the Build Alternative.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

One preliminary alternative was considered but has been eliminated from further consideration.

Alternative 1: This preliminary alternative proposed two managed lanes at grade beginning south of US 290W/SH 71 and continuing to SH 45SE. Proposed enhancements to this alternative were identified through the VE study process to further improve safety benefits and reliable travel times. Incorporating the enhancements into Alternative 1 would require reconstruction of the $79.9 million Stassney Lane and William Cannon Drive project (currently under construction), and cause additional ROW impacts, which, ultimately resulted in the elimination of the alternative from consideration.

A variation of Alternative 1 could be placing the managed lanes in a tunnel below grade. This was also found to be unviable due to conflicts with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is near where the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.

Additional studies were performed to understand the overall safety improvements that could be gained from the implementation of the proposed Build Alternative analyzed in this EA vs. Alternative 1. This analysis identified that when compared to the Alternative 1, the proposed Build Alternative would have up to an 81 percent reduction in conflict points. As seen in the data, a reduction in conflict points generally leads to a reduction in potential crashes. The analysis also identified that the proposed Build Alternative would have a 28.2 percent reduction in total crashes when compared to the No-Build Alternative, whereas Alternative 1 would only have an 8.2 percent reduction relative to No-Build Alternative. Reduction in severe crashes is also expected for both the proposed Build Alternative and Alternative 1. It is anticipated that the proposed Build Alternative would see a reduction of approximately 23 severe crashes, and Alternative 1 would only see 7 severe crash reductions compared to the No-Build Alternative.

When evaluating crash rates, compared with the No-Build, Alternative 1 and the proposed Build Alternative would have a reduction of 31.7 percent and 48.3 percent, respectively. The proposed Build Alternative has a 63.2 percent reduction in crash rate comparing with Alternative 1 in anticipated crash rate per 100 million VMT per year. Lastly, the analysis evaluated potential safety cost benefits. Overall, comparing with the No-Build, Alternative 1 saves about $6.2 million per year, and the proposed Build Alternative helps save about $20.6 million per year. Comparing with Alternative 1, the proposed Build Alternative saves 232.3 percent more crash costs per year (UTCTR 2021).

Overall, the analysis showed that the proposed Build Alternative would have a greater reduction in conflict points, lower crash rates, lower severe crash rates and would provide a higher safety cost benefits than Alternative 1. It is for these reasons, Alternative 1 was eliminated from further consideration.

5.0 Affected Environment and Environmental Consequences

Several technical reports and other documentation were prepared in support of this EA. A list of these reports is presented below in **Table 3** and a summary of these reports is included in the respective sections below. The complete technical reports are on file and are available for review at the TxDOT South Travis/Hays County Area Office. Documents can also be found online at https://my35capex.com/.

Table 3: List of Technical Documents Cited

Technical Reports or Document	Date
Archeological Studies Background Review	5/2020
Archeological Studies Background Review – Addendum Memo	3/2021
Species Analysis Form	1/2021
Species Analysis Spreadsheet	1/2021
Species Analysis Spreadsheet: Update	11/2021
Tier I Site Assessment	1/2021
Surface Waters Analysis Form	11/2020
Historical Studies Project Coordination Request	4/2020
Historic Resources Research Design	10/2020
Historic Resources Survey Report	1/2021
Hazardous Material Initial Site Assessment (ISA) Report	2/2021
Hazardous Material Initial Site Assessment (ISA) Report: Update	6/2021
Carbon Monoxide Traffic Air Quality Analysis	3/2021
Mobile Source Air Toxics Report	3/2021
Community Impact Assessment Technical Report	3/2021
Wetland Delineation Report	11/2020
Traffic Noise Analysis Technical Report	3/2021
Traffic Noise Analysis Technical Report; Update	7/2021

Source: Project Team 2020 and 2021

5.1 Right-of-Way/Displacements

The proposed project would require approximately 13.45 acres of new ROW between the northern and southern project limits (see schematic in **Appendix C**) including approximately 0.68 acre of proposed permanent drainage easement and 0.89 acres of floodplain management area. The project would require 3.15 acres of temporary construction easements. The Build Alternative would not result in any residential or commercial displacements, as reported in the Community Impacts Assessment Technical Report. All ROW acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1979, as amended.

The No-Build Alternative would not require the acquisition of new ROW; therefore, would not result in any residential or commercial displacements.

5.2 Land Use

The proposed project area includes portions of Travis and Hays counties, and the cities of Austin and Buda. Land uses within the northern portion of the project area consist of urban and commercial development, including hotels, car dealerships, and strip malls. The southern portion of the community study area is generally more suburban with a mix of undeveloped agricultural land, multi-family developments, and single-family residential. **Table 4** shows the acres of each type of land use and **Figure 1** in **Appendix F** shows the land use in the proposed project area.

Table 4: Land Use Acreage

Agricultural	3,747.9
Commercial Office	1,743.9
Educational	1,355.6
Institutional	982.7
Mining Landfill	915.7
Multi-Family Residential	766.3
Parks Open Space	762.3
Rail Transportation	102.1
Single Family Residential	80.3
Undeveloped	16.7
Utilities	7.7

In the northern portion of the project area, the land uses are primarily urban and commercial development, including hotels, car dealerships, strip malls, and schools. The general area surrounding the southern portion of the project area is more suburban with a mix of agricultural, multi-family developments, and single-family residential. The names of the neighborhoods are Franklin Park, Comal Bluff, Lincoln Ridge, Circle S Ridge, Bluff Springs, South Bend, Park Ridge, South Park Meadows, and Onion Creek. There are a few undeveloped parcels; however, none are being used for cropland, pasture, or range land. Refer to **Appendix B** for project photos.

The proposed project would require approximately 13.45 acres of new ROW between the northern and southern project limits. However, the project would not result in any displacements, and would not substantially alter the existing land uses in the project area.

Vegetation in the project area consists of maintained roadside grasses and forbs within existing ROW. Landscaped grasses, forbs, shrubs, and scattered trees are located within developed areas. Landscaped portions of the ROW include live oak, eastern redbud, and cedar elm.

The No-Build Alternative would not directly impact existing land uses.

5.3 Farmlands

The Farmland Protection Policy Act (FPPA), as detailed in Subtitle I of Title XV of the Agricultural and Food Act of 1981, provides protection to the following: (1) prime farmland, (2) unique farmland, and (3) farmland of local or statewide importance. Under the FPPA, transportation projects conducted by a federal agency or with federal agency assistance that irreversibly convert protected farmland (directly or indirectly) to non-agricultural use are required to coordinate with the National Resources Conservation Service.

Projects considered exempt under the FPPA include those that require no additional ROW or require ROW that is developed, urbanized, or zoned for urban use. The proposed project would require additional ROW; therefore, the project is not exempt under the FPPA.

The project was scored using Natural Resources Conservation (NRCS) form NRCS-CPA-106 with a total corridor assessment of 35 points. Per the Farmland Protection Policy Act (FPPA), no further protections are required, and the Build Alternative is not anticipated to affect prime, unique, or other farmlands of statewide or local importance.

No impacts to farmland would occur under the No-Build Alternative.

5.4 Utility Relocation

The proposed project would require approximately 13.45 acres of new ROW. Implementation of the proposed project would require the relocation and adjustment of utilities such as gas lines, fiber optic lines, water lines, sewer lines, overhead electrical and telephone lines, and other subterranean and aerial utilities. Underground utilities relocations would go down to a max depth of 15-foot. The need for relocation and adjustment of any utilities is determined during the detailed design phase and coordinated with the affected utility provider to ensure that no substantial interruption of service would take place. The Travis County emergency

medical services, Travis County Sheriff's Office, and City of Austin Fire and Police Departments would be notified of the construction start dates and any potential detour routes. Construction activities are not expected to cause any delays or access issues for emergency service vehicles.

It is reasonably foreseeable that utilities will have to be relocated as a result of this project. The impacts resulting from removal of any utilities from within existing highway right-of-way (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) have been considered as part of the overall project footprint impacts within this environmental assessment.

It has not yet been determined whether the dislocated utilities will be re-installed within the highway right-of-way, or to a location outside the highway right-of-way. However, the potential impacts resulting from re-installation of the displaced utilities within the highway right-of-way have been considered as part of the overall project footprint impacts (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) within this environmental assessment. To the extent that the owner of any displaced utility determines to re-install the displaced utility at a location outside of highway right-of-way, such location will be determined by the owner of the utility subject to the rules and policies governing the utility relocation process. Additionally, the owner of the utility will be responsible for acquiring any easements outside the highway right-of-way and ensuring that the design and construction meet all regulatory and environmental compliance requirements. See 43 TAC 21.37(a)(9), (g)(1)), and (g)(4); 43 TAC 21.38(e)(2).

Construction of the proposed project would be phased in a manner that would allow the existing road system to remain open to traffic during construction of the new roadway and would not require the use of detours. Construction of the project would not prevent access to any adjacent properties.

There would be no impact to utilities/emergency services under the No-Build Alternative.

5.5 Bicycle and Pedestrian Facilities

There are SUPs and sidewalks located throughout the project area, as shown in **Appendix F, Figure 2**. These bicycle and pedestrian facilities are used by residents to access businesses and community facilities in the project area. Recent improvements have been made to pedestrian and bicycle facilities in the project area, including a barrier to separate a bicycle lane from mainlanes of traffic across Slaughter Lane.

The Build Alternative proposes an additional 13-miles of SUPs in the project area and construction of additional sidewalks at SH 71/US 290 and Stassney Lane, which would improve upon current pedestrian and bike access across the I-35 corridor (east/west). The proposed SUPs intersect with many of the City of Austin's existing and planned bicycle and pedestrian routes, the proposed project would provide further connections to this infrastructure, expanding connectivity within the project corridor. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. City of Austin is a stakeholder agency and TxDOT will continue to coordinate with them to reach shared objectives within the project corridor.

The proposed project would improve bicycle and pedestrian safety as all sidewalks would be designed to meet Americans with Disabilities Act (ADA) accessibility standards, and SUPs would be constructed with curbs between the SUP and the frontage road. The proposed project would improve pedestrian and bicycle north-south connectivity to the existing transit options and accessibility would be increased for those traveling on foot or by bicycle. Additionally, project will comply with TxDOT's Bicycle Accommodation Design Guidance. TxDOT's Bicycle Accommodation Design Guidance implements both the USDOT and FHWA policy regarding bicycle and pedestrian accommodations.

The No-Build Alternative would not increase the number of SUPs or increase the safety of existing bicycle or pedestrian facilities in the project area.

5.6 Community Impacts

The purpose of the proposed project is to improve safety and mobility of all users of I-35, while minimizing ROW, community, and environmental impacts, and to provide a reliable travel time for cars and public transit buses using the managed lanes. There are many community facilities located within the project area, as shown in **Appendix F**, **Figure 3**.

Under the Build Alternative, the South Austin neighborhoods of South Park Meadows and Onion Creek would be affected by the proposed changes to I-35 access following construction. There would be additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. These changes would be beneficial as the project is being designed to improve safety and mobility of those traveling through the community study area, and these changes would improve mobility in these neighborhoods. The additional sidewalks and SUPs proposed as part of the project would also make it easier for pedestrians and cyclists to access services and community resources within the study area. The proposed project would not result in any residential or commercial displacements, and none of the community facilities or businesses in the area would be directly impacted following construction completion.

Additionally, improvements to transit vehicles using managed lanes would benefit transit-dependent populations throughout the City of Austin. In November 2020 Austin voters approved Project Connect, a substantial investment in Capital Metro transit operations throughout the city, including sections of the project area. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35. Additionally, the proposed project affords opportunities to provide future transit options for transit-dependent populations. Capital Metro is a stakeholder agency and TxDOT will continue to coordinate with this agency to reach shared objectives among the two projects. Managed lanes are a tool for the region's mobility needs that can be useful for transit in the project area.

Any changes in travel patterns that would occur as a result of the proposed project would be beneficial to all modes of transportation that use the facility. The changes in travel patterns would improve commute times and reduce congestion.

Pedestrian and bicycle safety would be improved because new sidewalks and SUPs would be built to ADA accessibility and compliance standards with curbs to separate the SUPs from the

frontage roads. SUPs may also provide additional north and south connectivity to the existing transit options in the project corridor. These proposed improvements are not anticipated to negatively impact community cohesion.

Census data indicate that there are Environmental Justice (EJ) populations within the community study area. Of the 393 blocks in the community study area, 130 had populations over 50 percent minority in 2010, ranging from 50 percent to 100 percent, as shown in **Appendix F, Figure 4**. The data appears to indicate that minority populations are generally dispersed throughout the study area and not concentrated in any one location or side of the existing I-35 facility within the project limits.

Given the high rate of population growth and change in Austin, data from 2010 was not expected to accurately portray the populations in the community study area. As such, block group data from 2018 was also analyzed. Fifteen of the 21 census block groups have populations that are over 50 percent minority. The 2019 block group data identified that all the block groups except for one contain households living under the poverty level. 2021 US Health and Human Services poverty level for a family of four is $26,500. The percentage of households living under the poverty level ranges from 2.3 percent to 33.9 percent. Information from the public schools in the area also indicate that there may be a higher percentage of people living below the poverty level in the community study area than was reported in the U.S. Census. Additionally, there are homeless encampments and more dispersed populations living within the ROW. TxDOT's initiative to address homelessness includes coordination and focused engagement with agencies and nonprofit providers supporting people experiencing homelessness. Early communication and notice in advance of construction activities will occur in all areas that are inhabited as the project nears construction. Therefore, while there are minority and low-income populations in the community study area, the proposed project would not result in disproportionate adverse impacts to these populations and mitigation specific to EJ is not necessary.

There are also Limited English Speaking (LEP) persons identified in the community study area. Fifteen Census block groups contain over 5 percent Spanish or Asian Language speakers that speak English less than very well. The majority of the LEP speakers in the community study area are Spanish speakers. Census Tract 24.25 Block Group 2 reports that approximately 8 percent of the population are LEP Asian and Pacific Islander language speakers. In order to provide meaningful communication to the people that could be affected by the project, project materials are made available in English and Spanish, and translation services are offered at all public meetings.

The Bridge at Asher and Bridge at Southpoint apartment complexes are located adjacent to the project ROW and are owned by the Housing Authority of the City of Austin (HACA). Additionally, the Austin Affordable Housing Authority (AAHC), a non-profit subsidiary of HACA, offices are located adjacent to the project ROW. Both the HACA and AAHC offer low-income housing within the City of Austin. The proposed project would not require any displacements at either apartment complexes or the AAHC office building. However, noise impacts have been identified at the Bridge at Asher apartment complex (R40 & R43), and two noise barriers are proposed at this location. In accordance with TxDOT Guidelines for Analysis and Abatement of Roadway Traffic Noise, traffic noise workshops will be held to provide information on the proposed noise barriers to adjacent property owners. The traffic noise workshops would be held after the FONSI. For more information on proposed noise impacts

please see Section 5.14: Traffic Noise.

The proposed project could have minimal impacts on community cohesion, community facilities, and vulnerable populations. There would not be displacements as a result of the proposed project. The proposed project would result in increases to safety and mobility throughout the project area.

Historical land use within the project area would generally be described as rural, sparsely populated plots with farms and/or ranching activity. At the time that I-35 was originally open to the public (1962), the surrounding communities associated with this land use would be described as farming and ranch communities, not the densely populated residential communities that are traditionally associated with an urban community. Aerial maps from 1964 and 1973 reflect this assumption and show that the newly constructed I-35 divided these farming and ranchland communities vs. densely populated residential communities like those found further north in downtown and central Austin. Following the construction of I-35, a limited amount of commercial and residential growth was constructed in study area. The majority of the existing development currently observed within the project area was built after 1995 (TxDOT, 2021d, UTCTR, 2021).

The No-Build Alternative would not have adverse impacts on community cohesion and community facilities within the project area. Additionally, the No-Build Alternative would not cause disproportionally high and adverse impacts on EJ communities. More detail regarding community impacts can be found in the Community Impacts Assessment Technical Report which is available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at https://my35capex.com/.

5.7 Visual/Aesthetic Impacts

I-35 is a well-established interstate highway, and the project area is located within a developed area of south Austin. The existing ROW consists mainly of urbanized land and paved roadway. The land adjacent to the ROW is developed with a few sparse wooded areas. I-35 is the dominant visual feature in the project area. The proposed project includes construction of an elevated section for 2.5-miles. See **Appendix C** and **Appendix D** for schematic and typical sections. The section below discusses potential visual impacts.

Section 136 of the Federal Aid Highway Act of 1970 (Public Law 91-605) requires consideration of aesthetic values in the highway planning process. Aerial imagery and field visits were used to assess visual and aesthetics impacts within the project area. After conducting field reconnaissance to assess views of the project area, the information collected was analyzed to determine the existing visual character. The overall general landscape can be characterized as urban/commercial consisting of mixed small, medium, and large retail, commercial, office, hotel, and multifamily land uses. Overall, the visual character of the proposed project would be consistent with the existing visual character of the project area in scale, form, and materials.

Generally, the existing viewshed includes sparse woodland areas, commercial development, multifamily residential housing, and highway ROW. The primary viewers would include motorists and people visiting commercial developments in the project area. The visual effects assessment is based on two factors:

- Evaluating the visual effect of the proposed project and how it relates to the surrounding environment (view of the road)

- Evaluating the potential visual effect viewers would experience while traveling along the proposed project (the view from the road).

Representative viewpoints were selected and analyzed to determine the visual effects resulting from implementing the proposed project. Next, the analysis considers the visual compatibility of the proposed project with the existing area; by asking, will the project complement or contrast with the existing visual character of the area? Then, the analysis evaluates, the relative degree of potential visual effect based on the viewpoint. These qualitative effects are beneficial change, adverse change, or neutral change (no change). In this case a beneficial change would be defined by enhancing visual resources or creating a better view of the existing resources and improving the visual experience of the viewer. An adverse change would be defined as degrading the visual resource or obstructing or altering a desired view. A neutral change would be defined as there being no substantial change from the current viewshed. The four representative viewshed areas of the corridor area as follows:

- Viewpoint 1: US 290W/SH 71, the northern terminus of the project.

- Viewpoint 2: North of Stassney Lane, the start of the 2.5-mile, elevated managed lanes.

- Viewpoint 3: South of William Cannon Drive, the end of the elevated managed lanes.

- Viewpoint 4: South of Slaughter Lane, a representative viewpoint for the remaining project corridor.

Viewpoint 1:

The northern project terminus is characterized as heavily commercial with industrial and transportation land uses. There are large, multi-level interchanges of US 290W/SH71 and I-35 with their associated frontage roads and direct connectors. When looking north, the interchanges dominate the viewshed. SH 71 is the lowest level with I-35 mainlanes and frontage roads being respectively 57 and 30 feet above SH 71. The US 290W/SH 71 and I-35 direct connectors are at their highest point located 56 feet above the I-35 mainlanes. The proposed project would be consistent and visually compatible with the existing viewshed.

The majority of viewers in this area would be commercial viewers and motorist traveling through the area. A viewer standing on the southbound frontage road above SH71 looking east would see a large multilevel interchange. The same viewer standing on the southbound frontage road looking south would see a frontage road with large commercial developments including hotels, chain restaurants, and car dealerships. The visual impact at Viewpoint from the NB frontage road looking west and south would be a similar view of commercial developments, hotels, car dealerships, and highway.

A motorist traveling through this area on the I-35 mainlanes would be in an elevated position and would be able to see farther south, which is a view that would be dominated by I-35. The east and west view for a motorist on the elevated section would be that of commercial buildings, business signs, and car dealerships. The visual impact at viewpoint would be a

neutral change as the proposed project would not substantially alter or impact the existing views of the viewshed.

Viewpoint 2:

The elevated managed lanes start north of Stassney Lane. The elevated structures would vary from 29 to 36 feet high for 2.5 miles beginning north of Stassney Lane, which is roughly equivalent in height to a two-story single-family home in Austin. The elevated mainlanes would be 82 feet wide, which is roughly the length of a high school basketball court. The area has numerous commercial land uses along the NB and SB I-35 frontage roads. Stassney Woods Apartments, located roughly 220 feet east of the Stassney Lane and NB frontage road intersection, is the nearest residential land use to this location. The Stassney Lane overpass is elevated 23 feet above the I-35 mainlanes. The proposed project would be consistent and compatible with the existing viewshed.

Since the managed lanes are elevated 36 feet above Stassney Lane overpass, a viewer standing at the intersection of Stassney lane and either of the I-35 NB or SB frontage roads would be able to see across the highway to the other side. Since Stassney Woods Apartments are located below the overpass, they do not have a view across I-35, so the elevated section in the foreground of their view wouldn't affect their viewshed facing west or southwest. If a viewer at Stassney Woods Apartments were looking northwest, they would see the managed lanes above the existing mainlanes. However, the view across the highway are not natural viewsheds, but rather a strip mall shopping center and car dealership.

A motorist traveling on the elevated managed lanes would have an elevated view of the I-35 frontage roads on the east and west, business signs, and commercial buildings. A motorist traveling on the mainlanes would see supports for the elevated structure to their left and the bottom of the elevated managed lanes above them and also to the south. As a result, the visual effect from the proposed project would not be considered substantial and the visual effect at this viewpoint would be a neutral change as the proposed project would not substantially alter or impact the existing view of the viewshed.

Viewpoint 3:

The third vantage point viewshed is south of William Cannon Drive. This area also has numerous commercial land uses along the highway including fast food restaurants, shopping centers, and car dealerships. The proposed project would be consistent with existing viewshed.

Century South Shopping Center is on the southwest corner of William Cannon Drive and the I-35 SB frontage road. Bluff Springs Shopping Center is on the southeast corner of William Cannon Drive and the I-35 NB frontage road. The nearest residential land use is South Point Village Apartments located roughly 1,000 feet south of the William Cannon Drive and I-35 SB frontage road intersection. William Cannon Drive overpass is 24 feet above the I-35 mainlanes. The managed lanes would be elevated 32 feet above William Cannon Drive overpass. The existing views across the highway are not natural viewsheds, but rather a strip mall shopping center and car dealership. A viewer standing on the SB frontage road and William Cannon Drive looking east across the highway would see a strip mall, looking northeast fast-food restaurants, and looking south a strip mall. A viewer standing at NB frontage road and William Cannon Drive looking west across the highway would see a strip mall, looking

northwest a car dealership, and looking south a strip mall.

A motorist traveling on the elevated managed lanes would have an elevated view of the I-35 frontage roads on the east and west and commercial buildings. A motorist traveling on the mainlanes would see supports for the elevated structure to their left and the bottom of the elevated managed lanes above them and also to the north. The visual effect from the proposed project wouldn't be considered substantial and the visual effect at this viewpoint would be a neutral change as the proposed project would not substantially alter or impact the existing view of the viewshed.

Viewpoint 4:

The last vantage point viewshed is Slaughter Lane. This area also has numerous commercial land uses along the highway including fast food restaurants, shopping centers, and large flagship supermarket. Southpark Meadows, HEB, Home Depot, and U-Haul are respectively located on the southwest, northwest, northeast, and southeast corners of the I-35 NB and SB frontage road and Slaughter Lane intersections. The nearest residential land use is Southpark Crossing Apartments located on the NB frontage Road roughly 500 feet south of Slaughter Lane. The existing I-35 mainlanes are elevated 25 feet above Slaughter Lane. Currently, a viewer standing at the SB frontage and Slaughter Lane looking east across the highway would see elevated I-35 mainlanes, looking north a large supermarket, looking south a shopping center. A viewer standing at the NB frontage and Slaughter Lane looking west across the highway would see elevated I-35 mainlanes, looking north a gas station, looking south a commercial building and apartment complex. The proposed project would be consistent with the existing viewshed. The frontage roads are at grade with Slaughter Lane. The proposed project would not affect the viewshed from this vantage point for either motorist on the road or viewer looking at the road.

A motorist traveling on I-35 would have an elevated view of the I-35 frontage roads on the east and west, a few wooded areas to the southeast and southwest, and commercial buildings. The visual effect from the proposed project wouldn't be considered substantial and the visual effect at this viewpoint would be a neutral change as the proposed project would not substantially alter or impact the existing view of the viewshed.

Safety and high mast lighting are currently present at all viewpoints and throughout the project corridor, the proposed project would require additional lighting including the use of high mast or safety lighting. The specific type of roadway lighting will be determined during the detailed design phase.

During construction, the contractor would be directed to locate staging areas away from visually sensitive areas, such as residential areas and parks, if it is practical and also if land is available. Reseeding/revegetation would take place in areas disturbed during construction.

Although the proposed project would include 2.5 miles of elevated structure, overall, it is not anticipated that the Build Alternative would substantially alter or impact the viewshed at these locations or throughout the project corridor.

The No-Build Alternative would not impact or alter the existing viewshed of the project area.

5.8 Cultural Resources

Evaluation of impacts to cultural resources has been conducted under Section 106 of the National Historic Preservation Act in accordance with the Programmatic Agreement (PA) among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings. Please see **Appendix G** for cultural resource coordination.

A review of the Texas Historical Commission (THC) Historic Sites Atlas indicates that there are no cemeteries, previously designated historic districts, or properties adjacent to the project area.

5.8.1 Archeology

The current archeological area of potential effect (APE) consists of the entire proposed project's horizontal footprint as well as the proposed vertical depth below ground surface within existing ROW, proposed ROW, and easements. Archeological studies were conducted in two stages. Although archeological sites were previously recorded within the archeological APE, Atkins recommended no archeological investigation because the vast majority of the APE was previously disturbed due to roadway construction and maintenance, and from underground and overhead utilities. TxDOT concurred with Atkins's recommendation and approved the Archeological Background Studies Report with no further work necessary on May 07, 2020. Design changes necessitated a follow up addendum to the Archeological Studies Background Report. In the addendum, Atkins recommended that no further archeological investigations were warranted prior to construction, because the proposed changes were minimal and limited to the existing I-35 ROW which had been previously disturbed. TxDOT approved the contents and recommendations of the Addendum to the Archeological Background Study Report on March 3, 2021. Both technical documents are available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at https://my35capex.com/.

Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 Programmatic Agreement (PA) and the MOU (Memorandum of Understanding), TxDOT determined that there are no historic archeological properties within the archeological APE. In compliance with the ACT and the MOU, TxDOT archeologists determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required. The Build Alternative and No-Build Alternative would not alter or change any archeological historic properties. If any unanticipated cultural materials or deposits are found at any stage of clearing, preparation, or construction, the work should cease in that area and TxDOT personnel should be notified immediately. During evaluation of any unanticipated finds and coordination between TxDOT and THC, clearing, preparation, and/or construction could continue in any other areas along the corridor where no such deposits or materials are observed. More detail regarding archeology can be found in the Archeological Background Study Report and Addendum.

Tribal coordination was originally completed on March 3, 2021 with Federally Recognized Tribes with a potential interest in the proposed project area. This coordination was re-initiated for an update to the APE in November 15, 2021 and completed December 15, 2021. No responses were received within the 30-day review period. No issues or objections were received.

5.8.2 Historic Properties

The identification of potential historic (National Register of Historic Places [NRHP]-listed or -eligible) properties is complete for historic-age structures, buildings, objects, and districts found within the proposed ROW and the associated APE, which includes the entirety of all parcels within the APE.

TxDOT historians reviewed the NRHP, the list of State Antiquities Landmarks, the list of Recorded Texas Historic Landmarks, and TxDOT files and found no historically significant resources previously documented within the APE. TxDOT defines the APE for this project as 150 feet from the proposed ROW line, and the existing ROW line where no new ROW is required. Subsequent to TxDOT approval of a Project Coordination Request (PCR) on April 16, 2020 and the Historic Resources Research Design on October 9, 2020, TxDOT approved Atkins's Historic Resources Survey Report (HRSR) on January 13, 2021. TxDOT determined there are four properties containing four historic-age resources (built in or prior to 1977) within the APE (**Figure 5**). Property types consist of commercial and residential. TxDOT historians determined that the recorded historic-age resources are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons, and are therefore not eligible for NRHP listing under Criteria A, B, or C. Technical documents are available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at https://my35capex.com/.

Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians, determined that there are no historic, non-archeological properties in the APE. In compliance with the ACT and the MOU, TxDOT historians determined the undertaking to have no potential for adverse effects. Individual project coordination with SHPO is not required. The Build Alternative and No-Build Alternative would not alter or change any historic properties. No mitigation is necessary. More detail regarding historic resources can be found in the HRSR.

5.9 Protected Lands

Section 4(f) of the U.S. Department of Transportation Act of 1966 requires consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.

Section 6(f) of the Land and Water Conservation Fund Act requires that recreational facilities receiving U. S. Department of the Interior (USDOI) funding from the Land and Water Conservation Fund Act as allocated by Texas Parks and Wildlife Department (TPWD) may not be converted to non-recreational uses unless approval is received from TPWD and the National Park Service (NPS). Chapter 26 of the Texas Parks and Wildlife Code protects public land designated and used as a park, recreation area, scientific area, wildlife refuge, or historic site.

There are no Section 6(f) properties present in the project area.

Protected lands (4(f) and Chapter 26 properties) in the project area include Williamson Creek East Greenbelt, South Boggy Creek Greenbelt, Onion Creek Greenbelt, and Old San Antonio Park.

The proposed project would not impact these parks nor require any ROW from any protected

parklands. Therefore, there would be no impacts to Section 4(f), Section 6(f) or Chapter 26 properties from the proposed project.

There would be no impacts to Section 4(f), Section 6(f) or Chapter 26 properties from the No-Build Alternative.

5.10 Water Resources

There are 12 water features in the project area that could be impacted by the proposed project. These features include seven unnamed ephemeral streams, four intermittent waterways (Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek), and one palustrine emergent wetland. Project features and best management practices (BMP) would be used to minimize impacts to waters (i.e. spanning with bridges to maximum extent practicable, see section 5.10.2). All project features and BMPs will be further evaluated in the detailed design phase.

5.10.1 Clean Water Act Section 404

Four potential WOTUS consisting entirely of intermittent waterways (Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek) occur in the project area. The project area also contains seven jurisdictional unnamed ephemeral tributaries to Williamson Creek, Slaughter Creek, and Onion Creek, and one jurisdictional palustrine emergent wetland.

The proposed project would involve regulated activity in jurisdictional waters and therefore will require authorization under Section 404. **Table 5** shows the waters that are anticipated to be jurisdictional waters in which regulated activity is anticipated to take place. It also indicates whether the impacts are anticipated to be authorized under Section 404 by a non-reporting nationwide permit (i.e., no pre-construction notification required), or if it is anticipated that a nationwide permit with pre-construction notification, individual permit, letter of permission, or regional general permit will be required.

Table 5: Summary of Potential Waters of the U.S. within the Capital Express South ROW

Name of Water Body	Type of Water Body	Location of Water Body	Covered by Non Reporting Nationwide Permit Under Section 404?	Nationwide Permit with Pre Construction Notification, Individual Permit, Letter of Permission, or Regional General Permit Required Under Section 404?	Estimated Impacts (ac)
CRK 01 Unnamed tributary to Williamson Creek	Ephemeral Creek	30.20139°, -97.76079°	Yes	No	0.00
CRK 02 Williamson Creek	Intermittent Creek	30.20183°, -97.76157°	Yes	No	0.00

Name of Water Body	Type of Water Body	Location of Water Body	Covered by Non Reporting Nationwide Permit Under Section 404?	Nationwide Permit with Pre Construction Notification, Individual Permit, Letter of Permission, or Regional General Permit Required Under Section 404?	Estimated Impacts (ac)
CRK 03 Unnamed tributary to Williamson Creek	Ephemeral Creek	30.196716°, -97.76466°	Yes	No	0.00
CRK 04 Boggy Creek	Intermittent Creek	30.17926°, -97.77741°	Yes	No	0.0097
CRK 05 Unnamed tributary to Slaughter Creek	Ephemeral Creek	30.170860°, -97.783052°	Yes	No	0.0005
CRK 06 Unnamed tributary to Slaughter Creek	Ephemeral Creek	30.15291°, -97.79183°	Yes	No	0.00
CRK 07 Slaughter Creek	Intermittent Creek	30.15289°, -97.79228°	Yes	No	0.0003
CRK 08 Unnamed tributary to Slaughter Creek	Ephemeral Creek	30.15293°, -97.7918°	Yes	No	0.00
CRK 09 Unnamed tributary to Onion Creek	Ephemeral Creek	30.14195°, -97.79455°	Yes	No	0.002
CRK 10 Onion Creek	Intermittent Creek	30.13545° -97.79812°	Yes	No	0.0002
CRK 11 Unnamed tributary to Onion Creek	Ephemeral Creek	30.101410° -97.812758°	Yes	No	0.00
Wet1 Unnamed Wetland	Wetland	30.16563°, -97.78602°	Yes	No	0.00

All surveyed waters are depicted in **Appendix F, Figure 6**. Detailed descriptions of potential WOTUS are included in the Waters of the U.S. Delineation Report, which is on file with the TxDOT South Travis/Hays County Area Office and are summarized in the assessment. The Build Alternative impacts are estimated to include 0.0127 acre to linear streams and no impacts to the identified wetland.

All proposed roadway and drainage improvements would be designed in a manner to avoid or minimize impacts to jurisdictional crossings. It is anticipated that impacts to WOTUS would be authorized through Nationwide Permit (NWP) 14 without Pre-Construction Notification (PCN). The No-Build Alternative would have no impact on WOTUS.

The potential for indirect (encroachment-alteration) effects on wetlands and WOTUS related to the Build Alternative would be mitigated through permanent (post-construction) BMPs, as

discussed in Section 5.10.2, Clean Water Act Section 401, below. Wetlands and WOTUS could receive an increased amount of sediment if storm water were released from the project area despite the use of BMPs. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained. No indirect effects from induced growth related to the Build Alternative are anticipated.

Section 404 of the Clean Water Act (CWA) is regulated and enforced by the USACE and is applicable to this project. NWP 14 applies to activities required for crossings of WOTUS associated with the construction, expansion, modification, or improvement of linear transportation projects in WOTUS. For linear transportation projects in non-tidal waters, an individual Permit (IP) is required for the loss of greater than 1/2-acre of WOTUS. A PCN would be required if the impacts to WOTUS (either dredge or fill) are greater than 1/10-acre or if any proposed discharge would occur within special aquatic sites, including wetlands. No PCN or formal notification would be required if impacts to WOTUS are less than 1/10 acre. Impacts to WOTUS would be minimized to the extent practicable under the Build Alternative.

The need for an individual permit under Section 404 is not anticipated. If it is later determined that an individual permit under Section 404 is needed, compliance with EPA's Section 404(b)(1) Guidelines will be confirmed prior to submittal of the individual permit application.

Under the No-Build Alternative, no impacts to WOTUS would occur; therefore, no permitting would be required with the USACE.

5.10.2 Clean Water Act Section 401

For projects that require a NWP under Section 404 that is covered by TCEQ's blanket 401 water quality certification, regardless of whether the NWP is non-reporting, or requires the submission of a PCN, TxDOT complies with Section 401 of the Clean Water Act by implementing Texas Commission on Environmental Quality (TCEQ) conditions for NWPs. For projects that require authorization under a NWP under Section 404 that is not covered by TCEQ's blanket 401 water quality certification, or under an Individual Standard Permit, Letter of Permission, or Regional General Permit under Section 404, TxDOT will coordinate the Section 401 water quality certification with TCEQ. TCEQ will either approve or deny the Section 401 water quality certification or issue a waiver. The TCEQ Section 401 water quality certification decision must be submitted to the USACE before use of the NWP can be confirmed, or an Individual Standard Permit, Letter of Permission, or Regional General Permit decision can be made.

The proposed Capital Express South project is a Tier I project under Section 401, affecting less than three acres of WOTUS or less than 1,500 linear feet of stream. In order to comply with the Texas Commission on Environmental Quality's (TCEQ's) Section 401 Water Quality Certification Conditions for NWP 14 for Tier I projects, at least one BMP from each of the following three categories of on- site water quality management must be used on the proposed project: erosion control, post- construction total suspended solids (TSS) control, and sedimentation control. The BMPs to be used on the proposed project include temporary vegetation for erosion control, silt fences for sedimentation control, and vegetative filter strips for post-construction TSS control.

Under the No-Build Alternative, no impacts to WOTUS would occur and, consequently, no

Section 401 Certification would be required.

5.10.3 Executive Order 11990 Wetlands

Executive Order 11990, Protection of Wetlands (1977), requires federal agencies to minimize the destruction or modification of wetlands. The proposed project would have no impact on wetlands (**Appendix F, Figure 6**); therefore, Executive Order 11990 does not apply to the proposed project.

Under the No-Build Alternative, no impacts to any wetlands would occur.

5.10.4 Rivers and Harbors Act

No navigable waters regulated under Sections 9 and 10 of the Rivers and Harbors Act lie within the project area. The proposed project would not impact any waters regulated by the Rivers and Harbors Act.

Under the No-Build Alternative, no impacts to any Sections 9 and 10 waterways would occur.

5.10.5 Clean Water Act Section 303(d)

Storm water runoff from the proposed project would discharge within five linear miles of the following surface water impaired assessment unit per the 2020 303(d) list into the Slaughter Creek segment (No. 1427A) of the Colorado River Basin Watershed (see **Table 6**).

Table 6: Summary of Texas 303(d) Listed Waters

Watershed	Segment Name	Segment number	Assessment Unit Number
Colorado River Basin	Slaughter Creek	1427A	1427A_01

This segment is impaired due to an impaired microbenthic community in the water. A Storm Water Pollution Prevention Plan (SWP3) would be implemented to avoid discharging pollutants into waterways that may degrade the water quality. Compliance with the SWP3, as well as NWP 14 conditions and BMPs, as discussed above, would ensure that the project does not adversely affect water quality, impair, or impede any plans to improve the quality of polluted waters.

To date, TCEQ has not identified, through either a total maximum daily load (TMDL) or the review of projects under the TCEQ MOU, a need to implement control measures beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site.

For the reasons listed above, it is not anticipated that the Build Alternative would impact any Section 303(d) stream segments.

The No-Build Alternative would not impact any Section 303(d) waters.

5.10.6 Clean Water Act Section 402

Since Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP) authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the projects. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a SWP3 be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (Notice of Intent or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the Municipal Separate Storm Sewer System (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require Special Provision 506 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SWP3 and complete the appropriate authorization documents.

Under the No-Build Alternative, compliance with CWA Section 402 would not be required.

5.10.7 Floodplains

The proposed project is located within the Federal Emergency Management Agency (FEMA) base floodplains of Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek (**Appendix F, Figure 6**). The project is located within FEMA-designated map panel 48453C0585H, effective September 26, 2008 (FEMA 2020). It is also located within FEMA-designated map panels 48453C0595K, 48453C0685J, 48453C0680J, effective January 22, 2020. Lastly, it is located in 48209C0280F, effective September 2, 2005 (FEMA, 2020).

The project contains two different flood zone designations: Zone A and Zone B and X. Zone A is defined as a 100-year floodplain, or an area with 1 percent chance of flooding. Zone B and X is defined as the limits of the 100-year and 500-year floodplain, or an area with 0.2 percent (or 1 in 500 chance) of flooding. This zone is used to designate the floodplains of lesser hazards, such as shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile (FEMA, 2020).

The roadway facility would permit the conveyance of the 100-year (one-percent annual chance) flood, inundation of the roadway being acceptable, without causing substantial damage to the roadway, stream, or other property. The proposed Build Alternative would not increase the base flood elevation to a level that would violate the applicable floodplain regulations or ordinances. Coordination with the local floodplain administrator would be required.

This project is subject to and will comply with federal Executive Order 11988 on Floodplain Management. The department implements this Executive Order on a programmatic basis through its Hydraulic Design Manual. Design of this project will be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design

Manual ensures that this project will not result in a "significant encroachment" as defined by FHWA's rules implementing Executive Order 11988 at 23 CFR 650.105(q).

The potential for project-related indirect (encroachment-alteration) effects on floodplains would be addressed through temporary and permanent BMPs. Storm water could leave an increased amount of sediment in floodplains if released from the project area, despite the use of BMPs. Sediment build-up, in turn, could reduce the water storage capacity of the floodplain. To minimize the potential for adverse impacts, erosion, and sedimentation BMPs would be effectively installed, regularly inspected, and proactively maintained.

No direct or indirect impacts to floodplains would be anticipated under the No-Build Alternative.

5.10.8 Wild and Scenic Rivers

The proposed project does not contain resources regulated under the Wild and Scenic Rivers Act; therefore, neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.9 Coastal Barrier Resources

The Coastal Barrier Resources Act (CBRA) does not apply. Therefore, neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.10 Coastal Zone Management

The proposed project does not lie within the Texas Coastal Management Program boundary. Therefore, a consistency determination is not required. Therefore, neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.11 Edwards Aquifer

The proposed project is not located within the Edwards Aquifer Recharge, Transition, or Contributing Zones (**Appendix F, Figure 6**). Consequently, it was determined that neither the Preferred nor the No-Build Alternative would have an impact on this resource category or subject matter and is not subject to regulation under the TCEQ's Edwards Aquifer Rules (30 Texas Administrative Code [TAC] 213).

The proposed project does not lie within the Environmental Protection Agency's (EPA's) designated Edwards Aquifer Streamflow Source Areas or Recharge Zones and, therefore, neither the build or the No-Build Alternative does not require coordination under the EPA-TxDOT MOU Regarding EPA's Review of Projects Potentially Affecting the Edwards Aquifer.

5.10.12 International Boundary and Water Commission

The proposed project does not cross or encroach upon the floodway of the International Boundary and Water Commission (IBWC) ROW or an IBWC flood control project. Therefore, neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.13 Drinking Water Systems

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project. Therefore, neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.11 Biological Resources

5.11.1 Impacts to Vegetation

The Tier I Site Assessment Form, prepared for this proposed project, describes 21 different vegetation communities that were mapped within the project area by TPWD's Ecological Mapping Systems of Texas (EMST). Mapped vegetation types include Barren; Central Texas: Floodplain Hardwood Forest; Central Texas: Floodplain Hardwood - Evergreen Forest; Blackland Prairie: Disturbance or Tame Grassland; Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland; Edwards Plateau: Savanna Grassland; Edwards Plateau: Oak - Hardwood Motte and Woodland; Edwards Plateau: Ashe Juniper Motte and Woodland; Edwards Plateau: Oak - Ashe Juniper Slope Forest; Edwards Plateau: Oak - Hardwood Slope Forest; Edwards Plateau: Live Oak Motte and Woodland; Native Invasive: Mesquite Shrubland; Native Invasive: Juniper Shrubland; Native Invasive: Juniper Woodland; Native Invasive: Deciduous Woodland; Central Texas: Riparian Hardwood Forest; Central Texas: Floodplain Herbaceous Vegetation; Central Texas: Riparian Deciduous Shrubland; Row Crop; Urban High Intensity; and Urban Low Intensity. Mapped EMST vegetation types within the Project Area are illustrated in **Attachment F, Figure 7**.

The EMST vegetation types observed by a qualified ecologist within the project area did not completely correspond to the EMST mapped vegetation types. Vegetation types within the Edwards Plateau Savannah, Woodland, and Shrubland category were identified in the EMST mapped vegetation dataset but were not observed in the project area. The observed vegetation also lacked Row crops, Native Invasive: Mesquite Shrubland, and Central Texas: Riparian Deciduous Shrubland. Additionally, Central Texas: Riparian Herbaceous Vegetation was observed, whereas the EMST mapped vegetation included Central Texas: Floodplain Herbaceous Vegetation.

Observed vegetation types include Central Texas: Floodplain Hardwood Forest; Blackland Prairie: Disturbance or Tame Grassland; Native Invasive: Mesquite Shrubland; Native Invasive: Deciduous Woodland; Central Texas: Riparian Herbaceous Vegetation; Central Texas: Riparian Hardwood Forest; Urban; High Intensity; and Urban Low Intensity. Observed EMST vegetation types within the project area are illustrated in **Attachment F, Figure 8**.

Total acres of EMST mapped vegetation and observed vegetation types are presented in the Tier I Site Assessment. A vegetation impact assessment was performed for the observed vegetation types. Based on this analysis, coordination between TxDOT and TWPD is triggered per 2013 MOU (2017 Revision) between TPWD and TxDOT as impacts would exceed habitat thresholds outlined in the MOU. The project would disturb approximately 1.5 acres of riparian vegetation, which is greater than the MOU impact threshold of 0.1 acre for this habitat type. Approximately 8.0 acres of Tallgrass Prairie, Grassland habitat type would be disturbed, which

is greater than the MOU impact threshold of 0.1 acre for this habitat type. Approximately 11.9 acres of Disturbed Prairie would be disturbed, which exceeds MOU impact threshold of 2.0 acres.

Early coordination with TPWD regarding effects to vegetation communities was conducted in accordance with provisions of the 2013 MOU (2017 Revision) and coordination was completed on May 7, 2021. The coordination correspondence is included in **Appendix G**.

The No-Build Alternative would not impact vegetation beyond current impacts as a result of continued maintenance of existing I-35.

5.11.2 Executive Order 13112 on Invasive Species

The proposed project is subject to and would comply with federal Executive Order (EO) 13112 on Invasive Species. TxDOT implements this EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

The No-Build Alternative would not be subject to EO 13112 on Invasive Species.

5.11.3 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual. In compliance with EO 13112, a native and locally-adapted seed mix would be used in the landscaping and revegetation of disturbed areas.

The No-Build Alternative would not be subject to the Executive Memorandum on Environmentally and Economically Beneficial Landscaping.

5.11.4 Impacts to Wildlife

Common wildlife species of Central Texas that are not protected include various species of raccoons, opossums, deer, rattlesnakes, skunks, squirrels, armadillos, and various species of reptiles and birds. Many of these species are highly mobile, therefore, are unlikely to be affected. Additionally, habitat for these species is marginal and of low quality within the project area due to size and the presence of the existing I-35 facility. The project will follow the requirements of the Migratory Bird Treaty Act, as described in **Section 5.11.6**.

The No-Build Alternative would not have an impact on wildlife in the project area.

5.11.5 Migratory Bird Protections

The proposed project would comply with applicable provisions of the Migratory Bird Treaty Act (MBTA) and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federally or state-approved options. Additionally, it is TxDOT policy to, where appropriate and

practicable:

- Use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- Schedule construction activities outside the typical nesting season.

The No-Build Alternative would not have an impact on migratory birds, their nests, or their young.

5.11.6 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1934 was enacted to protect fish and wildlife when federal actions result in the control or modification of a natural stream or body of water. The act requires federal agencies to consider the effect that water-related projects have on fish and wildlife resources; act to prevent loss or damage to these resources; and provide for the development and improvement of these resources. This project may impact five potentially jurisdictional streams within the proposed project area.

No practicable alternatives were identified that would avoid impacts. One preliminary alternative proposed a single managed lane beginning south of US 290W/SH71 and continuing to SH 45SE, but this is not a feasible option because of possible delays and inconsistent travel times due to having a single managed lane. The other preliminary alterative that proposed two managed lanes at grade beginning south of US 290W/SH 71 and continuing to SH 45SE would be less safe, require a significant amount of additional ROW required and possible displacements.

Additionally, the project includes all practicable measures to minimize harm - using bridges to span wetlands and waters, minimize ROW, and maintain locations of existing side roads to maximum extent practicable.

The project is anticipated to require a nationwide permit issued by the USACE. Compliance with the Fish and Wildlife Coordination Act will be accomplished by complying with the terms and conditions of the nationwide permit.

5.11.7 Bald and Golden Eagle Protection Act of 2007

The project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination with U.S. Fish and Wildlife Service (USFWS) is required.

The No-Build Alternative would have no impact on Bald or Golden Eagles.

5.11.8 Magnuson-Stevens Fishery Conservation ManagementAct

The Essential Fish Habitat/Magnuson-Stevens Fishery Conservation and Management Act does not apply.

5.11.9 Marine Mammal Protection Act

The proposed project does not contain suitable habitat for marine mammals.

5.11.10 Threatened, Endangered, and Candidate Species

The project is expected to occur within areas of existing TxDOT ROW, proposed ROW, construction easements, and drainage easements (project area). The project area is located within Travis and Hays counties, Texas. Any habitat within the project area is heavily disturbed by the existing I-35 facility.

Federally Listed Species

The Endangered Species Act (ESA) affords protection for federally listed threatened and endangered species, and where designated, critical habitat for these species. The U.S. Fish and Wildlife Service (USFWS) maintains a list of federally threatened and endangered species potentially present for each Texas county. Additionally, the USFWS maintains a list of candidate species, which are species that are not currently protected as threatened or endangered species but have the potential to become listed as a threatened or endangered species in the future. The USFWS Information for Planning and Consultation tool (IPaC) was accessed January 22, 2021 for Travis and Hays counties. An updated IPaC was accessed on May 26, 2021, and November 2, 2021.

The November 2021 USFWS IPaC list includes 14 species, 11 of which are listed as threatened or endangered, 1 that is listed as federally proposed, and 2 that are listed as candidate species. Per the IPaC no critical habitats were identified within the project area.

The project area was found to contain marginal suitable habitat for one federally proposed endangered species, the Texas fatmucket (*Lampsilis bracteata*). Preliminary surveys detected Texas fatmucket near the proposed project area at Onion Creek and this species may potentially occur within the Onion Creek crossing. Therefore, it was determined that the proposed project may effect the Texas fatmucket. The Texas fatmucket is also a state-threatened species, therefore, BMPs will be implemented at the Onion Creek crossing through the coordination with TPWD to protect this species. TxDOT will conference with the USFWS to address potential impacts to this species prior to the start of construction at the Onion Creek crossing.

Additionally, the monarch butterfly is a listed candidate species and the project is in range of suitable habitat for this species. However, no consultation with USFWS is required at this time. TxDOT is a partner in the Nationwide Candidate Conservation Agreement with Assurances/Candidate Conservation Agreement for Monarch Butterfly on Energy and Transportation Lands (Agreement). The Agreement authorizes incidental take for all activities included in the proposed project should the monarch butterfly be listed as endangered or threatened. If the monarch butterfly is proposed for listing during the life of this project, the impacts to monarch butterflies will be reevaluated to determine the appropriate course of action, which may include conference or consultation with USFWS.

No other federally listed threatened, endangered, or candidate species from the IPaC list were found to have suitable habitat within the project area, a determination of "No Effect" has been made for the remaining federally listed species, which include the Golden-cheeked Warbler (*Dendroica chrysoparia*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), Whooping Crane (*Grus americana*), Austin blind salamander (*Eurycea waterlooensis*), Barton Springs salamander (*Eurycea sosorum*), Jollyville Plateau salamander (*Eurycea tonkawae*),

Tooth Cave ground beetle (*Rhadine persephone*), Bee Creek Cave harvestman (*Texella reddelli*), Bone Cave harvestman (*Texella reyesi*), Tooth Cave spider (*Neoleptoneta myopica*), and the bracted twistflower (*Streptanthus bracteatus.*

The No-Build Alternative would not have an impact any federally listed threatened or endangered species.

For more detailed information regarding federally listed species, refer to the Species Analysis Form and Species Analysis Spreadsheet.

State-Listed Species

State-listed threatened and endangered species are protected by state and local laws within Texas (Chapters 67 and 68 of the Texas Parks and Wildlife Code and Sections 65.171 - 65.18 of Title 31 of the TAC).

The Texas Parks and Wildlife Department (TPWD) maintains a database of threatened and endangered species by county for the State of Texas. The Rare, Threatened, and Endangered Species of Texas (RTEST) list was obtained for Travis and Hays counties. The list provides detailed information on habitat requirements for each of the listed species, which were compared to habitat types that were visually observed within the project area. Additionally, species occurrence data were obtained from the TPWD Texas Natural Diversity Database (TxNDD) on January 22, 2021 for the project area are included in **Appendix F, Figure 9** (TPWD, 2021). An updated RTEST list was accessed on May 26, 2021 and November 2, 2021.

Marginal suitable habitat is present for one state threatened species within the project area: Texas fatmucket, and 11 SGCN species: cave myotis bat (*Myotis velifer*), Correll's false dragon head (*Physostegia correllii*), Guadalupe bass (*Micropterus treculii*), Greenman's bluet (*Houstonia parviflora*), Mexican free-tailed bat (*Tadarida brasiliensis*), narrowleaf brickelbush (*Brickellia eupatoriodes* var. *gracillima*), net-leaf bundleflower (*Desmanthus reticulatus*), Texas garter snake (*Thamnophis sirtalis annectens*), Texas milk vetch (*Astragalus reflexus*), Texas shiner (*Notropis amabilis*), and tree dodder (*Cuscuta exaltata*).

The suitable habitat is present within the streams, particularly Onion Creek (Texas shiner, Guadalupe bass, Texas fatmucket), woodlands (Texas garter snake), grasslands (plants), and bridges (cave myotis bat and Mexican free-tailed bat) that occur within the project area. However, the suitable habitat is considered marginal due to size, condition, and proximity to urbanized ROW. Work activities within Onion Creek may potentially impact species including the Guadalupe Bass, Texas shiner, and the Texas fatmucket. Evidence of bat activity, including guano and bat vocalizations, were noted at the Onion Creek and Slaughter Creek bridges during field reconnaissance; however, bats were roosting within bridge crevices and could not be visually observed. Therefore, the specific species of bats present within the project area could not be determined; however, the bridges over Onion Creek and Slaughter Creek could potentially support the cave myotis bat and Mexican free-tailed bat.

Regarding encroachment-alteration effects under the Build Alternative, the effects of removing important wildlife habitat areas would be limited to the unmaintained vegetation and the water features present within the project construction area. Accordingly, impacts to habitat would be limited to the area of direct impacts, and no encroachment-alteration impacts are expected.

Bat BMPs will be implemented for the cave myotis bat and Mexican free-tailed bat. Fish BMPs will be implemented for the Guadalupe bass and Texas shiner at the Onion Creek crossing. Freshwater mussel BMPs will be implemented for the Texas fatmucket at the Onion Creek crossing. Terrestrial reptile BMPs will be implemented for the Texas garter snake (2013 TxDOT/TPWD MOU; 2017 Revision). TxDOT initiated coordination for the remaining species with TPWD on January 25, 2021. Wildlife and vegetation BMPs are included in Section 8.0.

Coordination with TPWD regarding potential effects to natural resources was conducted and completed on May 7, 2021. The coordination correspondence is included in **Appendix G**.

For more detailed information regarding state listed species, refer to the Species Analysis Form and Species Analysis Table.

The No-Build Alternative would not have an impact any state listed threatened or endangered species or SGCN.

5.12 Air Quality

The project is located in an area in attainment or unclassifiable for all national ambient air quality standards (NAAQS); therefore, the transportation conformity rules do not apply.

Carbon Monoxide Traffic Air Quality Analysis

Traffic for the estimated time of completion year 2024 and design year 2045 is estimated to be 246,445 vehicles per day and 333,441 vehicles per day, respectively; therefore, triggering the need for a traffic air quality analysis. It is assumed topography and meteorology of the area in which the project is located would not seriously restrict dispersion of the air pollutants. The traffic data used in the analysis was obtained from AECOM General Engineering Consultant and were based on methodologies accepted by the TxDOT Transportation Planning and Programming (TP&P) Division. A traffic air quality analysis was completed and is included in the Carbon Monoxide Traffic Air Quality Analysis technical report which is available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at https://my35capex.com/.

Carbon monoxide (CO) concentrations for the proposed action were modeled using the CAL3QHC model and the TxDOT Emission Rate Lookup Tables for the Austin area and factoring in adverse meteorological conditions and sensitive receptors at the ROW line. Local concentrations of carbon monoxide are not expected to exceed national standards at any time. **Table 7** summarizes the predicted carbon monoxide concentrations in each modeled year.

Table 7: Project Carbon Monoxide Concentrations

Year	1 hour CO Concentration Parts Per Million (ppm)	1 HR % NAAQS	8 hour CO Concentration (ppm)	8 HR % NAAQS
2024	1.9	5.43	1.51	16.78
2045	1.7	4.86	1.37	15.22

* The National Ambient Air Quality Standard (NAAQS) for CO is 35 ppm for 1-hour and 9 ppm for 8-hours. Analysis includes a one-hour background concentration of 1.6 ppm and an 8-hour background concentration 1.3 ppm.

Mobile Source Air Toxics

The proposed project would increase capacity and the AADT in the design year is above 140,000 vehicles per day (vpd); therefore, a quantitative Mobile Source Air Toxics (MSAT) analysis is required. An MSAT analysis was completed and is included in the Mobile Source Air Toxics Quantitative Analysis technical report which is available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at https://my35capex.com/.

Project Specific MSAT Information

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives (FHWA, 2017a).

Under the Build Alternative in the design year, it is expected there would be reduced MSAT emissions in the immediate area of the project, relative to the No-Build Alternative, due to the reduced vehicle miles traveled (VMT) associated with more direct routing. Under each alternative there may be localized areas where VMT would increase, and other areas where VMT would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced along the new roadway sections that would be built along I-35 between SH 71 and Stassney Lane. However, the magnitude and the duration of these potential increases compared to the No-Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project specific MSAT health impacts. Also, regardless of the alternative chosen, emissions would likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent from 2010 to 2050 (FHWA, 2017b). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

The proposed project would increase capacity and the AADT in the design year is above 140,000 vpd; therefore, a quantitative MSAT analysis is required.

Analysis Methodology

A quantitative MSAT analysis was conducted consistent with TxDOT's Environmental Guide: Volume 2 Activity Instructions, July 2020 and the Documentation Standard for a Quantitative

MSAT Technical Report, July 2020. For this project, three study scenarios, 2018 Existing, 2045 No-Build, and 2045 Build were selected for the quantitative MSAT analysis.

A project links method was used for the MSAT analysis. These links include all roadways within the project study limits along I-35 including mainlanes, express lanes, frontage roads, direct connectors, and ramps.

Emissions factors from TxDOT's Emission Rate Look-up Tables for MSAT were used for this analysis. These tables provide emission rates in grams/vehicle mile traveled for the years 2010 through 2040 for several areas in Texas, including the Austin area. Emission factors are listed based on the year being analyzed, the type of roadway, and average vehicle speed. Separate emission factors were used for each analysis year (2018 and 2045) and build scenario. Although the look-up tables only provide emission factors through the year 2040, the emission factors for the year 2040 were utilized to represent emissions for the project year 2045. This a conservative assumption as vehicle emissions are generally reduced as newer, cleaner emitting vehicles enter the vehicle fleet each year. Only the VMT from the portions of the roadways included in the MSAT project links were included in the MSAT analysis.

MSAT Analysis Results

MSAT emissions from this project were estimated for a base year (2018) and the project design year (2045). For the project design year, emissions were calculated for a No-Build condition and a Build condition in which the effects of the project are accounted for. The results were compared to the base year 2018 and to each other to determine the overall trend in emissions over time, as well as the emission impacts due to the project in key years. **Table 8** summarizes the MSAT emissions by pollutant and total MSAT emissions in each modeled year and scenario. This table also shows the corresponding VMT total associated with these emissions and summarizes the percent difference in MSAT emissions in each modeled year and scenario.

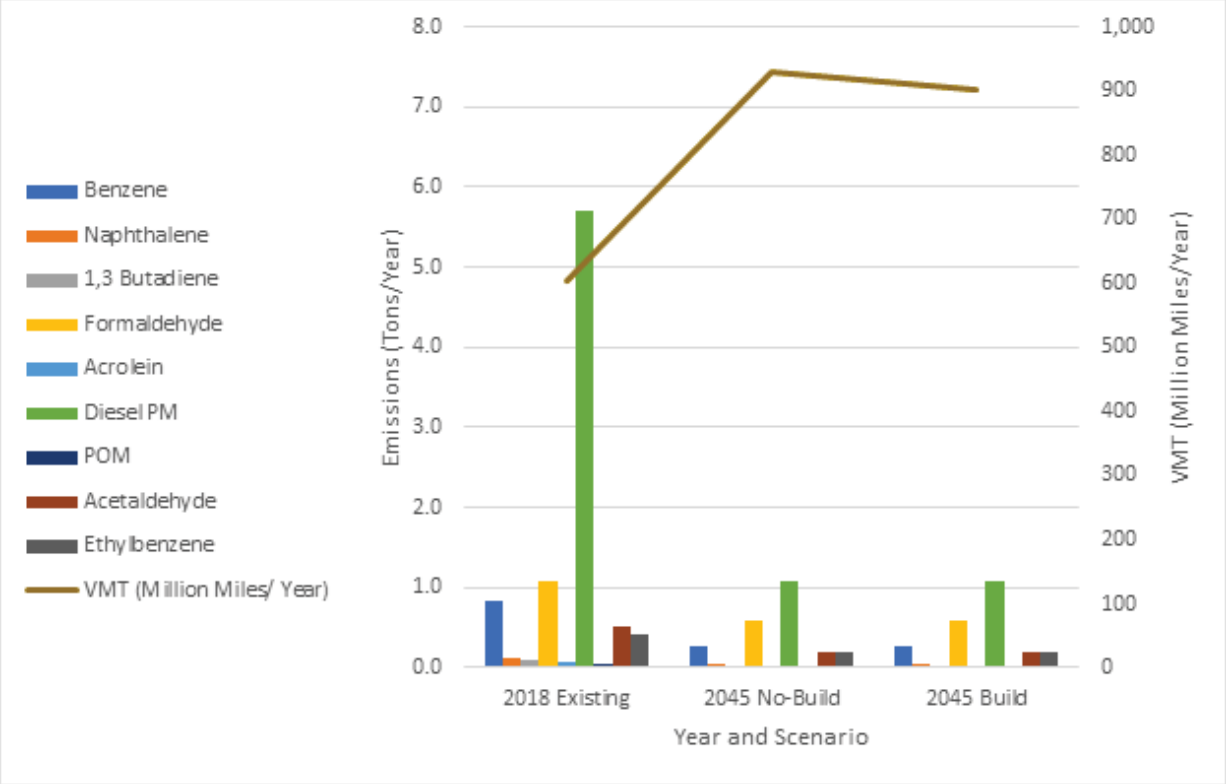
Table 8: Annual MSAT Emissions by Year, Scenario, and Pollutant

MSATs	Emissions (tons/year)			Change Between 2045 Build and 2045 No Build	Change between 2045 Build and 2018 Existing
	2018	2045			
	Existing	No-Build	Build	Difference %	Difference %
Benzene	0.84	0.28	0.27	-3.6	-68.4
1,3- Butadiene	0.09	0.002	0.002	-0.1	-98.0
Formaldehyde	1.09	0.58	0.58	-0.7	-47.0
Acrolein	0.07	0.03	0.03		
Naphthalene	0.12	0.05	0.05	-1.0	-60.3
Acetaldehyde	0.51	0.19	0.19	-0.8	-62.4
Ethylbenzene	0.42	0.19	0.19	-1.1	-54.7
POM	0.05	0.01	0.01	-3.0	-72.5
Diesel PM	5.71	1.09	1.08	-0.8	-81.0
Total Emissions	**8.91**	**2.43**	**2.40**	**-1.1**	**-73.1**
Annual VMT (million miles)	**605**	**929**	**901**	**-3.1**	**49.0**

As shown in **Table 8**, the MSAT emissions evaluated all decrease when comparing the 2045 Build scenario with No-Build scenario. In addition, when compared to the No-Build scenario, the total MSAT emissions from the project show a decrease of 1.1 percent in the 2045 Build scenario compared to the No-Build scenario. When compared to the 2018 existing conditions, the total MSAT emissions are estimated to decline by about 73 percent from 2018 to 2045 if the project is constructed. These reductions occur despite projected increases in VMT from 2018 to the 2045 Build scenarios of about 49 percent

EPA's stringent vehicle emission and fuel regulations, combined with fleet turnover, are expected to substantially lower fleet average emission rates for MSATs in the future relative to today. Overall, best available information indicates that, nationwide, regional levels of MSATs are expected to decrease in the future due to fleet turnover and the continued implementation of more stringent emission and fuel quality regulations. Nevertheless, it is possible that some localized areas may show an increase in emissions and ambient levels of these pollutants due to locally increased traffic levels associated with the project.

Primary MSAT Emissions by Year and Scenario Versus VMT



MSAT Conclusion

Both the Build and No-Build Alternative in the design year are expected to be associated with lower levels of MSAT emissions compared to the base year. This analysis shows an emissions reduction from the No-Build to the Build scenarios in 2045. The No-Build scenario has slightly higher emissions than the Build scenario due to the slightly reduced VMT associated with more direct routing in the Build Alternative. EPA's vehicle and fuel regulations are expected to result in substantially lower MSAT levels in the future than exist today due to cleaner engine standards coupled with fleet turnover. The magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area would be substantially lower in the future than they are today, regardless of the scenario (No-Build or Build) chosen.

Construction Emissions

During the construction phase of this project, temporary increases in particulate matter (PM) and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles.

The potential impacts of particulate matter emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other

local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website (TCEQ, 2020).

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area.

5.13 Hazardous Materials

The Hazardous Material Initial Site Assessment (ISA) Report, available from the TxDOT South Travis/Hays County Area Office, included a review of topographic maps, historic aerial photographs, a regulatory database search, and a site visit.

The Geosearch regulatory database search identified 126 sites in databases. However, any hazardous materials concerns were resolved within the ISA and no unresolved hazardous materials concerns were identified (see **Appendix F, Figure 10**). Two additional unmapped gas stations, Fast Break 4 at 14500 South I-35 in Buda and Fast Break 6 at 14444 South I-35 in Buda were identified during the site visit conducted on July 28, 2020. These sites are listed on the TCEQ Petroleum Storage Tank registration database and were not identified as a concern to the proposed project. An update, including a field review, was conducted on June 7, 2021. The update did not identify any new concerns. No further hazardous materials action is required.

During construction, the contractor will take appropriate measures to prevent, minimize, and control the spill of fuels, lubricants, and hazardous materials that the contractor brings into the construction staging area.

Based on available historic data, existing land use, and the nature of the proposed project, there are no other hazardous materials concerns anticipated for the Build Alternative or the No-Build Alternative.

5.14 Traffic Noise

A traffic noise analysis was conducted in accordance with TxDOT's (FHWA approved) 2011 Guidelines for Analysis and Abatement of Roadway Traffic Noise. The Traffic Noise Analysis Report (2021), which includes details about the analysis, is available for public review at the TxDOT South Travis/Hays County Area Office and can also be found online at https://my35capex.com/.

Build Alternative

Existing and predicted traffic noise levels were modeled at representative land use activity areas (receptors) adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement.

Modeled noise-sensitive locations were primarily residential, but also included restaurants, playgrounds, and schools. The traffic noise analysis determined that out of 57 representative

receptors, 30 were predicted to have noise levels that approach or exceed the FHWA noise abatement criteria or that substantially exceed the existing noise levels; therefore, the proposed project would result in traffic noise impacts (see **Table 9** and **Figure 11** in **Appendix F**).

Table 9: Traffic Noise Receivers

Representative Receiver		NAC Category	NAC Level	Existing 2018	Predicted 2038	Change (±)	Noise Impact
R-1	La Quinta Hotel Pool	E	72	65	65	0	No
R-2	Candlewood Suites Hotel Patio	E	72	65	66	+1	No
R-3	Omni Hotel Pool with 5-foot stone wall	E	72	67	68	+1	No
R-4	Ramada Hotel Pool	E	72	66	67	+1	No
R-5	Hideaway Restaurant Outdoor Seating	E	72	67	68	+1	No
R-6	Marriott Restaurant Outdoor Dining Area	E	72	64	64	0	No
R-7	Springhill Suites Outdoor Seating/Patio	E	72	70	71	+1	Yes
R-8	Courtyard Marriott Hotel Balconies	E	72	67	68	+1	No
R-9	Residence Inn Pool/Tennis Courts	E	72	69	69	0	No
R-10	Red Roof Inn Hotel Pool	E	72	65	66	+1	No
R-11	Comfort Suites Hotel Pool	E	72	69	70	+1	No
R-12	KIPP Austin School	D	52	35	37	+2	No
R-13	Recreation Field	C	67	69	71	+2	Yes
R-14	Stassen woods Apartments	B	67	67	67	0	Yes
R-15	School-Wayside: REAL Learning Academy	D	52	33	35	+2	No
R-16	Applebee's Outdoor Seating Area	E	72	66	67	+1	No
R-17	Taco Cabana Outdoor Seating Area	E	72	68	69	+1	No
R-18	Apartment at South Point Pool	C	67	66	66	0	Yes
R-19	Oak Meadow Baptist Church Playground	C	67	64	65	+1	No
R-20	Austin Lone Star RV Resort Pool	C	67	73	74	+1	Yes

Representative Receiver		NAC Category	NAC Level	Existing 2018	Predicted 2038	Change (±)	Noise Impact
R-21	RV	B	67	66	68	+2	Yes
R-22	Ladera Apartment Balconies	B	67	69	69	0	Yes
R-23	Ladera Apartment Balconies	B	67	68	69	+1	Yes
R-24	Waters at Bluff Springs Apartment Balconies	C	67	63	65	+2	No
R-25	Waters at Bluff Springs Apartment Pool	B	67	62	64	+2	No
R-26	Valor School Playground	C	67	69	70	+1	Yes
R-27	Valor Charter School	D	52	43	44	+1	No
R-28	Lenox Soco Apartment Pool	C	67	63	64	+1	No
R-29	Ethos Apartments Pool	C	67	62	62	0	No
R-30	Ethos Apartment Balconies	B	67	64	64	0	No
R-31	Griffis Southpark Apartment Pool	C	67	65	68	+3	Yes
R-32	Griffis Southpark Apartment Balconies	B	67	67	70	+3	Yes
R-33	Don Darios Restaurant Outdoor Seating	E	72	70	73	+3	Yes
R-34	Starbucks Outdoor Seating	E	72	70	72	+2	Yes
R-35	Southpark Crossing Apartment Pool	C	67	64	66	+2	Yes
R-36	Southpark Crossing Apartment Balconies	B	67	64	65	+1	No
R-37	Single Family Houses (12)	B	67	64	67	+3	Yes
R-38	BreWingz on the Fly Restaurant Outdoor Seating Area	E	72	63	67	+4	No
R-39	First Class Child Development Center Playground	C	67	60	63	+3	No
R-40	Bridges at Asher Apartment Balconies	B	67	69	72	+3	Yes
R-41	Lenox Springs II Apartment Balconies	B	67	65	66	+1	Yes
R-42	Lenox Springs Apartment Balconies	B	67	61	64	+3	No

Representative Receiver		NAC Category	NAC Level	Existing 2018	Predicted 2038	Change (±)	Noise Impact
R-43	Bridges at Asher Apartment Balconies	B	67	69	71	+2	Yes
R-44	Lenox Springs Apartments Balconies	B	67	63	66	+3	Yes
R-45	Single Family Residence Front Porch	B	67	70	73	+3	Yes
R-46	Onion Creek Apartment Balconies	C	67	66	69	+3	Yes
R-47	Farmhouse Apartments Pool	B	67	67	70	+3	Yes
R-48	Crown Colony Patios	B	67	67	70	+3	Yes
R-49	Multifamily Backyard	B	67	65			
R-50	Outdoor Seating Restaurant Craig O's	E	72	64	67	+3	No
R-51	Colonial Grand at Onion Creek Apartment Balconies	B	67	63	67	+4	Yes
R-52	Condo Pool	C	67	64	66	+2	Yes
R-53	Mansions at Onion Creek Apartment Balconies	C	67	67	72	+5	Yes
R-54	St. Alban's Church Playground	B	67	71	73	+2	Yes
R-55	Park at Estancia Apartment Balconies	B	67	66	67	+1	Yes
R-56	Estancia Villas Apartments Pool	B	67	56	56	0	No
R-57	Estancia Villas Apartment Balconies	C	67	68	67	-1	Yes

Noise abatement measures were considered and analyzed for each impacted receptor location. Abatement measures, typically noise barriers, must provide a minimum noise reduction, or benefit, at or above the threshold of 5 dB(A). A barrier is not acoustically feasible unless it reduces noise levels by at least 5 dB(A) at greater than 50 percent of first row impacted receptors. To be reasonable, the abatement measure must not exceed the cost-effectiveness criterion of $25,000 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level at (a minimum) of one impacted, first row receiver by at least 7 dB(A) in the predicted noise level (noise reduction goal).

Two noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project (**Table 10).** Noise barriers were not reasonable and

feasible for the remaining impacted representative receivers, and abatement is not proposed for those locations. Additional details regarding the barrier analysis can be found in the Traffic Noise Analysis Report (2021). The Traffic Noise Analysis Report also includes a Noise Barrier Constructability Assessment that further evaluates proposed noise barriers for R-40 and R-43. The proposed noise barrier discussions below have been updated to reflect the alternate barrier constructability assessment results.

Noise barriers are proposed at the following locations:

R-40: This receiver represents an apartment complex with 13 first floor patio spaces and 18 second and third floor balcony spaces. 41 of the first-row receptors had predicted traffic noise impacts. Based on preliminary calculations, a traffic noise barrier along the ROW of R-40 that is 22 feet tall and 594 feet long met the 7 dB(A) noise reduction design goal at 20 impacted, first row receptors and the 5 dB(A) reduction at greater than 80 percent of impacted first row receptors without surpassing the cost effectiveness factor, thereby making it both feasible and reasonable.

R-43: This receiver represents an apartment complex with five first floor patio spaces, 16 second floor balcony spaces, and 4 third floor balcony spaces. All 25 of the first-row receptors had predicted traffic noise impacts. A traffic noise barrier along the ROW of R-43 that is 12 feet tall and 1,016 feet long met the 7 dB(A) noise reduction design goal at eight impacted, first row receivers and the 5 dB(A) reduction at 60 percent of impacted first row receivers without surpassing the cost effectiveness factor, thereby making it both feasible and reasonable.

The traffic noise barrier proposal for R-40 and R-43 can be seen in **Table 10** below and in **Figure 11** in **Appendix F**.

Table 10: Noise Barrier Proposal (preliminary)

Barrier	Representative Receivers	Total # Benefited	Barrier Length (ft)	Barrier Height (ft)	Total Cost	Cost per Benefitted Receiver
1	R-40	28	594	22	$561,429	$20,051
2	R-43	13	1,016	12	$1,247,246	$95,942

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the following predicted (2038) noise impact contours (**Table 11**).

Table 11: Traffic Noise Contours

Undeveloped Area	Land Use	Impact Contour	Distance from ROW
I 35 east side, south of Onion Creek Parkway	NAC B and C	66 dB(A)	450 feet from ROW
I 35 east side, south of south of Onion Creek Parkway	NAC E	71 dB(A)	120 feet from ROW

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

New development along the corridor was captured through a permit search and verified in a field visit conducted on June 4, 2021 and again December 3, 2021. Four additional receivers were identified and existing and predicted traffic noise levels were calculated using TNM2.5 (**Table 12**).

Table 12: Permitted Traffic Noise Receivers

Representative Receiver		NAC Category	NAC Level	Existing 2018	Predicted 2038	Change (±)	Noise Impact
Permit 1	Aloft hotel pool	E	72	66	66	0	No
Permit 2	Condos	B	67	62	62	0	No
Permit 3	Water Oak Apartment Balconies	B	67	69	70	+1	Yes
Permit 4	View at Estancia Apartment Balconies	B	67	70	70	0	Yes

As indicated in **Table 12**, the proposed project would result in a traffic noise impact at two out of the four new receivers identified.

Traffic noise barriers were evaluated for each of the impacted receiver locations shown in **Table 12**. Traffic noise barriers would not be feasible and reasonable for the following impacted receivers and, therefore, are not proposed for incorporation into the project:

Permit 3: This receiver represents 17 impacted receptors at the Water Oak Apartment complex, which is currently under construction. A traffic noise barrier up to 22 feet tall was modeled for the full length of available ROW (619') adjacent to the I-35 NB frontage road. The model concluded that a traffic noise barrier would not achieve the minimum feasible noise reduction of at least 5 dB(A) at greater than 50 percent of impacted first row receivers or the

noise reduction design goal of 7 dB(A) at any impacted first row receiver. This traffic noise barrier is not proposed for incorporation into the project.

Permit 4: This receiver represents 65 impacted receptors at the View at Estancia Apartment complex, which is permitted for construction. A traffic noise barrier up to 22 feet tall was modeled for the full length of available ROW (1,076') adjacent to the I-35 SB frontage road. The model concluded that a traffic noise barrier would not achieve the minimum feasible noise reduction of at least 5 dB(A) at greater than 50 percent of impacted first row receivers, but it does meet the noise reduction design goal of 7 dB(A) at any impacted first row receiver. This traffic noise barrier is not proposed for incorporation into the project.

A copy of this traffic noise analysis will be made available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the proposed project.

No-Build

Under the No-Build Alternative, the proposed project would not be constructed. If the No-Build Alternative were implemented, traffic noise levels would be expected to increase with an associated future increase in traffic volumes.

5.15 Induced Growth

Indirect impacts are defined as those caused by an action and are later in time or farther removed in distance, but still reasonably foreseeable. Indirect impacts are not directly associated with the construction and operation of the roadway and are often caused by related development and induced growth. This, in turn, can result in a variety of related impacts such as changes in land use, population density or growth rate, economic vitality, and impacts on air, water, and other natural resources.

The National Cooperative Highway Research Program (NCHRP) Report 466 Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects identifies three broad categories of indirect effects:

1. Alteration of the behavior and functioning of the affected environment caused by project encroachment (physical, chemical, biological) on the environment;
2. Project-influenced development effects (i.e., the land use effect); and
3. Effects related to project-influenced development effects (i.e., effects of the change in land use on the human and natural environment).

The first category of effects is known as "encroachment alteration" and is more closely related to direct impacts than the second and third categories, or "induced growth" effects. Encroachment alteration impacts are those that alter the behavior and functioning of the physical environment. These impacts are related to project design features but are separated from the project by time and/or distance. The encroachment alteration impacts were considered and analyzed concurrently with the direct impacts, in accordance to current TxDOT policy. Induced growth effects are defined as those effects that are attributable to the induced growth resulting from transportation and accessibility improvement influences on future land

use and development and will be the focus of the proceeding analysis.

Under the federal Council on Environmental Quality (CEQ) regulations, an indirect effects analysis must identify and eliminate issues which are not significant, or which have been covered by prior environmental review, while determining which issues should be analyzed in depth. The analysis follows the six-step process for identifying induced growth impacts outlined in TxDOT's Indirect Impacts Analysis Guidance (TxDOT, 2019).

5.15.1 Step 1 Methodology

The project scoping process determined that an indirect impacts analysis is required for the proposed project due to the fact that the area is experiencing population growth. Due to the mix of land uses within the project area and the scope of proposed project activities, a combination of the planning judgment and cartographic methods were used to identify indirect impacts. The planning judgment method is a primarily qualitative method which uses input from local planning information and incorporates the cartographic method in an analysis of growth patterns and trends in the area. The proposed project falls within areas with multiple planning agencies. As a result of this project traversing multiple planning areas, a combination of extraterritorial jurisdiction (ETJ), land use, and zoning maps, and information from CAMPO, Hays County, the City of Buda, City of San Marcos, Travis County, and the City of Austin was compiled and assessed to determine current and future development patterns. Additionally, questionnaires were sent to local public officials and planners, soliciting input on any known proposed land development within their jurisdiction or any planned capital improvement projects.

The cartographic analysis included review of historic aerial imagery, as well as analysis of current development and potential constraints on future development. Assumptions associated with this combined methodology include the assumption that growth patterns will be consistent with historical trends, and that planning, and zoning maps would guide growth in the future. Limitations of the methodology include potential data gaps and more qualitative data than quantitative data.

5.15.2 Step 2 Project Area and Timeframe

The indirect impacts analysis project area, referred to as the Area of Influence (AOI), was developed and refined based on an evaluation of existing land use, local planning documents, and parameters of the proposed project. A preliminary indirect impacts project area was defined using adjacent major traffic generators and census traffic analysis zones, because these encompassed the local commute shed and the communities believed to be impacted or influenced by the Capital Express South project and the associated improved mobility along I-35 if the proposed project was constructed. These boundaries include Howard Lane as the northern boundary, US 183 as the eastern most boundary, Centerpointe Road in San Marcos as the southern boundary, and Silver Mine Drive as the western most boundary (see **Appendix F, Figure 12**). The total acreage of the AOI is approximately 167,633 acres. The temporal boundary of the AOI has been defined as the horizon year of the CAMPO Transportation Plan (2045) (CAMPO, 2020).

Currently, the density and type of development within the AOI reflects the urban to suburban nature of the project area, as well as the existing transportation corridor. The general character of the AOI is residential, and commercial, with areas of undeveloped land use scattered

throughout the AOI.

5.15.3 Step 3 Project Area Subject to Induced Growth

Step 3 is used to determine areas within the AOI that would be most likely to experience induced growth caused by constructing the Capital Express South project. Using the National Land Cover Database, constraints on development were identified within the AOI. The AOI has a total of approximately 69,323 acres of undeveloped land and approximately 98,310 acres of developed land.

5.15.4 Step 4. Likelihood of Growth in Induced Growth Areas

This step presents information on development trends and community goals within the AOI. Following this discussion, areas of potential future development are identified and quantitatively evaluated. As noted in NCHRP Report 466,"[i]ndirect effects can be linked to direct effects in a causal chain" (NCHRP, 2002). Reasonably foreseeable effects are "sufficiently likely to occur that a person of ordinary prudence would take them into account in in making a decision" (NCHRP, 2002). Reasonably foreseeable events must be probable, not just possible. Probability also helps distinguish indirect effects from direct effects: direct effects are often inevitable, while indirect effects are simply probable. The NCHRP Report 466 states "[e]ffects that can be classified as possible but not probable may be excluded from consideration" (NCHRP, 2002). Therefore, this section seeks to determine whether development in the AOI induced by the project is probable.

A review of historic aerial images showed that the project area experienced an increase in development between the years 1995 and 2019. During that time, pockets of land near major transportation corridors were converted from agricultural land to residential and commercial developments. A majority of that development occurred around I-35 south of Slaughter Lane in Austin through Buda, Kyle, and San Marcos. Since that time, the pace of development has gradually continued to increase, as has the variety of types of development. This is presumably due to the increased population growth within the region.

Regional and local trend data

According to US Census data, the population of Hays and Travis county increased 118.6 and 51.0 percent, respectively, between 2000 and 2019 (U.S. Census Bureau, 2000, 2010, 2019). For comparison the State of Texas grew 35.5 percent during that same time period (see **Table 13**). CAMPO develops future population projections for all of six member counties including Hays and Travis. Those projections show a 196.7 and 79.1 percent increase for Hays and Travis Counties between 2019 and 2045, respectively. For comparison, the State of Texas as a whole is projected to increase 55.2 percent (Texas Demographic Center, 2018). Given the past and projected growth the project AOI is expected to see a continued increase in population.

Table 13: AOI Population Growth

Area	2000[1]	2010[2]	2019[3]	Percent Change 2000 2019	2045	Percent Change 2019 2045
Hays County	97,589	157,107	213,366	118.6	633,000*	196.7
Travis County	812,280	1,024,266	1,226,805	51.0	2,197,000*	79.1
State of Texas	20,851,820	25,145,561	28,260,856	35.5	43,866,965**	55.2

Source: 1 US Census Bureau 2000 Census Population

2 US Census Bureau 2010 Census Population

3 US Census Bureau American Community Survey 2015-2019. Population and Sex.

*CAMPO 2020. 2045 Regional Transportation Plan.

**Texas Demographic Center. 2018 Population Projections. https://demographics.texas.gov/data/tpepp/projections/

Local Plans

A combination of local plans exists to guide, monitor, and promote various development activity in the AOI. Imagine Austin is the comprehensive plan for Austin. The City of Buda Transportation Master Plan Update and 2030 Comprehensive Plan are planning documents that state the goals and objectives for development in and around Buda. The CAMPO 2045 Regional Transportation Plan is the overarching plan for the region.

The Imagine Austin planning document is used by City of Austin staff to guide future development and growth in a methodological, appropriate, and desired manner to improve the quality of life for Austin residents. The plan provides a framework for decisions related to physical growth and economic development within Austin and provided goals through the year 2039. This plan includes the preferred scenario for additional population and job growth. The preferred scenario indicates that I-35 in the AOI area is the area where population and job growth is most desired (City of Austin, 2018) and as being the area with the highest population growth. The proposed project would be consistent with these goals.

The City of Buda Transportation Master Plan indicates that the proposed project is in an area where growth is expected and encouraged. Additionally, the plan indicates that HOV lanes along I-35 would be not only consistent with their objectives of plan roadway improvement for existing conditions and future demand, but also the objective of improved connectivity (City of Buda, 2013).

The proposed project is consistent with CAMPO's 2045 Regional Transportation Plan goals for managed and HOV lanes. Additionally, the proposed project is located in an area that is desired for population and job growth (CAMPO, 2020). The project is included in the CAMPO 2045 RTP (see **Appendix E**).

Potential for Induced Development

The above sections have demonstrated the potential for growth in the AOI during the present to 2045 analysis period. This section will evaluate the nature of this growth and attempt to determine whether it can be causally linked to the proposed project. Project-induced land use change can include project-induced development, the redevelopment of previously developed land, or a change in the rate of development/redevelopment.

The proposed project would accommodate future anticipated traffic demand and growth in the region and improve safety by reducing congestion. According to the NCHRP Report 466 (NCHRP, 2002), NCHRP Project 25- 25 Task 22, Forecasting Indirect Land Use Effects of Transportation Projects (NCHRP, 2007), transportation improvements are a factor in land development decision, but usually not the most important factor.

A questionnaire was sent to local planners including CAMPO, Capital Area Council of Governments, City of Austin, City of Buda, City of Kyle, City of San Marcos, Hays County, and Travis County in August 2020 (see **Appendix H**). The two questions on the questionnaire were as follows:

- Are you aware of any proposed land developments? If so, please mark the general areas on the attached map and provide the location, type, size (e.g., acres, density, number of units), and estimated construction start date of any planned developments.
- Are you aware of any proposed utility installations (water, sewer, electric, communication) or roadway improvements? If so, please mark the locations of the proposed utilities and roadways on the attached map.

The project team received one response from the eight questionnaires that were sent out. Travis County, the one respondent, suggested a review of the City of Austin property profile. The profile showed 89 projects in review within the AOI totaling approximately 1,364 acres. The projects under plan review include 1 apartment complex, 13 commercial, 34 commercial mixed use, 3 condominium, 1 senior living center, 1 general office/retail and restaurant, 1 indoor sports and recreation, 6 hotel/motel, 11 multi-family, 12-office, 1 ROW, 4 subdivisions, and 1 retail.

According to the national land cover database (NLCD), the AOI has 69,323 acres of undeveloped land and approximately 98,310 acres of developed land (see **Figure 13** and **Table 14**) (US Geological Survey, 2016). These undeveloped lands include barren land, cultivated cropland, deciduous forests, emergent herbaceous wetlands, evergreen forests, hay/pasture, herbaceous lands, mixed forest, open water, shrub/scrub, and wood wetlands. Developed lands have four sub categories: developed open space (less than 20 percent impervious surface), developed low intensity, (20 to 49 percent impervious cover), developed medium intensity (50 to 79 percent impervious cover), developed high intensity (80 percent or more impervious surface). **Table 14** provides a breakdown on land use types and likelihood of development/redevelopment in the AOI (see **Figure 14**). Likelihood is based on availability of land use type, availability of utilities, costs of development, and regulations surrounding development. The data indicate that in terms of induced growth development/redevelopment approximately 21 percent of land within the AOI with a high likelihood, 58 percent moderate likelihood induced growth development, 19 percent low likelihood induced growth

development, and 2 percent unlikely induced growth development. Even though these lands have the potential for induced growth development/redevelopment, the exact type, location, timing, and density of future developments within the AOI area are unknown at the time of the report preparation. It should be noted that all future development will comply with local municipal regulations and ordinances.

Table 14: AOI Developed and Undeveloped Land Subject to Induced Growth

Land Use Type Area	Acreage	Likelihood of Development or Redevelopment
Barren Land	651	High, as this has fewer obstacles to development.
Cultivated Crops	6,384	Moderate, as this has limited protections to development.
Deciduous Forest	6,896	Moderate, as this has limited protections and logistical challenges to development.
Developed, High Intensity	15,120	Moderate, has existing development with regulatory hurdles and highest expense.
Developed, Low Intensity	25,569	Moderate, has existing development but tends to be more expensive development.
Developed, Medium Intensity	25,362	Moderate, has existing development, but tends to be more expensive and have regulatory hurdles.
Developed, Open Space	32,245	Low, includes parks and regulated lands.
Emergent Herbaceous Wetlands	51	Unlikely due to wetland protections.
Evergreen Forest	17,163	Moderate, as this has limited protections to development.
Hay/Pasture	1,636	High, as this has fewer obstacles to development.
Herbaceous	15,444	High, as this has limited protections to development.
Mixed Forest	358	Moderate, as this has limited protections to development.
Open Water	1,013	Unlikely due to regulations.
Shrub/Scrub	17,191	High, as this has fewer obstacles

Land Use Type Area	Acreage	Likelihood of Development or Redevelopment
		to development.
Wood Wetlands	2,417	Unlikely due to wetland protections.
Total	167,500	NA
Likelihood of Development or Redevelopment	Acreage	Percentage of Total Land in AOI
High	34,922	21
Moderate	96,852	58
Low	32,245	19
Unlikely	3,481	2

Source: USGS, 2016

5.15.5 Step 5. Resources Subject to Induced Growth Impacts

Table 15 below includes a description of resources present in the areas of potential development and redevelopment within the AOI.

Table 15: Resources Analyzed for Induced Growth Impacts

Resource	Could the resource be indirectly impacted by potential induced growth	Could the potential indirect impacts be considered substantial
Community Resources (includes businesses and residences)	Yes, property values could be influenced by future development. However, additional property tax revenue would be generated by potential induced development.	No, the AOI contains residential neighborhoods, commercial activity centers, and community facilities, such as schools, places of worship, medical facilities, and parklands within the corridor. The proposed project would improve mobility and safety which would improve access to these facilities.
Historic Age Properties	The AOI contains several parcels identified as areas for potential growth that were outside of the APE for the historic resources survey. A review of aerial imagery	Maybe. Buildings and structures that are 45 years of age at the time of letting date could potentially qualify as historic properties. For publicly funded projects NRHP-listed or

Resource	Could the resource be indirectly impacted by potential induced growth	Could the potential indirect impacts be considered substantial
	indicates some possible historic age standing structures on these parcels.	eligible historic resources are protected by state and federal regulations. However, state or federal regulations do not protect cultural resources for privately funded projects on privately-owned land.
Archeological Resources	Formal surveys have been conducted in parts of the AOI in areas of potential development and redevelopment. There could be a potential for impacts to unknown archeological deposits in areas where less disturbance has occurred.	Maybe. State regulations such as the Antiquities Code of Texas require notification to the THC if ground-disturbing activities will occur on public land and/or will be sponsored by a public entity. Additionally, NRHP-listed or eligible archeological resources are protected by the state and federal regulations for publicly funded projects. However, state and federal regulations do not apply to privately funded projects on privately owned land.
Vegetation and Wildlife Habitat (Including Habitat for State-Listed Species)	Yes. The areas of potential development and redevelopment are vegetated to varying degrees and provide wildlife habitat. The EMST identified several native vegetation communities within the AOI (areas within the project area have been field verified); however, these areas outside the project area but within the larger AOI have not been field verified. Also, the proposed project is within range of suitable habitat for several SGCNs. TPWD maintains lists of potential occurrences for listed species in each Texas county. The TPWD list	No, development would be regulated by local municipal code which include development regulations and tree protection. Additionally, state regulations prohibit harm to state-listed species from private or publicly funded projects.

Resource	Could the resource be indirectly impacted by potential induced growth	Could the potential indirect impacts be considered substantial
	identifies a number of state-listed species that could potentially be present within the AOI.	
Federally Listed Threatened and Endangered Species	Yes. The project area does not include critical habitat or potential habitat for federally listed species. However, the larger AOI intersects a critical habitat polygon and known, occupied habitat for the Austin blind salamander (*Eurycea waterlooensis*), a federally listed endangered species. Additionally, the areas of potential development in the AOI, not in the project area, include Karst Zone 1 (areas known to contain endangered cave fauna) and Karst Zone 2 (USFWS, 2019) (areas having a high probability of suitable habitat for endangered or other endemic invertebrate cave fauna). Potential impacts to federally listed species are unlikely as there is not suitable, quality habitat and due to the best management practices proposed for this project.	No, the ESA affords protection for federally listed threatened and endangered species and their habitats. The USFWS maintains lists of potential occurrences for listed species in each Texas county. All development, public and private, is subject to the ESA.
Waters of the U.S., including Wetlands	Formal wetland delineations have been completed for the project area but have not been conducted in the remainder of the AOI, the AOI does contain waters and wetlands. If it was verified that the wetlands and waters were Waters of the U.S., then they would be protected by Section 404 of the CWA.	No. USACE regulates the discharge of dredged and fill material into waters of the U.S., including wetlands, under Section 404 of the CWA.

Resource	Could the resource be indirectly impacted by potential induced growth	Could the potential indirect impacts be considered substantial
Floodplains	The AOI does contain land within the 100-year floodplain.	No. Future development within the 100-year floodplain would be in compliance with the appropriate municipal permitting and land use regulations and policies.

5.15.6 Step 6. Identify Mitigation, If Applicable

In summary, the proposed project could influence future land use and development within the AOI by accelerating the development rate. However, such change is consistent with both municipal and regional planning objectives.

Future land development would be regulated by local municipality regulations that address environmental and social impacts by requiring mitigation measures be not only a part of the site design but also a part of the construction process. Additionally, agencies and programs that guide development of a potential project would be similar to the typical mitigation and permitting measures required of TxDOT. For example, all development must comply with flood control regulations under FEMA and the local floodplain administration, the ESA, the CWA, CWA Section 401 Water Quality Certification requirements, CWA Section 404 permits for projects impacting waters of the U.S., and other regulations requiring mitigation if there are effects on species habitat.

Finally, the proposed project is not anticipated to conflict with CAMPO's, the City of Austin or City of Buda's development goals or cause substantial negative indirect induced growth impacts. Therefore, the requirement for mitigating environmental impacts would be limited to mitigating only the direct impacts associated with the proposed project. Any induced growth development would arise after completion of the proposed project, would be regulated by local municipal ordinances and codes, and would be the responsibility of the land developer.

Under the No-Build Alternative, current development rates and patterns would remain constant, and no induced growth would occur.

5.16 Cumulative Impacts

Cumulative effects are defined as effects "on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time" (40 CFR § 1508.7).

Based on guidance from TxDOT's Cumulative Impacts Analysis Guidelines (TxDOT, ENV 2019) and Cumulative Impacts Decision Tree (TxDOT, 2014), a cumulative impacts analysis is not required for the proposed project. The proposed project does not cause direct or indirect impacts on a resource, it would not contribute to a cumulative impact on that resource.

Additionally, there are resources that are in poor or declining health in the project area (see **Table 16**); however, the proposed project would not impact those resources. Therefore, the cumulative impacts analysis is not required.

Table 16: Resources/Issues Considered for Cumulative Impacts Analysis

Resources Considered of Direct and Indirect Impacts	Would Proposed Project Induce Growth result in Substantial Impacts?	Is the Resource Scarce or in Poor or Declining Health?	Included for Cumulative Impacts Analysis?	Reasoning
Waters of the U.S. and Wetlands	No	Yes	No	This is excluded because the proposed project would be covered with a Nationwide Permit 14 without preconstruction notice with the US Army Corps of Engineers. Any future development would not likely affect compliance with water quality regulations. Potential induced growth would not be anticipated to adversely impact waters of the U.S. or wetland due to Section 404 of the CWA.
Floodplains	No	No	No	Excluded. Although a portion of the proposed project would lie within the 100-year floodplain, the hydraulic design of the project would permit conveyance of the 100-year flood, and potential inundation of the highway would not cause substantial damage to it, the streams, or other property. Potential induced growth is not anticipated to adversely impact floodplains.
Federally Listed Threatened and Endangered Species	No	Yes	No	Excluded. There is no suitable habitat present for federally listed threatened and endangered species in the project area. There is suitable habitat in the RSA; however, the Endangered Species Act affords protection for federally listed threatened and endangered species and their habitats. The USFWS maintains lists of potential occurrences for listed species in each Texas county. All development, public and private is subject to the Endangered Species Act.
Vegetation and Wildlife Habitat	No	No	No	This is excluded. The proposed project has a footprint that includes approximately 8.0 acres of Tallgrass, Grassland, 1.5 acres of Riparian vegetation, 11.9 acres of Disturbed Prairie. These habitat types are not considered rare or important. The project area contains marginal suitable habitat for one state threatened species within the Project Area: Texas fatmucket (*Lampsilis bracteata*), and 11 SGCN species within the Project Area; however, due to habitat fragmentation, any impact to these species would be localized to individuals of the population. These impacts would not be

Resources Considered of Direct and Indirect Impacts	Would Proposed Project Induce Growth result in Substantial Impacts?	Is the Resource Scarce or in Poor or Declining Health?	Included for Cumulative Impacts Analysis?	Reasoning
				anticipated to be significant to these species throughout their range. Any impacts associated with the proposed project and any possible subsequent induced growth are not anticipated to result in any impacts to state-listed species. Anticipated induced growth would be regulated by local municipal development ordinances and regulations. Also, state regulations prohibit harm to individuals of state-listed species.
Community Impacts	No	No	No	Excluded. The proposed project would not significantly adversely affect, separate, or isolate any distinct neighborhoods, ethnic groups, or vulnerable populations within the project area. The potential changes in access and travel patterns could result in reduced travel times for residents, employers, or commercial customers along the proposed project corridor. Mobility and safety would be enhanced for all users of the facility due to the added capacity, managed lanes, and pedestrian and bicycle infrastructure. No existing neighborhoods would be segmented or divided.
EJ	No	No	No	This is excluded. No disproportionately high or adverse impacts to minority or low-income populations are anticipated as a result of the proposed project. The proposed project would not result in any displacements. Additionally, surrounding communities would see reduced travel times and increased safety.
Limited English Proficiency	No	No	No	Excluded. Adequate steps are planned to assist the limited English proficiency population within the project area throughout the public involvement process for the proposed project.
Public Facilities/Services/Utilities	No	No	No	This is excluded. The proposed project would provide overall benefits to the socioeconomic resources in the project area. There are commercial activity centers, residential neighborhoods, and community facilities, such as medical facilities and places of worship, throughout the corridor. Potential induced growth is not anticipated to adversely impact any public facilities/services/utilities.
Section 4(f) and 6(f) Properties	No	No	No	This is excluded due to no impacts anticipated to local parks or recreational areas. No adverse effects to NRHP properties are

Resources Considered of Direct and Indirect Impacts	Would Proposed Project Induce Growth result in Substantial Impacts?	Is the Resource Scarce or in Poor or Declining Health?	Included for Cumulative Impacts Analysis?	Reasoning
				anticipated to occur.
Historic Resources	No	No	No	Excluded. The historic resources survey has been completed. TxDOT has determined a finding of no effect to historic properties. Therefore, potential induced growth is not anticipated to adversely impact historic resources.
Archeological Resources	Unknown	No	No	This is excluded. Archeological background studies have been completed. TxDOT determined that no further work is necessary and a no effect to archeological resources.

5.17 Construction Phase Impacts

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles. The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized including compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project would have a significant impact on air quality in the area.

5.18 Greenhouse Gas Emissions and Climate Change

The Texas Department of Transportation (TxDOT) has prepared a Statewide On-Road Greenhouse Gas Analysis and Climate Change Assessment technical report (TxDOT 2021). The report discloses: 1) an analysis of available data regarding statewide greenhouse gas (GHG) emissions for on-road GHG emissions, 2) TxDOT actions and funding that support reducing GHG emissions, 3) projected climate change effects for the state of Texas and 4) TxDOT's current strategies and plans for addressing the changing climate. A summary of key issues in this technical report is provided below. Please refer to the technical report for more details.

The Earth has gone through many natural changes in climate over time. However, since the industrial revolution began in the 1700s, atmospheric concentration of greenhouse gas (GHG) emissions have continued to climb, primarily due to humans burning fossil fuel (e.g., coal, natural gas, gasoline, oil and/or diesel) to generate electricity, heat and cool buildings, and power industrial processes, vehicles, and equipment. According to the Intergovernmental Panel on Climate Change (IPCC), this increase in GHG emissions is projected to contribute to future changes in climate (Solomon 2007, Stocker 2013).

5.18.1 Statewide On-road GHG

TxDOT prepared a GHG analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." EPA's Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.

5.18.2 Mitigation Measures

Strategies that reduce on-road GHG emissions fall under four major categories:

- Federal engine and fuel controls under the Clean Air Act implemented jointly by EPA and U.S. Department of Transportation (USDOT), which includes CAFE standards;
- "Cash for clunker" programs which remove older, higher-emitting vehicles from roads;
- Traffic system management (TSM) which improves the operational characteristics of the transportation network (e.g., traffic light timing, pre-staged wrecker service to clear accidents faster, or traveler information systems); and
- Travel demand management (TDM) which provides reductions in vehicle miles traveled (VMT) (e.g., transit, rideshare, and bicycle and pedestrian facilities) and requires personal choice decisions.

TxDOT has implemented programmatic strategies that reduce GHG emissions including: 1) travel demand management projects and funding to reduce VMT, such as bicycle and pedestrian facilities, 2) traffic system management projects and funding to improve the operation of the transportation system, 3) participation in the national alternative fuels corridor program, 4) clean construction activities, 5) clean fleet activities, 6) CMAQ funding, 7) transit funding, and 8) two statewide campaigns to reduce tailpipe emissions.

5.18.3 TxDOT and a Changing Climate

TxDOT has strategies that address a changing climate in accordance with TxDOT and FHWA design, asset management, maintenance, emergency response, and operational policies and

guidance. The flexibility and elasticity in TxDOT transportation planning, design, emergency response, maintenance, asset management, and operation and maintenance of the transportation system are intended to consider any number of changing scenarios over time. Additional detail is in the Technical Report.

6.0 Agency Coordination

TxDOT coordinated with the Federally Recognized Tribes with an area interest in the proposed project area and the THC regarding cultural, archeological, and historic resources (see **Appendix G—Agency Coordination**).

In accordance with the MOU between TxDOT and TPWD, TPWD has provided a set of recommended BMPs in a document titled, "Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources," which is available on TxDOT's Natural Resources Toolkit at https://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/natural-resources.html. The MOU provides that application of specific BMPs to individual projects will be determined by TxDOT at its discretion. The TPWD-recommended BMPs that will be applied to this project are indicated in the Form – Documentation of Texas Parks and Wildlife Department Best Management Practices prepared for the project, which is included in **Appendix G – Agency Coordination.**

Table 17: Agency Coordination Summary

Agency	Date Initiated	Date Closed	Status
TCEQ	4/27/2021	6/26/2021	Complete
TxDOT Archeological Resources	5/7/2020	3/3/2021	Complete
TxDOT Historic Resources	4/16/2020	1/13/2021	Complete
TPWD	1/25/2021	5/7/2021	Complete
Tribal Entities	5/11/2020; 11/15/2021	3/3/2021; 12/16/2021	Complete

7.0 Public Involvement

A public meeting was held on October 17, 2019 at Akins High School located near the southern half of the project area. The meeting was held from 5:30 to 7:30pm. There was a total of 49 attendees and 142 commenters. Feedback received did not include any overwhelming opposition to the project as a whole or how it was presented at the public meeting. Public comments included suggestions for specific exits (such as at SH 71/US 290, Stassney Lane, Slaughter Lane, and FM 1626), signage, and crossings on and along I-35. Some commenters requested that variable toll managed lanes and/or HOV lanes be utilized along this corridor while others showed support for non-tolled managed lanes. There were also comments requesting more multimodal/public transportation options and bicycle and pedestrian safety and infrastructure improvements along the corridor. Concerns about light pollution, climate-change related impacts, noise, heritage trees, and the ability for this project to solve traffic congestion were also raised by some commenters. See **Appendix I** for comments received during this public meeting. Details of the public meeting and comments received are also included in the Public Meeting Summary Report available from the TxDOT

South Travis/Hays County Area Office and can also be found online at https://my35capex.com/.

During the public meeting, general comments were made about the congestion and number of mainlanes between SH 71/US 290 and Slaughter Lane. These comments led to the design team extending the fourth mainlane further south on both the southbound and northbound sides. The design team also included additional operational improvements at William Cannon Drive to relieve frontage road and ramp congestion and additional improvements between SH 45SE and Main Street in Buda.

A virtual stakeholder meeting was also held in December 2020. A total of 572 visitors viewed the web address, 292 viewed the English YouTube video, and 72 viewed the Spanish YouTube video. A total of 271 comments were received (see **Appendix J**). The comments submitted on the proposed improvements included comments that related to the following topics: bike/pedestrian access, cost, crossings, design, environment/climate change, lanes, multi-modal/transit, noise, opposition to non-tolled (free) managed lanes, safety, support for project and support for tolled lanes and traffic. A summary of this virtual stakeholder meeting is available from the TxDOT South Travis/Hays County Area Office and also online at https://my35capex.com/.

In response to concerns brought forward on the elevated managed lanes, TxDOT initiated an independent analysis conducted by the University of Texas Center for Transportation Research to review operational, safety and environmental justice aspects of this project. This study concluded that the surrounding community would not be divided, displaced, or have reduced access to services as a result of the proposed Build Alternative. The proposed project includes additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. It includes additional sidewalks and SUPs which would increase access across I-35 and make it easier for pedestrians and cyclists to access services and community resources. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35.

The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible. The elevated managed lanes in the proposed Build Alternative would be on a single structure in the median area of the mainlanes and approximately 130-150 feet from the ROW line. As a point of comparison, the existing I-35 "upper decks" in Austin near the University of Texas campus are about 30-50 feet from the ROW line, therefore from a visual perspective the elevated managed lanes in the proposed Build Alternative would be quite different from the I-35 "upper decks" near the University of Texas campus.

The following changes were made as a result of public comments received at the virtual stakeholder meeting held in December 2020:

- Consider adding an exit to Stassney NB to alleviate congestion at NB frontage road near William Cannon. The design team added a collector-distributor system on the SB side to bypass Stassney and William Cannon which alleviates congestion on the frontage

road at those intersections.

- Need to have additional lanes for traffic. This comment contributed to additional mainlane in southbound direction from south of SH71 to north of William-Cannon. Added additional mainlane in northbound direction from north of Slaughter Ln to south of SH 71. Added 2-lane collector-distributor in southbound direction from north of Stassney to south of William-Cannon. Added additional frontage road lane for a minimum of 3 in each direction from Slaughter Ln to SH45SE.

- Three-lane frontage road needed at Stassney and William-Cannon. This comment contributed to the change to add the 2-lane collector-distributor in the southbound direction to bypass Stassney and William-Cannon to alleviate congestion on the frontage road at these intersections. Also, this comment led to the change to shift the NB entrance ramp south of William-Cannon further south and away from the entrance ramp north of William-Cannon and braided it with entrance ramp north of Slaughter Ln, to improve merge/weave/operations on the frontage roads and mainlanes.

- Comment on diverging diamond interchange design. The Capital Express South project does not propose any diverging diamond interchanges.

- Comments were made on traffic noise levels. The proposed project included a traffic noise analysis (see Section 5.14). The traffic noise analysis proposes noise barriers at three locations.

A public hearing was held for this project on April 27, 2021 – May 26, 2021. In recognition of the COVID-19 pandemic, the public hearing for this project was held virtually, with an in-person option held on April 27, 2021. All required notices and procedures, as required by TxDOT's rules governing the Environmental Review of Transportation Projects and outlined in TxDOT's Public Involvement Handbook, were followed. The NOA of the Draft EA was published in both English and Spanish in various newspapers that serve the project area and was also available online at https://my35capex.com/. There was a total of 486 virtual attendees, 7 in-person attendees, and 78 total commenters. Feedback received did not result in any additional design changes to the overall project design. Public comments included suggestions for variable toll managed lanes, while others showed support for non-tolled managed lanes. There were also comments requesting more multimodal/public transportation options and bicycle and pedestrian safety and infrastructure improvements along the corridor. Concerns about climate-change related impacts, noise, elevated managed lanes and the ability for this project to relieve traffic congestion were also raised by some commenters. See **Appendix K** for comments received during this Public Hearing. Details of the Public Hearing and comments received are also included in the Public Hearing Summary Report available from the TxDOT South Travis/Hays County Area Office and can also be found online at https://my35capex.com/.

A notice of impending construction would be provided to owners of adjoining property and affected local governments and public officials. The notice may be provided via a sign or signs posted in the ROW, mailed notice, printed notice distributed by hand, or notice via website when the recipient has previously been informed of the relevant website address. This notice would be provided after the environmental decision (i.e., FONSI), but before earthmoving or other activities requiring the use of heavy equipment begin.

8.0 Post-Environmental Clearance Activities and Design/Construction Commitments

8.1 Post-Environmental Clearance Activities

Activities to be completed after environmental clearance are listed and discussed as follows:

1. Noise: Traffic noise barriers are proposed to reduce traffic noise impacts. In accordance with TxDOT Guidelines for Analysis and Abatement of Roadway Traffic Noise, polling of adjacent property owners will take place to determine whether or not property owners desire the noise barriers. Additionally, traffic noise workshops will be held to provide information on the proposed noise barriers to adjacent property owners. The traffic noise workshops would be held after the FONSI. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
2. Utilities: Utility relocations would be required throughout the corridor. Utility agreements and notice to owners would be required for this project prior to construction.
3. Public Involvement: Before construction, a notice of impending construction will be provided to owners of adjoining property and affected local governments and public officials
4. Threatened and Endangered Species: TxDOT will conference with the USFWS to address potential impacts to the Texas fatmucket prior to the start of construction within the Onion Creek drainage area. This includes any work on the proposed bridge structure or drainage ponds.

8.2 Design/Construction Commitments

As indicated above in Section 6.0, the TPWD-recommended BMPs that will be applied to this project are indicated in the Form – Documentation of Texas Parks and Wildlife Department Best Management Practices prepared for the project, which is included in **Appendix G.**

Other design and construction commitments are as follows:

1. Archeological Resources: If unanticipated archaeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archaeological staff will be contacted to initiate post-review discovery procedures.
2. Construction (TPDES): The contractor shall comply with the CGP and SW3P; complete, post and submit NOI and NOT to TCEQ and the MS4 operator; and inspect the project to ensure compliance with the CGP.
3. Section 401: The Section 401 Certification requirements for NWP 14 would be met by implementing a SW3P. The SW3P would include at least one BMP for erosion control, sediment control, and post-construction TSS control from the Tier 1 401 Water Quality Certification Conditions for NWPs as published by the TCEQ.
4. Section 402: Project contractor will comply with the CGP, SW3P, and complete the appropriate authorization documents.
5. Section 404: The proposed project would require an NWP 14 without a PCN. The proposed project would comply with all general conditions of the NWP.

6. Wetlands: The construction contractor would be required to avoid and minimize unnecessary impacts on wetlands during construction. Current design does not include wetland impacts. BMPs would be implemented during construction as appropriate.
7. Floodplains: Notification and coordination with the local floodplain administrator is required because the project is within the 100-year floodplain. This coordination will be completed prior to the start of construction.
8. Drinking Water Systems: If any unknown wells are encountered during construction activities, they would need to be properly plugged in accordance with state statutes.
9. Hazardous Materials: The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. All construction materials used for the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.
10. Detours: County and local public safety officials would be notified of any road closures or detours during construction. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies during construction.
11. Air Quality: Implement fugitive dust control measures contained in specifications to minimize potential impacts of PM emissions during construction
12. Hazardous Materials: Any unanticipated hazardous materials encountered during construction would be handled according to the applicable federal, state and local regulations per TxDOT Specification
13. Project-specific locations (PSLs): Approved PSLs should be placed in upland areas outside of the floodplain/riparian corridor whenever possible.
14. Dewatering: If any dewatering is needed, the contractor must coordinate with TPWD's Kills and Spills Team (KAST).
15. Vegetation: The contractor would avoid and minimize disturbance of vegetation and soils. All disturbed areas would be revegetated, according to TxDOT specifications, as soon as it becomes practicable. In accordance with EO 13112 on Invasive Species, the Executive Memorandum on Beneficial Landscaping, and the 1999 FHWA guidance on invasive species, all revegetation would, to the extent practicable, use only native species. Furthermore, BMPs would be used to control and prevent the spread of invasive species.
16. Migratory Birds: The contractor would take all appropriate actions to prevent the take of migratory birds, their active nests, eggs or young by the use of proper phasing of the project or other appropriate actions. For migratory birds, the following Bird BMPs and MBTA guidelines, as present as a Special Note on the PS&E Environmental Permits, Issues, and Commitments sheet, would be implemented:

    The contractor's will be directed to the fact that there is the possibility that migratory birds may be nesting in any woody vegetation or existing structures within the project limits. The contractor shall remove all old migratory bird nests from any woody vegetation or structures between September 16 and February 28 while the nests are not occupied by a bird. In addition, the contractor must be prepared to prevent migratory birds from re-nesting between Match 1 and September 15. All methods must be approved by the Austin District Biologist well in advance of planned use.

17. Threatened, Endangered, and Candidate Species: If any species on the Travis and Hays counties threatened and endangered species lists is sighted in the project area during

construction, construction would stop and the contractor would notify the TxDOT Area Engineer. Refer to **Appendix G** for applicable BMPs.

9.0 Conclusion

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a finding of no significant impact is recommended.

10.0 References

Capital Area Metropolitan Planning Organization (CAMPO). 2020. 2045 Regional Transportation Plan. https://www.campotexas.org/regional-transportation-plans/2045-plan/ Accessed December 2021.

City of Austin. 2018. Imagine Austin Comprehensive Plan 2018 Update. https://www.austintexas.gov/sites/default/files/files/Imagine_Austin/IACP_2018.pdf Accessed January 2021.

City of Buda. 2013. Transportation Master Plan. https://www.ci.buda.tx.us/DocumentCenter/View/1498/MTP-Ordinance-and-attachment?bidId= Accessed January 2021

Council on Environmental Quality. 40 Code of Federal Regulations (CFR) Part 1508. https://ceq.doe.gov/docs/laws-regulations/nepa-implementing-regulations-desk-reference-2020.pdf

Executive Order No. 11988. 1977. 3 CFR 1997. https://www.archives.gov/federal-register/codification/executive-order/11988.html. Accessed September 2020.

Federal Emergency Management Agency (FEMA). 2020. Federal Insurance Rate Map panels 48053C0550F, 48491C0275E, and 4891C0455E. https://msc.fema.gov/portal/home

Federal Highway Administration. 2017a. Recent Examinations of Mobile Source Air Toxics. A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives - Mobile Source Air Toxics - Research And Analysis - Air Toxics - Air Quality - Environment - FHWA (dot.gov) . Accessed January 2021.

----------. 2017b. Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents. MSAT - Policy And Guidance - Air Toxics - Air Quality - Environment - FHWA (dot.gov). Accessed January 2021.

NCHRP. 2002. NCHRP Report 466 Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects. https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_466.pdf. Accessed January 2021

----------. 2007. NCHRP Project 25- 25 Task 22, Forecasting Indirect Land Use Effects of Transportation Projects 25-25(22)_FR.pdf (trb.org). Accessed January 2021

Public Law 91-605. Section 136 of the Federal Aid Highway Act of 1970.

Texas Administrative Code, Title 30, Chapter 213 (30 TAC 213). Edwards Aquifer. Texas Administrative Code (state.tx.us). Accessed September 2020.

Texas Commission on Environmental Quality. 2020. Texas Emissions Reduction Plan. Texas Emissions Reduction Plan (TERP) - Texas Commission on Environmental Quality - www.tceq.texas.gov. Accessed January 2021.

Texas Demographic Center. 2018. Population Projections. https://demographics.texas.gov/data/tpepp/projections/. Accessed January 2021.

Texas Demographic Center. 2018. Population Projections. https://demographics.texas.gov/data/tpepp/projections/. Accessed January 2021.

TTI, 2020. Texas' 100 Most Congested Road Sections. https://mobility.tamu.edu/texas-most-congested-roadways/. Accessed January 2021.

TxDOT. 2014. Cumulative Impacts Decision Tree. https://ftp.txdot.gov/pub/txdot-info/env/toolkit/720-02-fig.pdf . Accessed January 2021

----------. 2019. Cumulative Impacts Analysis Guidelines. http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/720-03-gui.pdf. Accessed January 2021

----------. 2020b. Virtual Stakeholder Meeting Presentation December 12, 2020. https://my35capex.com/projects/i-35-capital-express-south/wp-content/uploads/2020/12/Capital-Express-South-Virtual- Stakeholder-Meeting-12-2020.pdf. Accessed January 2021.

----------. 2020c. Capital Express IAJR Historical Crash Analysis Technical Memorandum. Austin, Texas

----------. 2020d. I-35 Capital Express South Archeological Studies Background Review. May 2020.

----------. 2020e. I-35 Historical Studies Project Coordination Request. April 2020.

----------. 2020f. I-35 Historic Resources Research Design. October 2020.

----------. 2020g. I-35 Surface Waters Analysis Form. November 2020.

----------. 2020h. I-35 Wetland Delineation Report. November 2020.

----------. 2020i. TxDOT's Environmental Handbook—Air Quality and Guidance for Preparing Air Quality Statements. Guidance: Preparing Air Quality Statements (txdot.gov). Accessed January 2021.

----------. 2021a. Statewide Transportation Improvement Program. Accessed December 2021.

----------. 2021b. I-35 Archeological Studies Background Review – Addendum Memo. March 2021.

----------. 2021c. I-35 Carbon Monoxide Traffic Air Quality Analysis. March 2021.

----------. 2021d. I-35 Community Impact Assessment Technical Report. March 2021.

----------. 2021e. I-35 Hazardous Material Initial Site Assessment (ISA) Report. February 2021.

----------. 2021f. I-35 Historic Resources Survey Report. January 2021

Appendix A

e t L ati n Map





Survey Area

County Boundary

0 500 1,000

Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:80,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (06 July 2021).

mobility 35 CAPITAL AREA

Figure 1
Site Vicinity

Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Clients\S_TTxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\Noise\I35_S_Cap_Site_Vicinity_mpbk.mxd





Survey Area

County Boundary

0 500 1,000

Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:80,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (06 July 2021).

mobility 35 CAPITAL AREA

Figure 1
Site Vicinity

Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Clients\S_TTxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\Noise\I35_S_Cap_Site_Vicinity_mpbk.mxd





Survey Area

County Boundary

0 500 1,000

Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:80,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (06 July 2021).

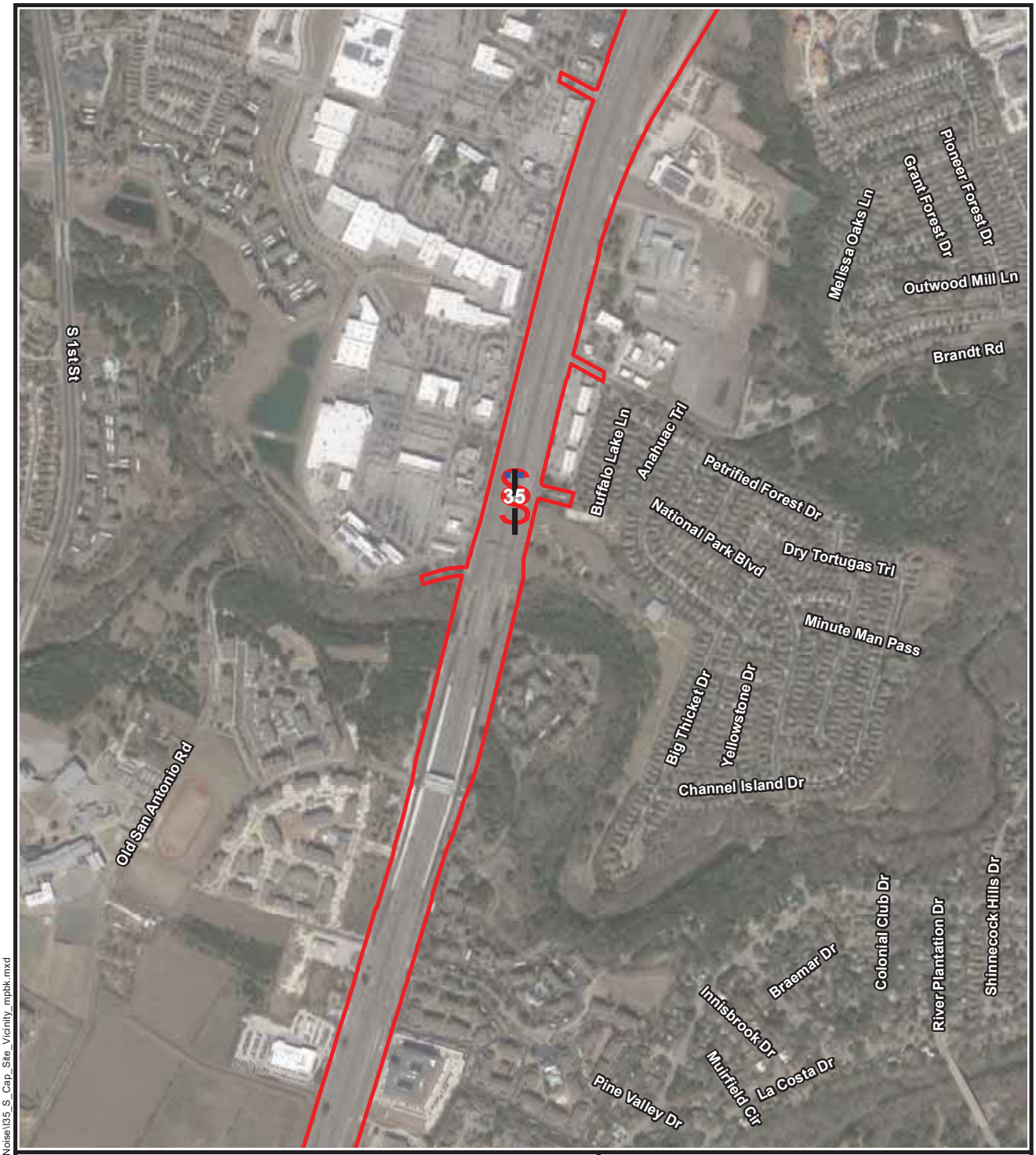
mobility 35 CAPITAL AREA

Figure 1
Site Vicinity

Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Clients\S_TTxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\Noise\I35_S_Cap_Site_Vicinity_mpbk.mxd





Survey Area

County Boundary

0 500 1,000

Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:80,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (06 July 2021).

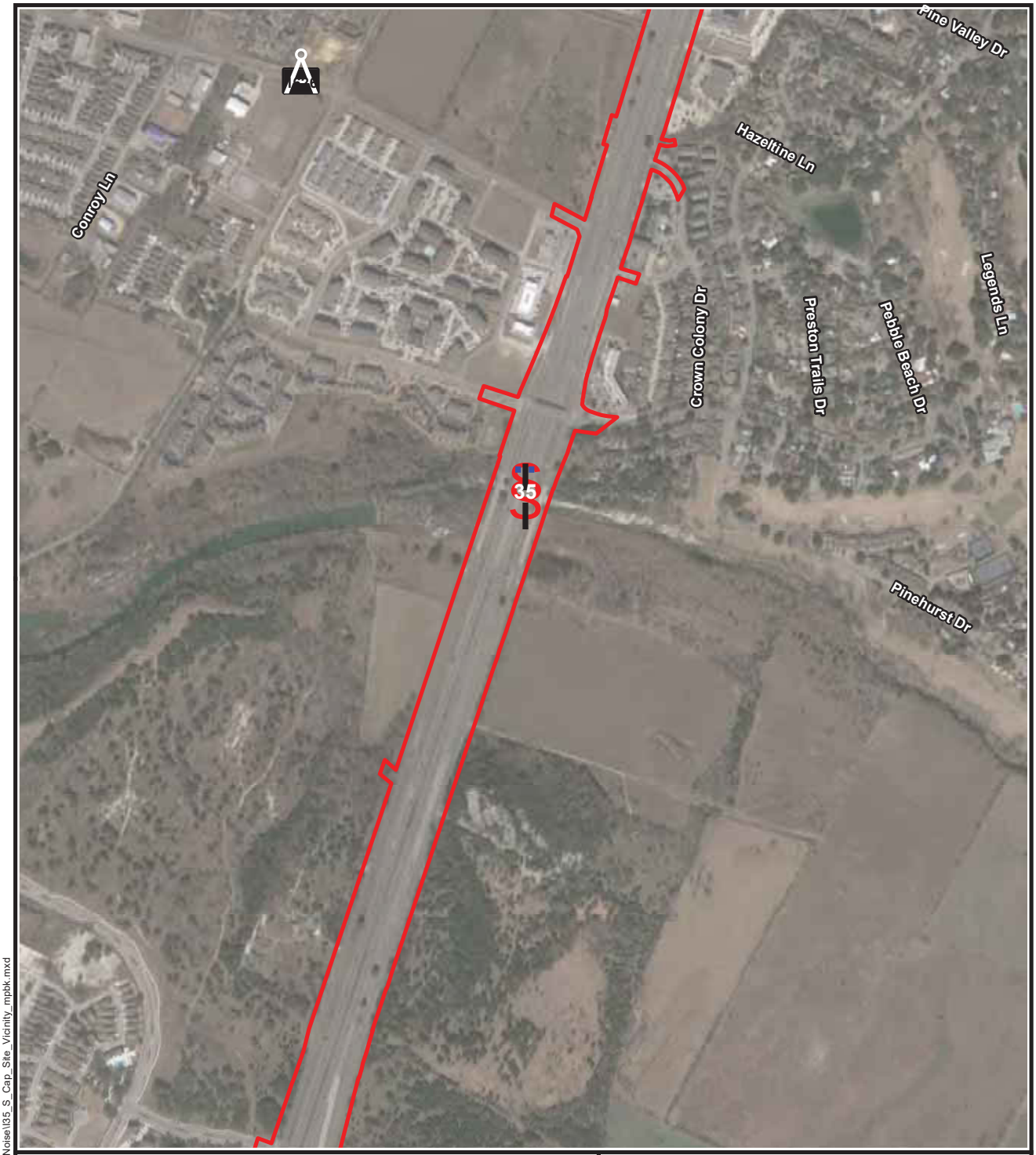
mobility 35 CAPITAL AREA

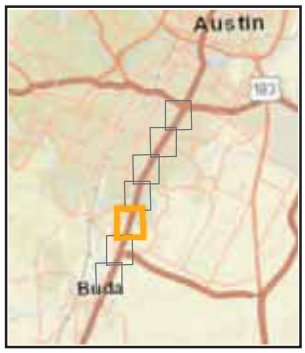
Figure 1
Site Vicinity

Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Clients\S_TTxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\Noise\I35_S_Cap_Site_Vicinity_mpbk.mxd





Survey Area

County Boundary

0 500 1,000

Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:80,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (06 July 2021).

mobility 35 CAPITAL AREA

Figure 1
Site Vicinity

Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Clients\S_TTxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\Noise\I35_S_Cap_Site_Vicinity_mpbk.mxd





Survey Area

County Boundary

0 500 1,000

Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:80,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (06 July 2021).

mobility 35 CAPITAL AREA

Figure 1
Site Vicinity

Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Clients\S_TTxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\Noise\I35_S_Cap_Site_Vicinity_mpbk.mxd





Survey Area

County Boundary

0 500 1,000

Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:80,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (06 July 2021).

mobility 35 CAPITAL AREA

Figure 1
Site Vicinity

Capital Express South
US 290W/SH 71 to SH 45SE

TRAVIS/HAYS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Clients\S_TTxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\Noise\I35_S_Cap_Site_Vicinity_mpbk.mxd

Appendix B

e t h t s

i tu e s u es

- *Site Visit 9/2019*
- *Wate s f the US elineati n Rep t 7/2019 and 12/2019*
- *Site Visit 7/2019*
- *Hist i al Res u es Su vey 11/01/2020*
- *Haza d us Mate ials Site Assessment 7/2020*

Capital Express South

Site Visit 9/30/2019 7:30-10:00am



Assumption Cemetery looking north on I-35S



Assumption Cemetery looking south



I-35S looking south at SH 71



I-35S at the Volkswagen Dealership looking south



I-35S at the Volkswagen Dealership looking southeast at the NM morning traffic



Residential construction south of Onion Creek on I-35 looking south



Residential construction south of Onion Creek on I-35 looking east



I-35N at Slaughter Lane looking west



I-35N at Slaughter Lane looking south



I-35S at Slaughter Lane looking east



I-35S at Slaughter Lane looking west



Police memorial at Onion Creek Parkway and I-35N



Police memorial at Onion Creek Parkway and I-35N



Photo 1: Typical upstream view of CRK 01, a potentially non-jurisdictional unnamed ephemeral tributary of Williamson Creek, facing north (30.20149°, -97.76077°).



Photo 2: Typical downstream view of CRK 01, a potentially non-jurisdictional unnamed ephemeral tributary of Williamson Creek, facing east (30.20139°, -97.76079°).



Photo 3: Typical upstream view of CRK 02 (Williamson Creek), a potentially jurisdictional intermittent stream, facing west (30.2016°, -97.76118°).



Photo 4: Typical downstream view of CRK 02 (Williamson Creek), a potentially jurisdictional intermittent stream, facing east (30.20183°, -97.76157°).



Photo 5: Typical upstream view of CRK 03, a potentially non-jurisdictional unnamed ephemeral tributary to Williamson Creek.



Photo 6: Typical downstream view of CRK 03, a potentially non-jurisdictional unnamed ephemeral tributary to Williamson Creek.



Photo 7: Typical downstream view of CRK 04 (Boggy Creek), a potentially jurisdictional intermittent stream, facing east (30.17926°, -97.77741°).



Photo 8: Typical upstream view of CRK 04 (Boggy Creek), a potentially jurisdictional intermittent stream, facing west (30.17926°, -97.77741°).



Photo 9: Typical upstream view of CRK 05, a potentially non-jurisdictional unnamed ephemeral culverted creek.



Photo 10: Typical downstream view of CRK 05, a potentially non-jurisdictional unnamed ephemeral culverted creek.



Photo 11: Typical upstream view of CRK 06, a potentially non-jurisdictional unnamed ephemeral tributary of Slaughter Creek, before draining below I-35 and Slaughter Lane via concrete culvert, facing northwest (30.16738°, - 97.78703°).



Photo 12: Typical downstream view of CRK 06, a potentially non-jurisdictional unnamed ephemeral tributary of Slaughter Creek, before draining below I-35 and Slaughter Lane via concrete culvert, facing southeast (30.16738°, - 97.78703°).



Photo 13: Typical upstream view of CRK 07 (Slaughter Creek), a potentially jurisdictional intermittent stream, facing southwest (30.15289°, -97.79228°).



Photo 14: Typical downstream view of CRK 07 (Slaughter Creek), a potentially jurisdictional intermittent stream, facing north (30.15291°, -97.79163°).



Photo 15: Typical upstream view of CRK 08, a potentially non-jurisdictional unnamed ephemeral tributary of Slaughter Creek, facing northwest (30.15291°, -97.79183°).



Photo 16: Typical downstream view of CRK 08, a potentially non-jurisdictional unnamed ephemeral tributary of Slaughter Creek, facing south (30.15293°, -97.7918°).



Photo 17: Typical upstream view of CRK 09, a potentially non-jurisdictional unnamed ephemeral stream, facing southwest (30.14195°, -97.79455°).



Photo 18: Typical downstream view of CRK 09, a potentially non-jurisdictional unnamed ephemeral stream, facing southeast (30.14195°, -97.79455°).



Photo 19: Typical upstream view of CRK 10 (Onion Creek), a potentially jurisdictional intermittent stream, facing north (30.13545° -97.79812°).



Photo 20: Typical downstream view of CRK 10 (Onion Creek), a potentially jurisdictional intermittent stream, facing east (30.13559°, -97.78602°).



Photo 21: Typical downstream view of CRK 11, a potentially non-jurisdictional unnamed ephemeral tributary to Onion Creek.



Photo 22: Typical upstream view of CRK 11, a potentially non-jurisdictional unnamed ephemeral tributary to Onion Creek.



Photo 23: Typical view of Wetland 01, a potentially non-jurisdictional wetland within the median of I-35, part of a wetland-stream complex with CRK 06, facing west (30.16563°, -97.78602°).



Photo 24: Typical view of Wetland 01, a potentially non-jurisdictional wetland within the median of I-35, part of a wetland-stream complex with CRK 06, facing east (30.16563°, -97.78602°).



Photo 1: Typical view of Onion Creek within the southern portion of the Project area beneath Interstate 35 (I-35). Note the marginal riparian vegetation (30.13559°, -97.78602°).



Photo 2: Typical view of herbaceous wetland vegetation within the central portion of the Project area, facing west (30.16563°, -97.78602°).



Photo 3: Typical view of Slaughter Creek within the central portion of the Project area beneath I-35, facing southwest. Note the poor water quality condition (30.15289°, - 97.79228°).



Photo 4: Typical Urban Low Intensity roadside vegetation community, facing south (30.11364°, -97.80726°).



Photo 5: Typical combination of Urban Low Intensity vegetation and riparian vegetation within the Project area, facing south (30.16575°, -97.78524°).



Photo 6: Typical combination of Urban Low Intensity vegetation and riparian vegetation within the Project area, facing east (30.15291°, -97.79088°).

Survey Date:	11/04/2020
Resource No:	01
Project Location:	Travis County, Hays County
Project Name and CSJ:	I-35 Capital Express South; 0015-13-077, 0016-01-113
Address, Lat/Long:	Holt CAT Austin 9601 S I-35 Austin, Texas 78744 30° 9'38.45"N, 97°47'15.05"W
Function/Sub-function:	Commerce/ Specialty Store
Construction Date:	1971 (TCAD) with circa 1980 rear addition
NRHP Eligibility:	Not recommended NRHP eligible
Integrity/Comments:	Resource 01 is a large, one-and-a half story rigid steel-frame building with a low font gable service garage and an attached office that faces the I-35 North frontage road. The one-story flat roof office is clad in corrugated metal and features an attached steel frame porch along the south façade. The large service garage is also clad in corrugated metal and features wide eaves along the north and south façades which shelter overhead garage doors. An addition was attached to the service garage doubling its size circa 1980. Resource 01 retains integrity of location, feeling, material, and workmanship though its setting has been compromised by modern infill. The rear addition detracts from Integrity of design. The resource does not maintain architectural merit or known specific associative significance with late mid-century commercial development to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 01, camera facing southeast

Survey Limitations: Photo limitations due the resource's size and large equipment surrounding it and due to safety concerns of the photographing the resource from the I-35 frontage road.



Resource 01, camera facing northeast

Survey Date:	11/04/2020
Resource No:	02
Project Location:	Travis County, Hays County
Project Name and CSJ:	I-35 Capital Express South; 0015-13-077, 0016-01-113
Address, Lat/Long:	Hill Country Springs. Inc 10019 S I-35 Austin, TX 78747 30° 9'10.29"N, 97°47'17.06"W
Function/Sub-function:	Commercial/Office
Construction Date:	1929 (TCAD)
NRHP Eligibility:	Not recommended NRHP eligible
Integrity/Comments:	Resource 02 is a 1929 single-story dwelling with Craftsman influences situated upon a pier and beam foundation. The building now functions as an office space for a bottled water business. The hipped roof has wide overhanging eaves and exposed rafter tails and is covered in standing-seam metal. The resource is clad in thin, horizontal wood siding and features what appear to be 1/1 wood sash windows with simple wood surrounds found in singles and doubles. An exterior painted brick chimney is situated on the north façade. The bottom portion of the resource is encased in a rock veneer skirting. The resource is situated on 20- acre irregular-shaped parcel along the north side of Slaughter Creek and west of the community of Bluff Springs. The parcel includes the remnants (chimney and rubble) of a contemporaneous dwelling and a large modern warehouse. Historic aerials and topographic maps depict several dwellings, a large barn, and several outbuildings situated surrounded by terraced fields. Resource 02 retains integrity of location. The setting has been compromised by loss of contemporaneous and associated dwellings and outbuildings that appear to have been associated with an early- to mid-century farmstead along SH 2. In addition to the lack of historic association, integrity of design and workmanship have been compromised by the addition of nonhistoric-age stone skirting, replacement entry door, and replacement roof. The resource does not maintain architectural merit or known specific associative significance with late early- and mid-twentieth century development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 02 oblique, camera facing southeast



Overview of Resource 02 and nonhistoric-age warehouse on parcel, camera facing east

Survey Limitations: Photo limitations due to the setback location of the building on the parcel, vegetation obscuring the resource, and no access to the parcel.

Survey Date:	11/04/2020
Resource No:	03
Project Location:	Travis County, Hays County
Project Name and CSJ:	I-35 Capital Express South; 0015-13-077, 0016-01-113
Address, Lat/Long:	10728 S I-35 TX 78745 30° 8'46.04"N, 97°47'40.86"W
Function/Sub-function:	Domestic/ Single Dwelling
Construction Date:	1942 (TCAD)
NRHP Eligibility:	Not recommended NRHP eligible
Integrity/Comments:	Resource 03 is a 1942 single-story, end-gabled house with a flat roof porch supported by simple wood posts that extends the majority of the length of the house and over the attached garage. The front façade includes two entry doors: the primary entrance flanked by a pair of and four 6/6 aluminum metal sash windows and secondary entrance on the south end of the house, which appears to be later historic-age addition. The resource is clad in asbestos siding and has a replacement metal roof. Alterations include the gable roof, porch roof and roofline, garage door, and entry doors. A 2007 Google streetview of the property shows the house prior to the replacement of the porch which now extends over the attached garage. Resource 03 retains integrity of location. In addition to integrity of association, the setting has been compromised by nonhistoric-age infill of previous surrounding agricultural fields and loss of contemporaneous buildings. Integrity of design and workmanship have been compromised by the southern addition, replacement entrance and garage doors, replacement of the gable roof, and alteration of the porch roofline. The resource does not maintain architectural merit or known specific associative significance with late mid-twentieth century development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 03 primary façade, camera facing west



Resource 03 oblique, camera facing southwest

Survey Date:	11/04/2020
Resource No:	04
Project Location:	Travis County, Hays County
Project Name and CSJ:	I-35 Capital Express South; 0015-13-077, 0016-01-113
Address, Lat/Long:	Planet K 10730 S I-35 TX 78744 30° 8'44.24"N, 97°47'41.16"W
Function/Sub-function:	Commerce/ Specialty Store
Construction Date:	Circa 1960
NRHP Eligibility:	Not recommended NRHP eligible
Integrity/Comments:	Resource 04 is a circa 1960 one-story, commercial building with a front-gable roof and a false-front brick parapet. The resource is of concrete masonry unit (CMU) construction with no cladding or windows. A full-length metal shed-roof porch with wood pole supports, extends from the false front. In addition to integrity of association, the setting has been compromised by nonhistoric-age infill of previous surrounding agricultural fields and loss of contemporaneous buildings. Integrity of feeling, design, and workmanship have been compromised by the addition of the false parapet. The resource does not maintain architectural merit or known specific associative significance with late mid-twentieth century development or persons to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 04 oblique, camera facing southwest



Resource 04 oblique, camera facing northwest

Survey Limitations: Photo limitations limited due to safety concerns of the proximity to I-35 frontage road.



1. Facing south GeoSearch # 9, Century South Shopping Center, 801 East William Cannon Drive, Austin, TX 78745



2. Facing south GeoSearch # 10, Sams Club formerly Galvon Industries and Janssen Tract, 9808 South IH 35, Austin, TX 78748



3. Facing north GeoSearch # 32, Jack Brown Cleaners 28, 11001 South IH 35, Austin, TX 78747



4. Facing north GeoSearch # 45, Wisp Lash Lounge formerly Deluxe Cleaners, 11215 South IH 35, Suite 126, Austin, TX 78747



5. Facing east GeoSearch # 47, Hill Country Springs, Inc. formerly Martine Springs-Slaughter GW Plume, 10019 South IH 35, Austin, TX 78747



6. Facing south GeoSearch # 79, Ron's Cleaners formerly ESE-T Operating LP and SE-P Operating, 919 East Saint Elmo, Austin, TX 78745



7. Facing east GeoSearch # 83, abandoned building/lot, formerly John Roberts BMW/Lexus of Austin,
4110 Santiago Street in Austin, TX 78745



8. Facing west GeoSearch # 92, Strip Shopping Center,
9500 South H 35 Suite 650, Austin, TX 78748



9. Facing north GeoSearch # 101, COA, St. Elmo Service Center formerly McGuire, East of IH 35 and West of Freidrich Lane, South of East Saint Elmo (4500 Block of Friedrich , Austin, TX



10. Facing northwest GeoSearch # 107, Retreat at North Bluff formerly Onion Creek Club, 6210 Crow Lane, Austin, TX 78745



11. Facing west GeoSearch # 111; Chickfila, Starbucks, and Wells Fargo formerly Ben White Lots 1-5 and KMS Retail Payload Pass, and empty field;
500 East Ben White Boulevard, Austin, TX 78704



12. Facing east GeoSearch # 117, Kwik Ice formerly Capitol Metal Finishing, Inc.,
3909 A Warehouse Row, Austin, TX 78767



13. Facing north GeoSearch # 118, AFCU,
2000 Woodward Street, Austin, TX 78741



14. Facing south with no GeoSearch reference, Fast Break 4 and 6,
14500 and 14444 South IH 35 in Buda, TX.

Appendix C

S hemati s

ROLL 1 OF 7



CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE

ROLL 1 OF 7

ROLL 2 OF 7



CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE

ROLL 2 OF 7

ROLL 3 OF 7



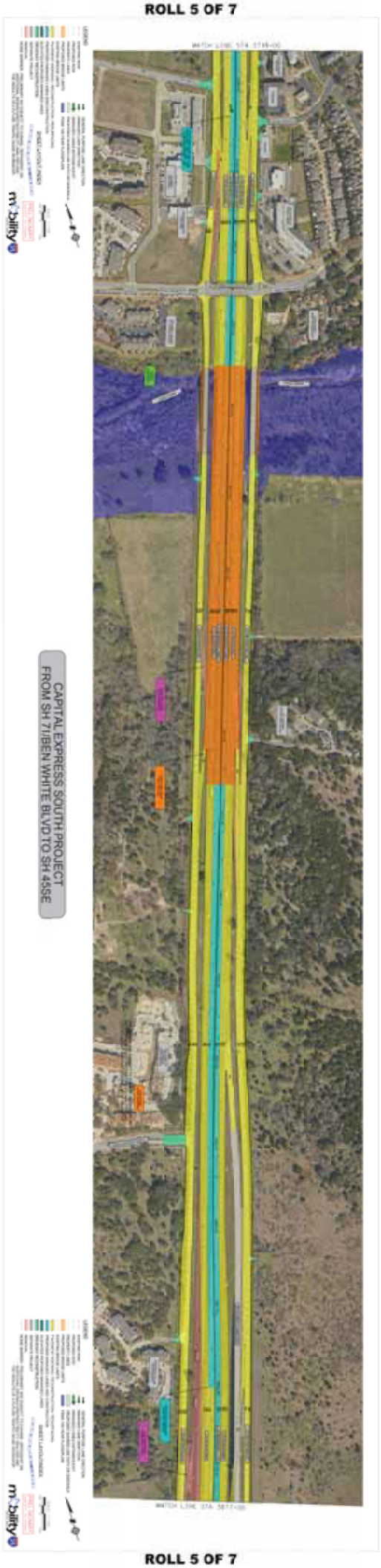
ROLL 3 OF 7

ROLL 4 OF 7



CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE

ROLL 4 OF 7


CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE

ROLL 6 OF 7

MATCH LINE STA 3877+00



MATCH LINE STA 3937+00

ROLL 6 OF 7

LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- PROPOSED BRIDGE LIMITS
- EXISTING BRIDGE LIMITS
- PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
- PROPOSED MANAGED LANES AND CONSTRUCTION
- ELEVATED PROPOSED MANAGED LANES
- DRIVEWAY RECONSTRUCTION
- SEPARATE PROJECT
- REMOVAL
- NOISE BARRIER

- GENERAL PURPOSE LANE DIRECTION
- MANAGED LANE DIRECTION
- MANAGED LANES ENTRANCE/EXIT
- PROPOSED SHARED USE PATH OR SIDEWALK
- FEMA 100-YEAR FLOODPLAIN

PRELIMINARY AND SUBJECT TO CHANGE DEPENDENT ON ADDITIONAL DESIGN/CONSTRUCTIBILITY ANALYSIS AND THE RESULTS OF A FUTURE TRAFFIC NOISE WORKSHOP.

SHEET LAYOUT INDEX

PRELIMINARY SUBJECT TO CHANGE

CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE

LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- PROPOSED BRIDGE LIMITS
- EXISTING BRIDGE LIMITS
- PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
- PROPOSED MANAGED LANES AND CONSTRUCTION
- ELEVATED PROPOSED MANAGED LANES
- DRIVEWAY RECONSTRUCTION
- SEPARATE PROJECT
- REMOVAL
- NOISE BARRIER

- GENERAL PURPOSE LANE DIRECTION
- MANAGED LANE DIRECTION
- MANAGED LANES ENTRANCE/EXIT
- PROPOSED SHARED USE PATH OR SIDEWALK
- FEMA 100-YEAR FLOODPLAIN

PRELIMINARY AND SUBJECT TO CHANGE DEPENDENT ON ADDITIONAL DESIGN/CONSTRUCTIBILITY ANALYSIS AND THE RESULTS OF A FUTURE TRAFFIC NOISE WORKSHOP.

SHEET LAYOUT INDEX

PRELIMINARY SUBJECT TO CHANGE

ROLL 7 OF 7

MATCH LINE STA 3937+00



LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- PROPOSED BRIDGE LIMITS
- EXISTING BRIDGE LIMITS
- PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
- PROPOSED MANAGED LANES AND CONSTRUCTION
- ELEVATED PROPOSED MANAGED LANES
- DRIVEWAY RECONSTRUCTION
- SEPARATE PROJECT
- REMOVAL
- NOISE BARRIER

GENERAL PURPOSE LANE DIRECTION
MANAGED LANE DIRECTION
MANAGED LANES ENTRANCE/EXIT
PROPOSED SHARED USE PATH OR SIDEWALK
FEMA 100-YEAR FLOODPLAIN

PRELIMINARY SUBJECT TO CHANGE

PRELIMINARY AND SUBJECT TO CHANGE DEPENDENT ON ADDITIONAL DESIGN/CONSTRUCTIBILITY ANALYSIS AND THE RESULTS OF A FUTURE TRAFFIC NOISE WORKSHOP.

SHEET LAYOUT INDEX

CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE

LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- PROPOSED BRIDGE LIMITS
- EXISTING BRIDGE LIMITS
- PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
- PROPOSED MANAGED LANES AND CONSTRUCTION
- ELEVATED PROPOSED MANAGED LANES
- DRIVEWAY RECONSTRUCTION
- SEPARATE PROJECT
- REMOVAL
- NOISE BARRIER

GENERAL PURPOSE LANE DIRECTION
MANAGED LANE DIRECTION
MANAGED LANES ENTRANCE/EXIT
PROPOSED SHARED USE PATH OR SIDEWALK
FEMA 100-YEAR FLOODPLAIN

PRELIMINARY SUBJECT TO CHANGE

PRELIMINARY AND SUBJECT TO CHANGE DEPENDENT ON ADDITIONAL DESIGN/CONSTRUCTIBILITY ANALYSIS AND THE RESULTS OF A FUTURE TRAFFIC NOISE WORKSHOP.

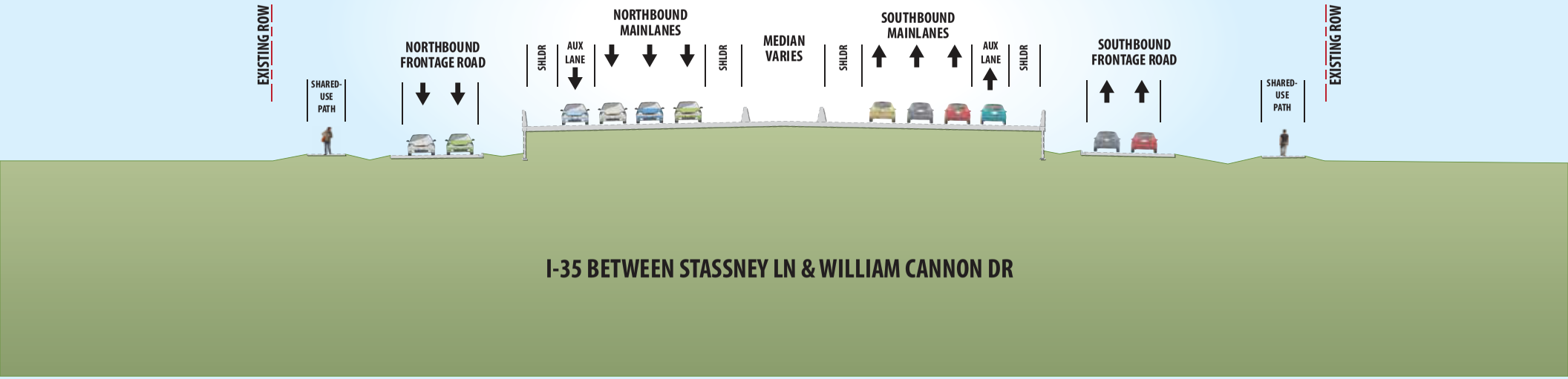
SHEET LAYOUT INDEX

ROLL 7 OF 7

Appendix

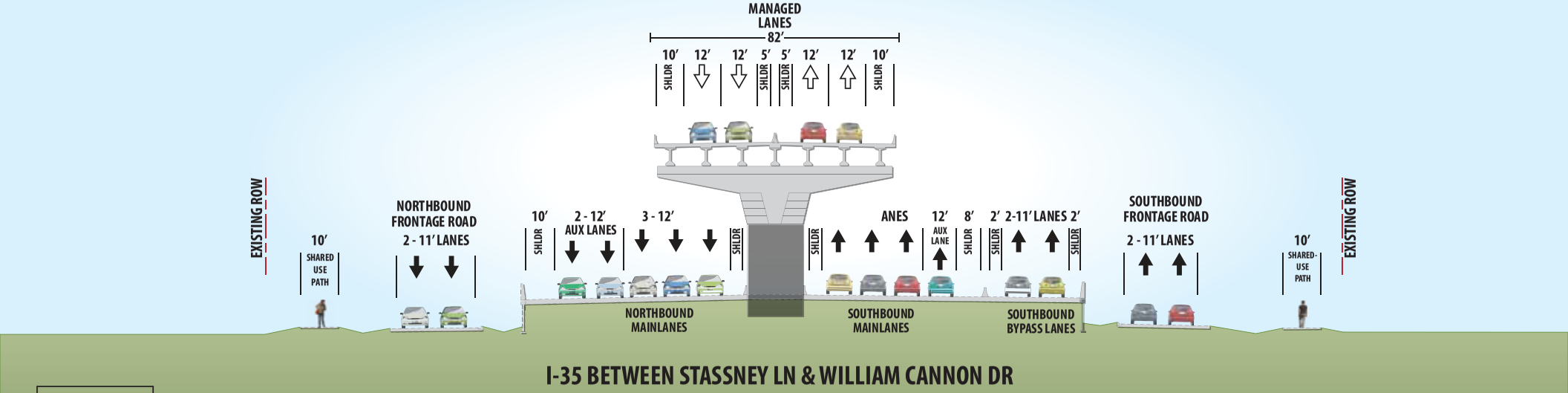
Typi al Se ti ns

EXISTING I-35



I-35 BETWEEN STASSNEY LN & WILLIAM CANNON DR

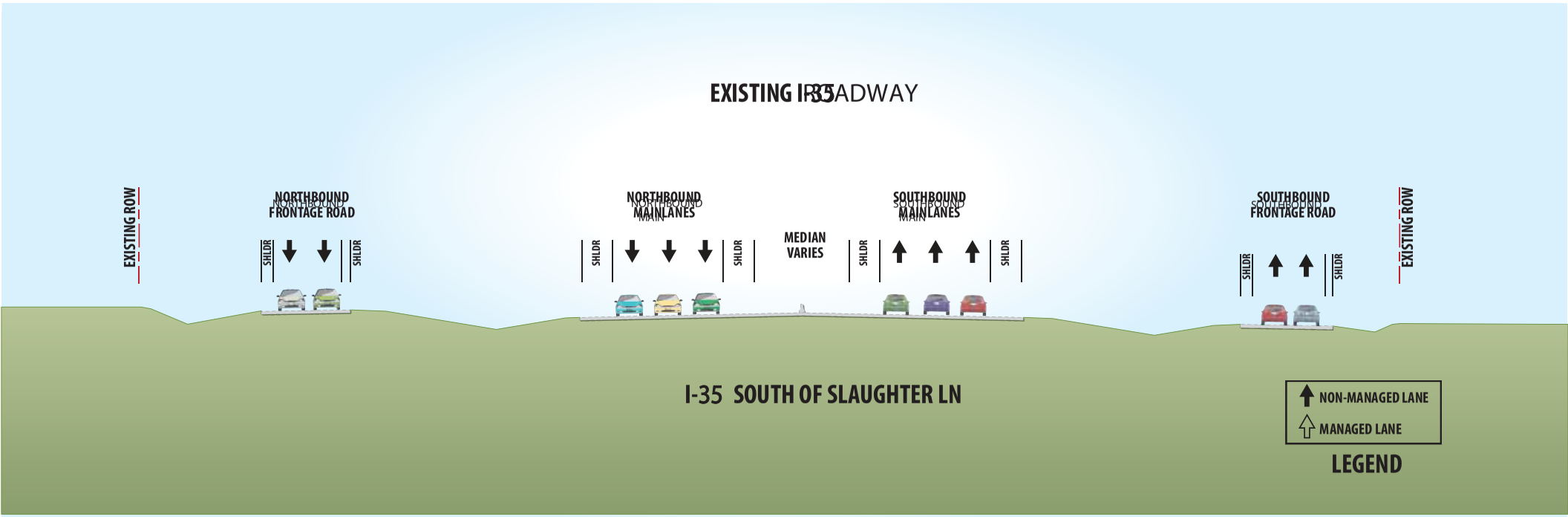
PROPOSED I-35

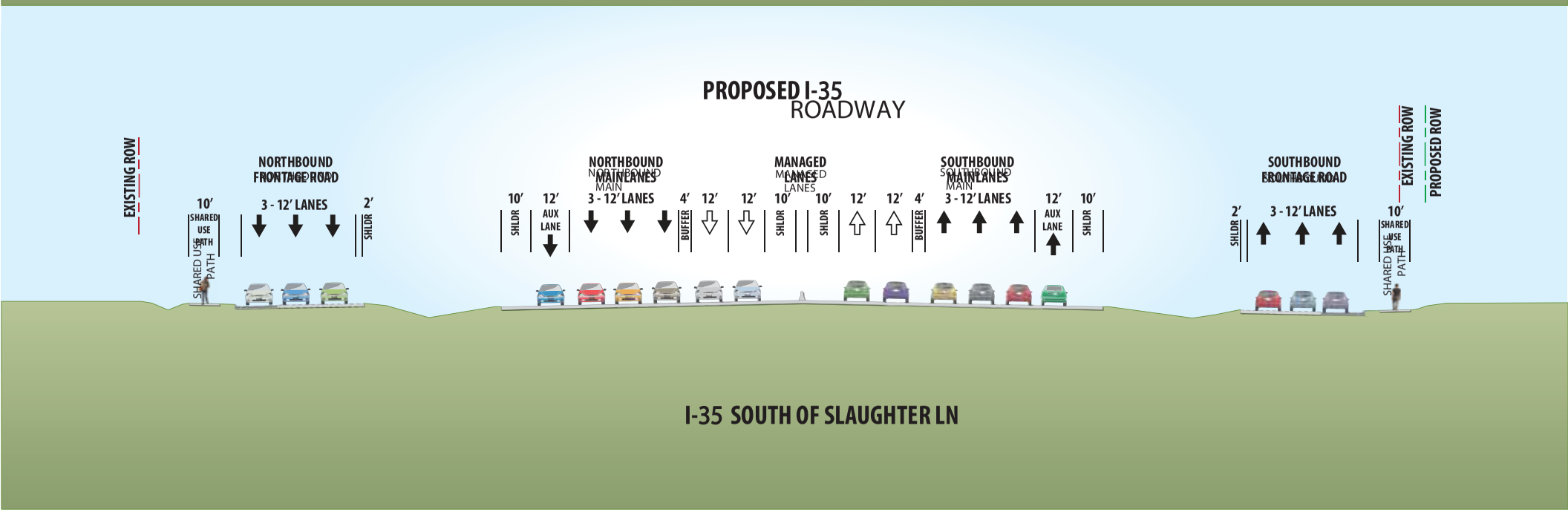


I-35 BETWEEN STASSNEY LN & WILLIAM CANNON DR



LEGEND


EXISTING I-35 ROADWAY
EXISTING ROW
NORTHBOUND FRONTAGE ROAD
SHLDR
SHLDR
NORTHBOUND MAINLANES
SHLDR
SHLDR
MEDIAN VARIES
SOUTHBOUND MAINLANES
SHLDR
SHLDR
SOUTHBOUND FRONTAGE ROAD
SHLDR
SHLDR
EXISTING ROW
I-35 SOUTH OF SLAUGHTER LN
NON-MANAGED LANE
MANAGED LANE
LEGEND


PROPOSED I-35 ROADWAY
EXISTING ROW
NORTHBOUND FRONTAGE ROAD
10′
SHARED USE PATH
3 - 12′ LANES
2′
SHLDR
NORTHBOUND MAINLANES
10′
SHLDR
12′
AUX LANE
3 - 12′ LANES
4′
BUFFER
12′
12′
MANAGED LANES
10′
SHLDR
10′
SHLDR
12′
12′
4′
BUFFER
SOUTHBOUND MAINLANES
3 - 12′ LANES
12′
AUX LANE
10′
SHLDR
SOUTHBOUND FRONTAGE ROAD
2′
SHLDR
3 - 12′ LANES
10′
SHARED USE PATH
EXISTING ROW
PROPOSED ROW
I-35 SOUTH OF SLAUGHTER LN

Appendix E

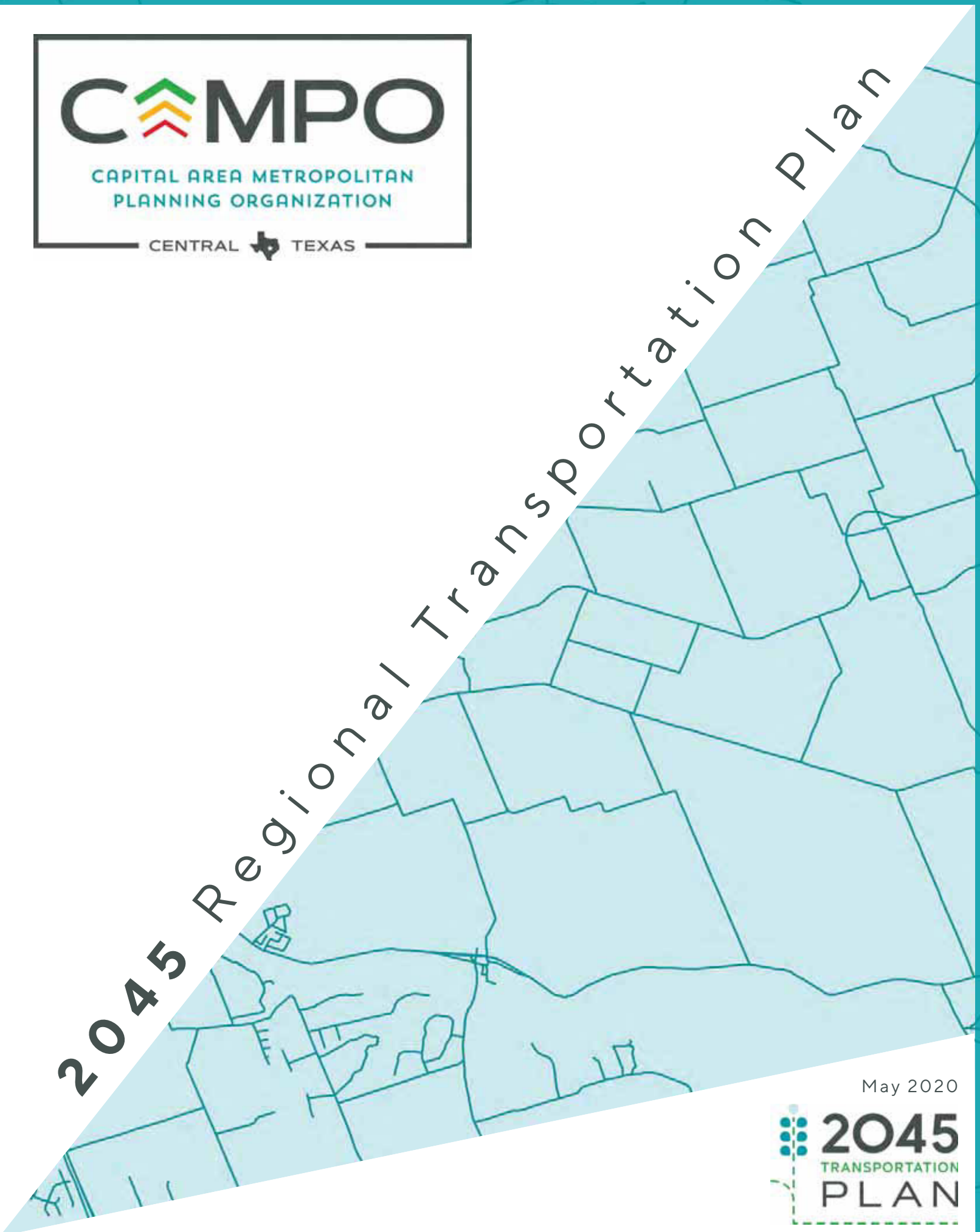
lan and g am Ex e pts

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

2045 Regional Transportation Plan



May 2020

2045 TRANSPORTATION PLAN

MPO ID	COUNTY	SPONSOR / CO SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
41-00115-00	HAYS	TXDOT	IH 35	RELOCATE NORTHBOUND ENTRANCE RAMP FROM SL 82, ADD NEW 1 LANE NORTHBOUND EXIT RAMP TO RIVER RIDGE PKWAY, 1 NORTHBOUND AUXILIARY LANE AT SL 82 AND RIVER RIDGE PARKWAY	N OF RIVER RIDGE PARKWAY	SL 82		2020	$10,770,000
41-00116-00	HAYS	TXDOT	IH 35	OPERATIONAL IMPROVEMENTS AND RAMP REVERSALS	BLANCO RIVER	RIVER RIDGE PARKWAY		2027	$8,200,000
41-00117-00	HAYS	TXDOT	IH 35	REVERSE NORTHBOUND RAMPS	KYLE CROSSING	RM 150		2020	$30,000,000
41-00118-00	HAYS	TXDOT	IH 35	RECONSTRUCT RAMPS	SL 82	S OF SL 82		2020	$2,011,599
41-00162-00	HAYS	TXDOT	IH 35	RECONSTRUCT IH-35 ML BRIDGE AT SH-123, NORTHBOUND FRONTAGE BRIDGES AT SAN MARCOS RIVER AND WILLOW SPRINGS CREEK, ADD AUXILIARY LANES, WITH SH-123 INTERSECTION AND PEDESTRIAN IMPROVEMENTS	S OF SH 80	N OF RM 12		2021	$116,825,412
41-00120-00	HAYS	TXDOT	IH 35	OPERATIONAL, INTERSECTION, MAIN LANE AND FRONTAGE ROAD IMPROVEMENTS	N SH 123	S OF POSEY RD		2025	$219,600,000
41-00121-00	HAYS	TXDOT	IH 35	IH 35 FUTURE TRANSPORTATION CORRIDOR (2X2 NTML)	SH 45 SE	POSEY RD		2039	$1,769,967,277
51-00351-00	TRAVIS	TXDOT	IH 35	ADD ONE NB AND ONE SB NON-TOLLED MANAGED LANES, ADD ONE ADDITIONAL NBFR LANE FROM SH 45 TO FM 1825, ONE ADDITIONAL SBFR LANE FROM SH 45 TO GRAND AVE PKWY, RECONSTRUCT RAMPS, AND ADD FR & MAINLANE AUXILIARY LANES.	SH 45N	FM 1825		2022	$100,097,848
51-00189-00	TRAVIS	TXDOT	IH 35	ADD NORTHBOUND AND SOUTHBOUND NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE ROAD, FREIGHT MOVEMENTS, AND ADD AUXILIARY LANES	US 290E	US 290W / SH 71		2025	$4,900,000,000
51-00352-00	TRAVIS	TXDOT	IH 35	ADD TWO NB AND TWO SB NON-TOLLED MANAGED LANES AND TWO ADDITIONAL SBFR LANES FROM SH 71 TO WILLIAM CANNON, RECONSTRUCT RAMPS, FRONTAGE ROAD OPERATIONAL IMPROVEMENTS, AND ADD FR & MAINLANE AUXILIARY LANES.	US 290W/SH 71	LP 275 - SLAUGHTER LANE		2022	$229,452,192

MPO ID	COUNTY	SPONSOR / CO SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
51-00353-00	TRAVIS	TXDOT	IH 35	ADD ONE NB AND ONE SB NON-TOLLED MANAGED LANES, ADD ONE ADDITIONAL NBFR LANE FROM FM 1825 TO PARMER & FROM TECH RIDGE BLVD TO RUNDBERG, ADD ONE ADDITIONAL SBFR LANE FROM FM 1825 TO US 183, RECONSTRUCT RAMPS, AND ADD FR & MAINLANE AUXILIARY LANES.	FM 1825	US 290E		2022	$289,927,152
51-00354-00	TRAVIS	TXDOT	IH 35	ADD TWO NB AND TWO SB NON-TOLLED MANAGED LANES AND ONE ADDITIONAL FRONTAGE ROAD LANE IN EACH DIRECTION FROM SLAUGHTER LANE TO SH 45SE, RECONSTRUCT RAMPS, AND ADD FR & MAINLANE AUXILIARY LANES.	LP 275 - SLAUGHTER LANE	SH 45SE		2022	$158,932,136
61-00075-00	WILLIAMSON	TXDOT	IH 35	IH 35 FUTURE TRANSPORTATION CORRIDOR	SH 45 N	SH 130		2039	$836,358,164
61-00076-00	WILLIAMSON	TXDOT	IH 35	CONSTRUCT INTERSECTION IMPROVEMENTS & TURNAROUND			WESTING-HOUSE RD	2025	$67,300,000
61-00077-00	WILLIAMSON	TXDOT	IH 35	ADD 1 SOUTHBOUND AUX LANE	SH 45 N	US 79		2025	$8,500,000
61-00136-00	WILLIAMSON	TXDOT	IH 35	CONSTRUCT INTERSECTION IMPROVEMENTS, TURNAROUND BRIDGE AND SOUTHBOUND AUXILIARY LANES, REPLACE BRIDGE AT RM 2243 AND REVERSE SOUTHBOUND RAMPS	NORTH RM 2243	SE INNER LOOP		2024	$58,210,928
61-00079-00	WILLIAMSON	TXDOT	IH 35	CONSTRUCT INTERSECTION IMPROVEMENTS, SOUTHBOUND AUXILIARY LANES & REVERSE SOUTHBOUND RAMPS	RM 1431	RM 2243		2025	$42,800,000
61-00080-00	WILLIAMSON	TXDOT	IH 35	OPERATIONAL IMPROVEMENTS-INTERCHANGE			SH 29	2025	$105,000,000
61-00081-00	WILLIAMSON	TXDOT	IH 35	RECONSTRUCT INTERCHANGE			WILLIAMS DR	2020	$78,642,337
61-00082-00	WILLIAMSON	TXDOT	IH 35	ADD NEW 3-LANE NORTHBOUND FRONTAGE ROAD	S OF LAKEWAY DR	S OF WILLIAMS DR		2020	$41,699,816
61-00181-00	WILLIAMSON	WILLIAMSON COUNTY	IH 35 AT INNER LOOP	BRIDGE REPLACEMENT AND INTERSECTION IMPROVEMENT			IH 35 AT INNER LOOP	2028	$11,890,000
51-00001-03	TRAVIS	CTRMA	US 183 N	ADD 2 EXPRESS LANES IN EACH DIRECTION	WILLIAMSON COUNTY LINE	SL 1		2021	$128,521,500
61-00004-00	WILLIAMSON	CTRMA	US 183 N	ADD 2 EXPRESS LANES IN EACH DIRECTION	RM 620/SH 45	TRAVIS COUNTY LINE		2021	$131,321,500
61-00072-00	WILLIAMSON	CTRMA	US 183A	CONSTRUCT 6-LANE TOLLED EXPRESSWAY; PHASE 1 TO INCLUDE 4-LANE TOLLED EXPRESSWAY	HERO WAY	NORTH OF SH 29		2031	$367,800,000
61-00002-00	WILLIAMSON	CTRMA	US 183A	CONSTRUCT 4-LANE TOLLED EXPRESSWAY	HERO WAY	NORTH OF SH 29		2021	$269,700,000



2021-2024 Statewide Transportation Improvement Program

High ay Projects

From: Lori Morel
To: Lillie Salas; Daniel Dargevics
Cc: Nick Page; Michelle Meaux; Tamelia Spillman; Peggy Thurin; Angela Erwin; Sara Garza; Heather Ashley-Nguyen; Brandon Marshall; Glendora Lopez; Jackie Ploch; Jamye Sawey; Juan Valera-Lema; Karie Brown; Lindsey Kimmitt; Sandra Chipley; Scott Ford; Sonya Hernandez; Tim Wood; Bonnie Sherman; Hettie Thompson; Karen Burkhard; Katie Delong; Reane Gilder; Sue Theiss
Subject: **FEDERAL APPROVAL** - Early Action Approval 12/6/2021
Date: Monday, December 6, 2021 5:00:29 PM
Attachments: image001.png
Importance: High

FHWA has lifted the exceptions on follow projects listed below. TxC is in the process of being updated. Approval date will be 12/6/2021

Approved. Early Action approval is effective 12/6/2021 for the following projects:

0196-07-034 – NCTCOG_ MPO ID 14070 Warren Park Deck Plaza
0015-10-062 – CAMPO_MPO ID 51-00351-00, IH 35
0015-13-389 – CAMPO_MPO ID 51-00353-00, IH 35
0015-13-077 – CAMPO_MPO ID 51-00352-00, IH 35
0016-01-113 – CAMPO_ MPO ID 51-00354-00, IH 35

Thanks,

Lori

Lori Morel
Transportation Planner
Transportation Planning & Programming Division – **STIP**
Work Phone: 512.486-5033 Cell Phone: 512.810.6663
Lori.Morel@txdot.gov

From: Bales, Genevieve (FHWA) <Genevieve.Bales@dot.gov>
Sent: Monday, December 6, 2021 4:46 PM
To: Lori Morel <Lori.Morel@txdot.gov>; Angela Erwin <Angela.Erwin@txdot.gov>
Cc: Campos, Jose (FHWA) <Jose.Campos@dot.gov>; barbara.maley@dot.gov; Leary, Michael (FHWA) <Michael.Leary@dot.gov>
Subject: Early Action Approval 12/6/2021

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Approved. Early Action approval is effective 12/6/2021 for the following projects:

0196-07-034 – NCTCOG_ MPO ID 14070 Warren Park Deck Plaza
0015-10-062 – CAMPO_MPO ID 51-00351-00, IH 35
0015-13-389 – CAMPO_MPO ID 51-00353-00, IH 35
0015-13-077 – CAMPO_MPO ID 51-00352-00, IH 35
0016-01-113 – CAMPO_ MPO ID 51-00354-00, IH 35

Genevieve E. Bales,
Statewide Transportation Planner
U.S. Department of Transportation | Federal Highway Administration
300 E. 8th Street, Room 826 | Austin, TX 78701
Office: (512) 536-5941 | Fax: (512) 536-5990 | Email: genevieve.bales@dot.gov
Website: https://www.fhwa.dot.gov/txdiv/

STIP Portal

Logged in as Tricia Bruck-Hoyt Log Out

Project Management | Reports | Support

Project Management > Area List > STIPs (M-CAMPO) > Revisions (2021-2024) > TIP Instances (11/2021) > Highway Projects (11/2021) > Project Details

Color Key: ☐ - Business rule violation ☐ - Value changed in current session ☐ - Different from DCIS or latest approved copy Data

Statewide ☐ STIP Revision None

District AUSTIN County TRAVIS

MPO CAMPO Highway IH 35

CSJ 0015 - 13 - 077 TIP FY 2022

Phase ☑ Construction ☐ Engineering ☐ Environmental ☐ Engineering ☐ Right-of-Way ☐ Acquisition ☐ Utilities ☐ Transfer

Revision Date 11/2021

Project Sponsor TxDOT

MPO Proj Number 51-00352-00

MTP Reference

City

Limits From US 290W/SH 71

Limits To LP 275-Slaughter Lane

NOX (Kg /D): 0.0000

VOC (Kg /D): 0.0000

PM10 (Kg /D): 0.0000

PM2.5 (Kg /D): 0.0000

CO (Lbs /D):

Total Project Cost Information

Prelim Engineering	$6,606,742
ROW Purchase	$5,000
Construction Cost	$216,800,000
Const Engineering	$5,797,753
Contingencies	$242,697
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$229,452,192
YOE Cost	
Toll	☐
TCM	☐

Project Description: Add two NB and two SB non-tolled managed lanes and two additional SBFR lanes from SH 71 to William Cannon, reconstruct ramps, frontage road operational improvements, and add FR & mainlane auxiliary lanes.

P7 Remarks

Project History: Spring Amendment Cycle 2021
Administrative Amendment 2021
Fall Amendment Cycle 2021

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local Match	Local Contributions	Total
2	$78,878,000	$19,719,500	$0	$0	$0	$98,597,500
4R	$63,880,000	$15,970,000	$0	$0	$0	$79,850,000
7	$30,682,000	$7,670,500	$0	$0	$0	$38,352,500
Total	$173,440,000	$43,360,000	$0.00	$0.00	$0.00	$216,800,000

2021-2024 STIP — **11/2021 (Current) Revision:** Pending Review

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
AUSTIN	CAMPO	TRAVIS	0015-13-077	2022	IH 35	C		$ 216,800,000

LIMITS FROM: US 290W/SH 71
LIMITS TO: LP 275-Slaughter Lane
PROJECT SPONSOR: TxDOT
REVISION DATE: 11/2021
MPO PROJ NUM: 51-00352-00
FUNDING CAT(S): 2M,4,7
PROJECT DESCR: Add two NB and two SB non-tolled managed lanes and two additional SBFR lanes from SH 71 to William Cannon, reconstruct ramps, frontage road operational improvements, and add FR & mainlane auxiliary lanes.
REMARKS P7:
PROJECT HISTORY: Spring Amendment Cycle 2021 Administrative Amendment 2021 Fall Amendment Cycle 2021

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 6,606,742
ROW PURCH:	$ 5,000
CONST COST:	$ 216,800,000
CONST ENG:	$ 5,797,753
CONTING:	$ 242,697
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 229,452,192

COST OF APPROVED PHASES $ 216,800,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 78,878,000	$ 19,719,500	$ 0	$ 0	$ 0	$ 98,597,500
4R	$ 63,880,000	$ 15,970,000	$ 0	$ 0	$ 0	$ 79,850,000
7	$ 30,682,000	$ 7,670,500	$ 0	$ 0	$ 0	$ 38,352,500
TOTAL	$ 173,440,000	$ 43,360,000	$ 0	$ 0	$ 0	$ 216,800,000

TIP History

2021-2024 STIP **07/2020 Revision: Not Approved 07/22/2021**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
AUSTIN	CAMPO	TRAVIS	0015-13-077	2022	IH 35	C	OTHER	$ 134,800,000

LIMITS FROM: US 290W/SH 71
LIMITS TO: LP 275-Slaughter Lane
PROJECT SPONSOR: TxDOT
REVISION DATE: 07/2020
MPO PROJ NUM: 51-00352-00
FUNDING CAT(S): 2M,4,7
PROJECT DESCR: Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes
REMARKS P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 6,606,742
ROW PURCH:	$ 5,000
CONST COST:	$ 134,800,000
CONST ENG:	$ 5,797,753
CONTING:	$ 242,697
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 147,452,192

COST OF APPROVED PHASES
$ 134,800,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 78,878,000	$ 19,719,500	$ 0	$ 0	$ 0	$ 98,597,500
4R	$ 18,280,000	$ 4,570,000	$ 0	$ 0	$ 0	$ 22,850,000
7	$ 10,682,000	$ 2,670,500	$ 0	$ 0	$ 0	$ 13,352,500
TOTAL	$ 107,840,000	$ 26,960,000	$ 0	$ 0	$ 0	$ 134,800,000

Comment History

Time	User	Comment	Related Approval
2021/07/22 19:33:19	**Jose Campos**	Not approved. Project description reflected in e-STIP and in the CAMPO FY 2021-2024 TIP and 2045 RTP, does not indicate the number of non-tolled managed lanes being added or the scope of the proposed frontage road and freight movement improvements. Approval is withheld pending clarification of project scope.	**07/2020: Not Approved**

STIP Portal

Logged in as Tricia Bruck-Hoyt Log Out

Project Management | Reports | Support

Color Key: ☐ - Business rule violation ☐ - Value changed in current session ☐ - Different from DCIS or latest approved copy Data

Statewide ☐ **STIP Revision**

District **County**

MPO **Highway** IH 35

CSJ 0016 - 01 - 113 **TIP FY** 2022

Phase
- ☑ Construction
- ☐ Engineering
  - ☐ Environmental
  - ☐ Engineering
- ☐ Right-of-Way
  - ☐ Acquisition
  - ☐ Utilities
- ☐ Transfer

Total Project Cost Information

Prelim Engineering	$8,093,258
ROW Purchase	$7,695,732
Construction Cost	$133,200,000
Const Engineering	$8,076,742
Contingencies	$1,866,404
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$158,932,136
YOE Cost	
Toll	☐
TCM	☐

Revision Date 11/2021

Project Sponsor TxDOT

MPO Proj Number 51-00354-00

MTP Reference

City

NOX (Kg /D):	0.0000
VOC (/D):	0.0000
PM10 (/D):	0.0000
PM2.5 (Kg /D):	0.0000
CO (Lbs /D):	

Limits From LP 275-Slaughter Lane

Limits To SH 45 SE

Project Description Add two NB and two SB non-tolled managed lanes and one additional frontage road lane in each direction from Slaughter Lane to Onion Creek Parkway, reconstruct ramps, and add FR & mainlane auxiliary lanes.

P7 Remarks

Project History
Spring Amendment 2021
Administrative Amendment 2021
Fall Amendment 2021

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local Match	Local Contributions	Total
2	$103,198,000	$25,799,500	$0	$0	$0	$128,997,500
4U	$680,000	$170,000	$0	$0	$0	$850,000
7	$2,682,000	$670,500	$0	$0	$0	$3,352,500
Total	$106,560,000	$26,640,000	$0.00	$0.00	$0.00	$133,200,000

2021-2024 STIP — **11/2021 (Current) Revision: Pending Review**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
AUSTIN	CAMPO	TRAVIS	0016-01-113	2022	IH 35	C		$ 133,200,000

LIMITS FROM: LP 275-Slaughter Lane
LIMITS TO: SH 45 SE
PROJECT SPONSOR: TxDOT
REVISION DATE: 11/2021
MPO PROJ NUM: 51-00354-00
FUNDING CAT(S): 2,4R,7
PROJECT DESCR: Add two NB and two SB non-tolled managed lanes and one additional frontage road lane in each direction from Slaughter Lane to Onion Creek Parkway, reconstruct ramps, and add FR & mainlane auxiliary lanes.
REMARKS P7:
PROJECT HISTORY: Spring Amendment 2021 Administrative Amendment 2021 Fall Amendment 2021

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 8,093,258
ROW PURCH:	$ 7,695,732
CONST COST:	$ 133,200,000
CONST ENG:	$ 8,076,742
CONTING:	$ 1,866,404
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 158,932,136

COST OF APPROVED PHASES $ 133,200,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 103,198,000	$ 25,799,500	$ 0	$ 0	$ 0	$ 128,997,500
4U	$ 680,000	$ 170,000	$ 0	$ 0	$ 0	$ 850,000
7	$ 2,682,000	$ 670,500	$ 0	$ 0	$ 0	$ 3,352,500
TOTAL	$ 106,560,000	$ 26,640,000	$ 0	$ 0	$ 0	$ 133,200,000

TIP History

2021-2024 STIP **07/2020 Revision: Not Approved 07/22/2021**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
AUSTIN	CAMPO	TRAVIS	0016-01-113	2022	IH 35	C	OTHER	$ 165,200,000

LIMITS FROM: LP 275-Slaughter Lane
LIMITS TO: SH 45 SE
PROJECT DESCR: Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes
PROJECT SPONSOR: TxDOT
REVISION DATE: 07/2020
MPO PROJ NUM: 51-00354-00
FUNDING CAT(S): 2M,4,7
REMARKS P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 8,093,258
ROW PURCH:	$ 7,695,732
CONST COST:	$ 165,200,000
CONST ENG:	$ 8,076,742
CONTING:	$ 1,866,404
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 190,932,136

COST OF APPROVED PHASES
$ 165,200,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 103,198,000	$ 25,799,500	$ 0	$ 0	$ 0	$ 128,997,500
4R	$ 18,280,000	$ 4,570,000	$ 0	$ 0	$ 0	$ 22,850,000
7	$ 10,682,000	$ 2,670,500	$ 0	$ 0	$ 0	$ 13,352,500
TOTAL	$ 132,160,000	$ 33,040,000	$ 0	$ 0	$ 0	$ 165,200,000

Comment History

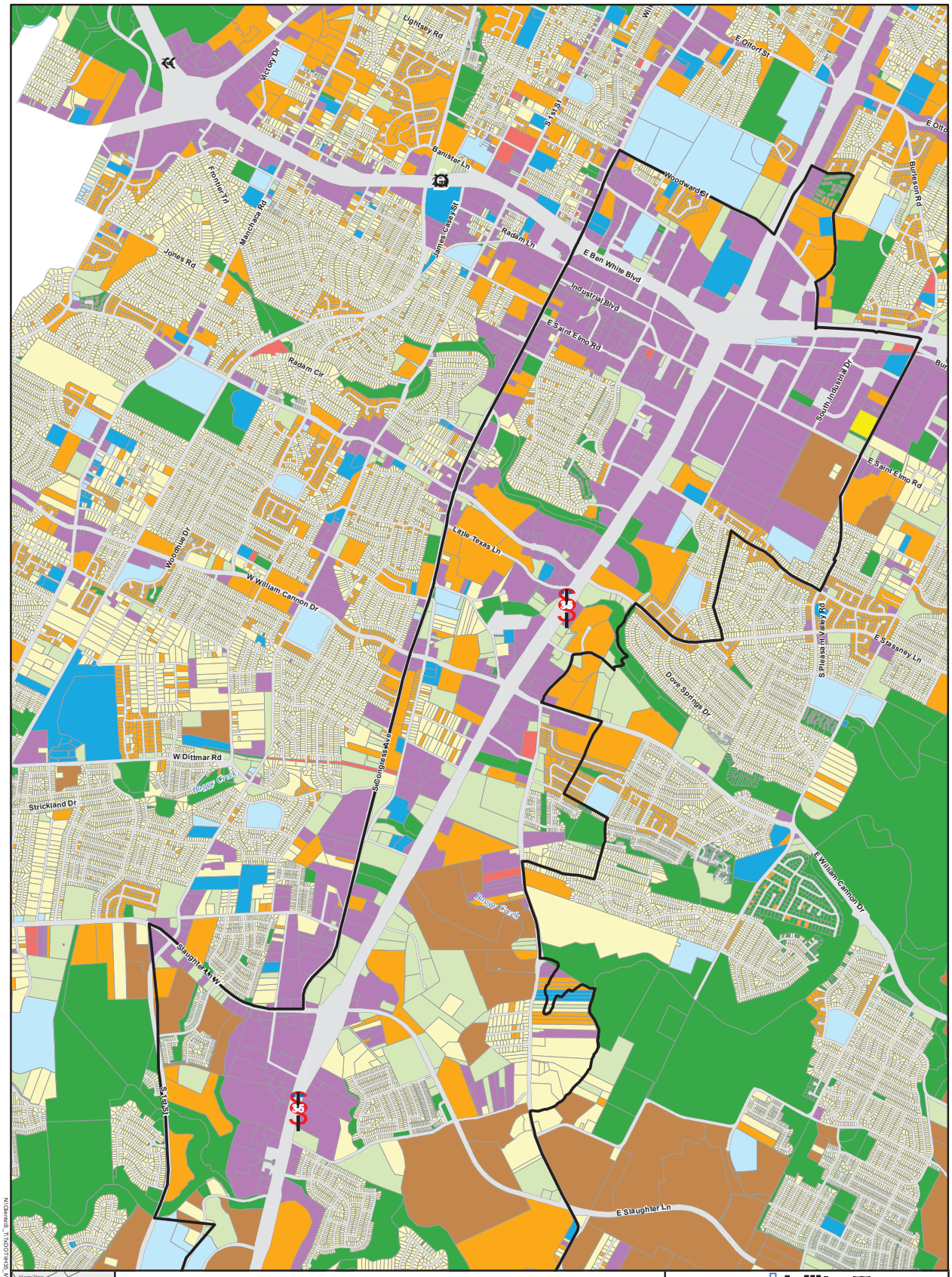
Time	User	Comment	Related Approval
2021/07/22 19:35:57	**Jose Campos**	Not approved. Project description reflected in e-STIP and in the CAMPO FY 2021-2024 TIP and 2045 RTP, does not indicate the number of non-tolled managed lanes being added or the scope of the proposed frontage road and freight movement improvements. Approval is withheld pending clarification of project scope.	**07/2020: Not Approved**

STIP Portal

Texas Department of Transportation

Mon, Nov 29, 2021 4:24:17 PM

Appendix F
Res u e-spe ifi Maps



mobility 35 CAPITAL AREA

Figure 1

Land Use Map

I-35 Capital Express South
US 290W/SH71 to SH 45SE

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113

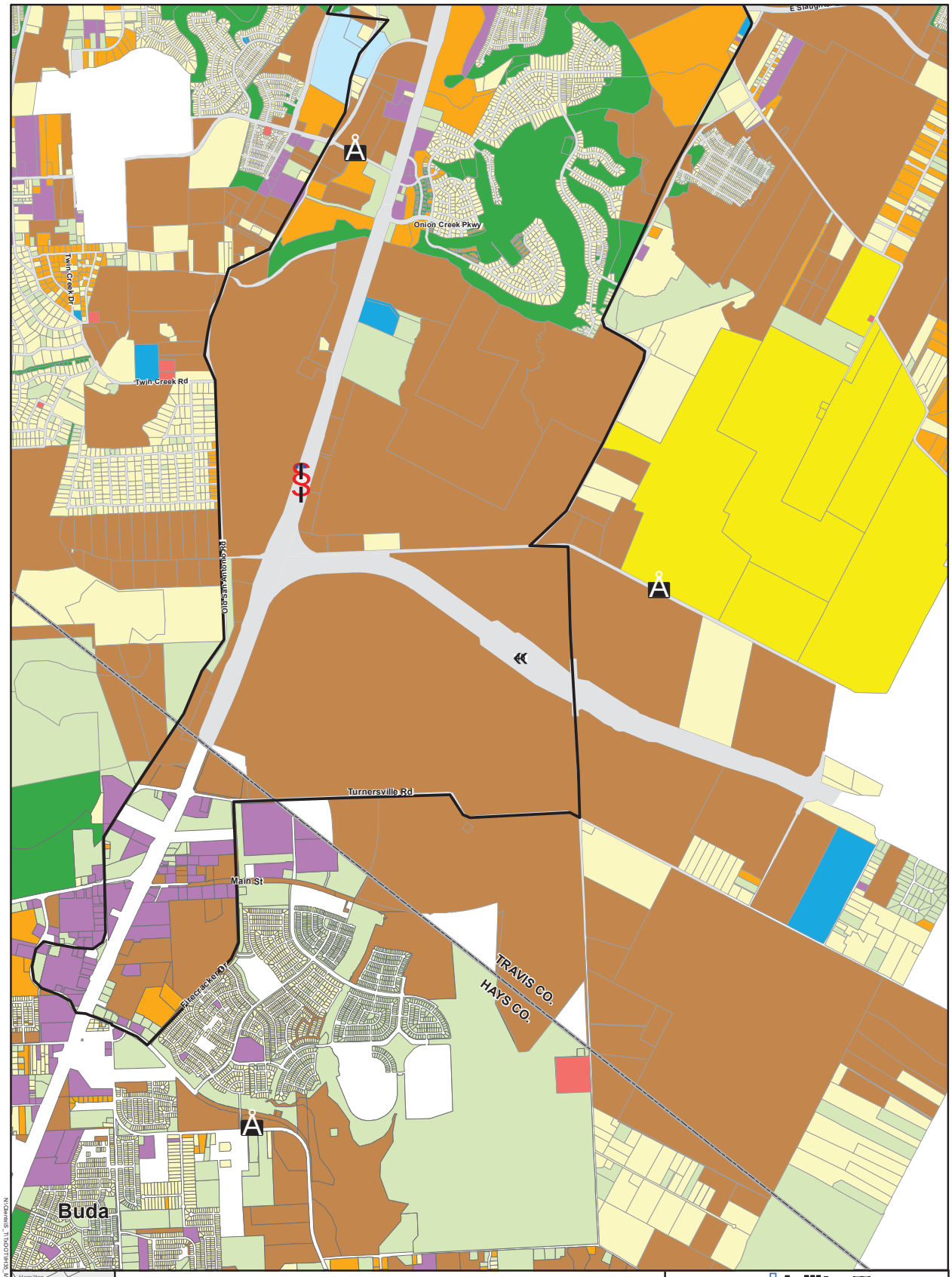
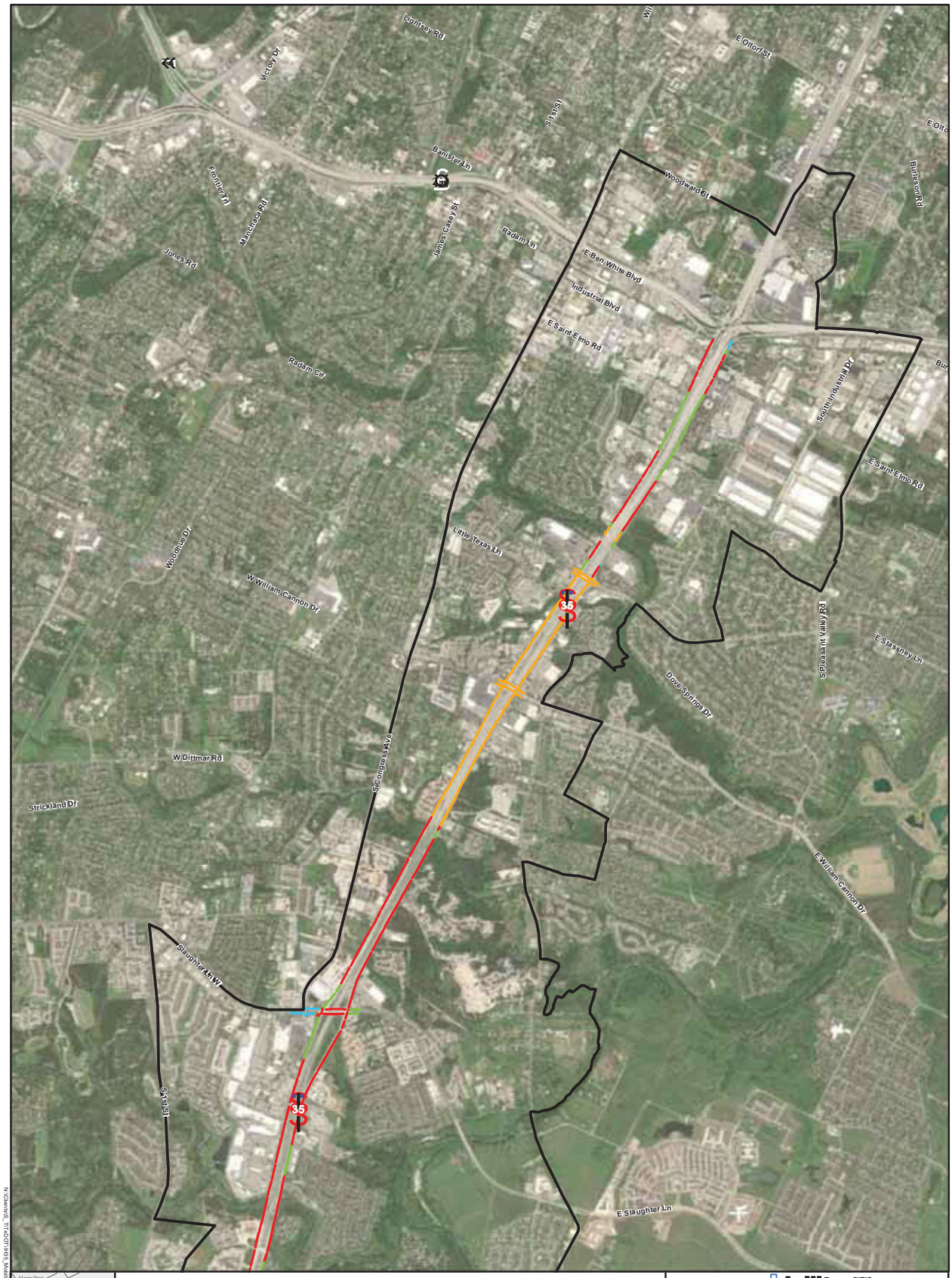


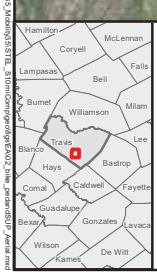
Figure 1

Land Use Map

I-35 Capital Express South
US 290W/SH71 to SH 45SE

TRAVIS/HAYS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113





Existing Shared Use Path
Proposed < 8' Shared Use Path
Proposed 8' Shared Use Path
Proposed 10' - 12' Shared Use Path
Community Study Area

0 1,250 2,500
Feet

mobility 35 CAPITAL AREA

Figure 2
Bicycle, Pedestrian, and Shared-Use Path Facilities

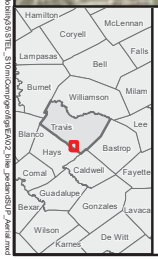
I-35 Capital Express South
US 290W/SH71 to SH 45SE

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113

Sheet 1 of 2

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\figs\EA02_bike_pedandSUP_Aerial.mxd





Existing Shared Use Path
Proposed < 8' Shared Use Path
Proposed 8' Shared Use Path
Proposed 10' - 12' Shared Use Path
Community Study Area

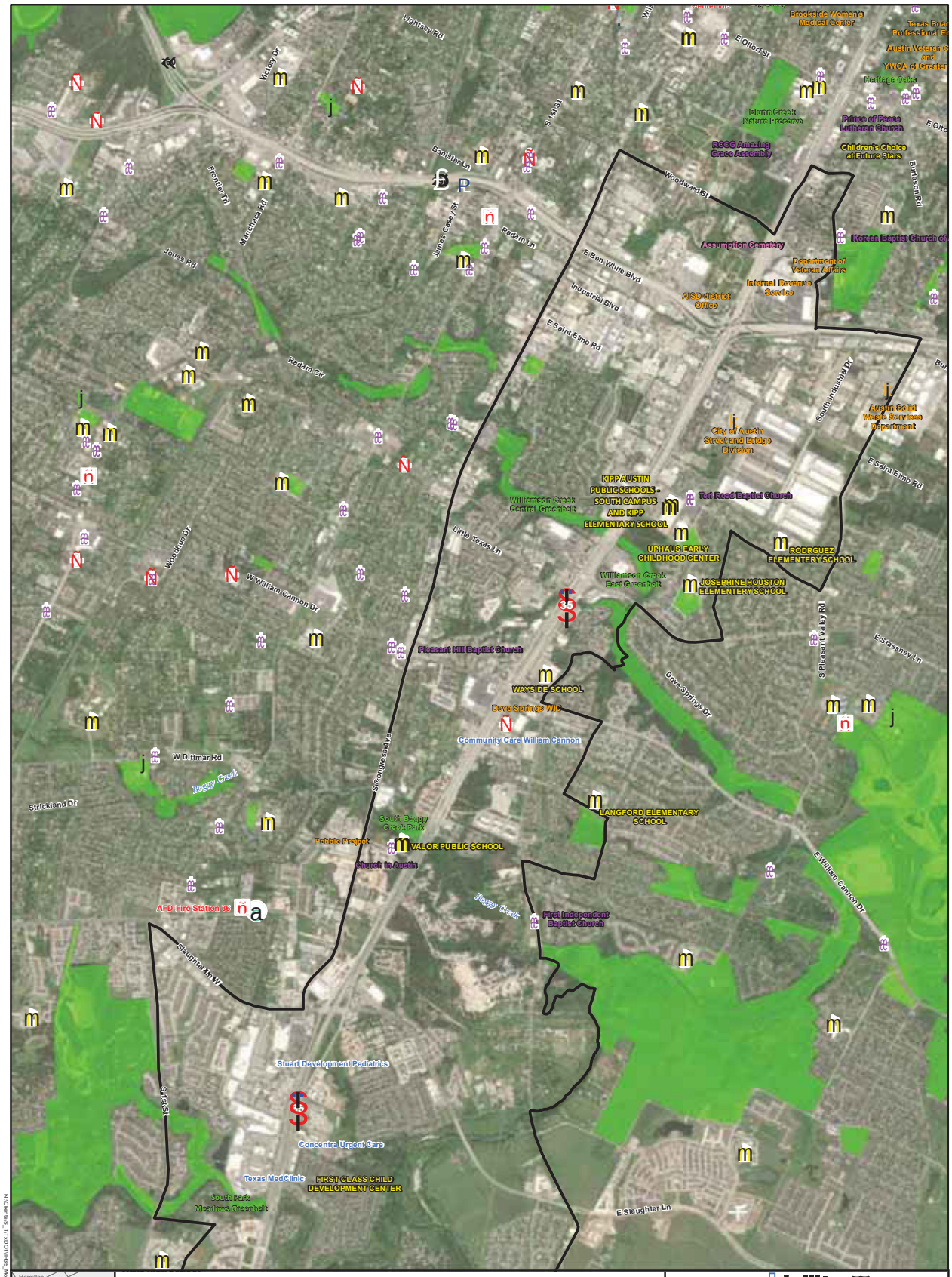
0 1,250 2,500
Feet

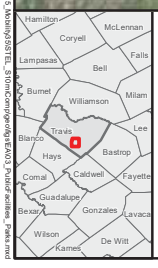
mobility 35 CAPITAL AREA

Figure 2
Bicycle, Pedestrian, and
Shared-Use Path Facilities

I-35 Capital Express South
US 290W/SH71 to SH 45SE

TRAVIS/HAYS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113





m School
j Municipal
Ñ Health Center
! Cultural
Recreation Center
n Fire Station
Church
a Police Station
Park
Community Study Area

0 1,250 2,500
Feet

mobility 35 CAPITAL AREA

Figure 3

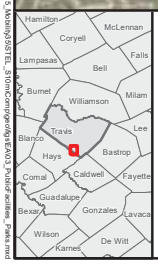
Community Facilities

I-35 Capital Express South
US 290W/SH71 to SH 45SE

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113

Sheet 1 of 2





- School
- Municipal
- Health Center
- Cultural
- Recreation Center
- Fire Station
- Church
- Police Station
- Park
- Community Study Area

0 1,250 2,500
Feet

mobility 35 CAPITAL AREA

Figure 3

Community Facilities

I-35 Capital Express South
US 290W/SH71 to SH 45SE

TRAVIS/HAYS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113

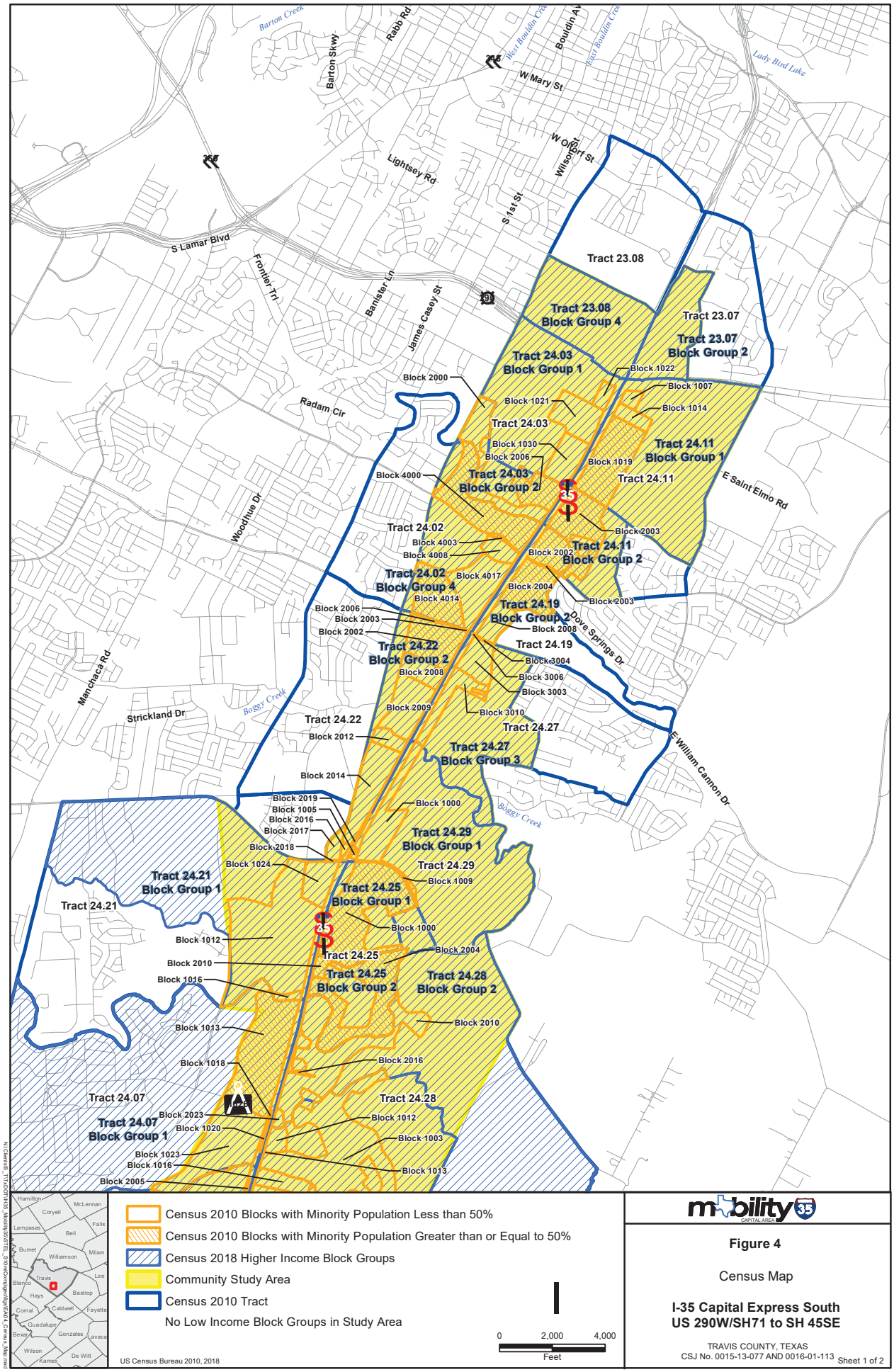
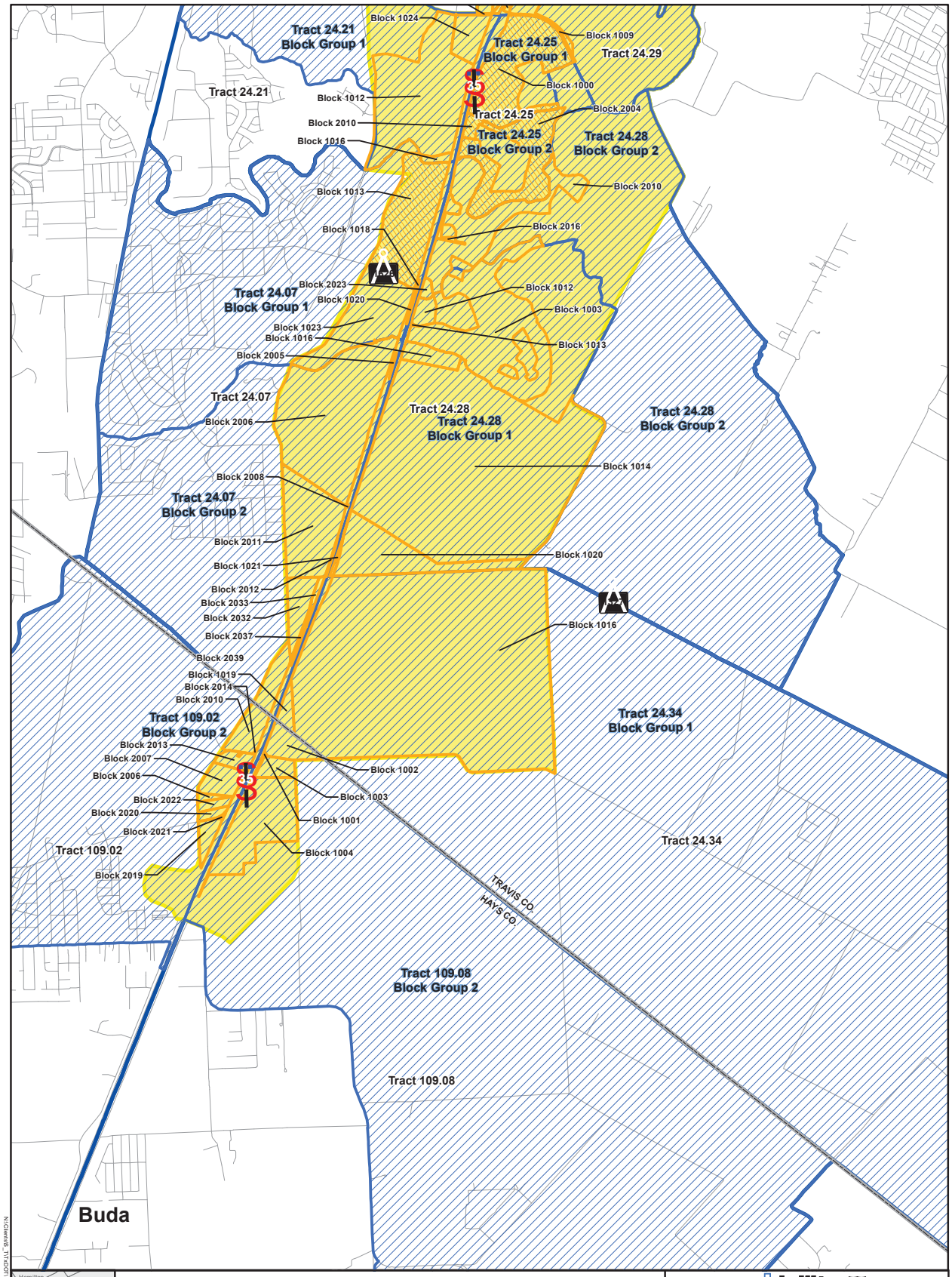


Figure 4

Census Map

I-35 Capital Express South
US 290W/SH71 to SH 45SE

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113



Census 2010 Blocks with Minority Population Less than 50%

Census 2010 Blocks with Minority Population Greater than or Equal to 50%

Census 2018 Higher Income Block Groups

Community Study Area

Census 2010 Tract

No Low Income Block Groups in Study Area

0 2,000 4,000

Feet

US Census Bureau 2010, 2018

mobility 35 CAPITAL AREA

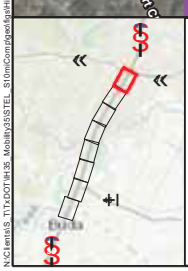
Figure 4

Census Map

I-35 Capital Express South
US 290W/SH71 to SH 45SE

TRAVIS/HAYS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113





NRHP-Eligible Property
Official Texas Historic Marker (OTHM)
Historic-age Resource
City of Austin Landmark
NRHP-Eligible Property

Existing ROW
Proposed ROW
One-Quarter Mile Study Area
Parcel Boundary within APE
Area of Potential Effect (APE)
Construction Easement
Cemetery

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2019. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (24 November 2020);

mobility 35 CAPITAL AREA

Figure 5

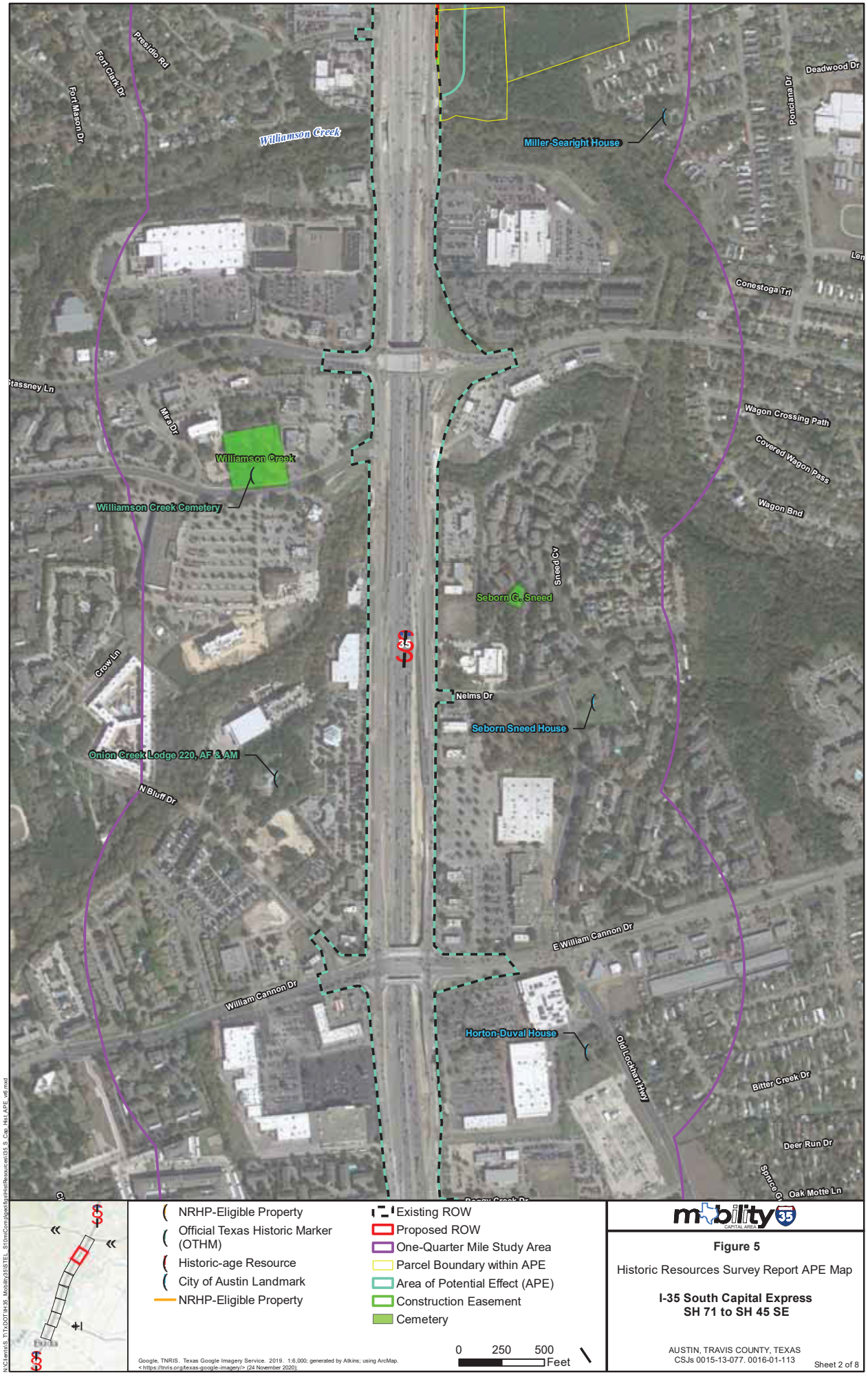
Historic Resources Survey Report APE Map

I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 1 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10mCompl\geo\figs\HistResources\I35_S_Cap_Hist_APE_v6.mxd



Google, TNRIS. Texas Google Imagery Service. 2019. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (24 November 2020);

mobility 35 CAPITAL AREA

Figure 5

Historic Resources Survey Report APE Map

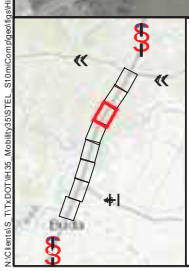
I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 2 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\fig\HistResources\I35_S_Cap_Hist_APE_v6.mxd





NRHP-Eligible Property
Official Texas Historic Marker (OTHM)
Historic-age Resource
City of Austin Landmark
NRHP-Eligible Property

Existing ROW
Proposed ROW
One-Quarter Mile Study Area
Parcel Boundary within APE
Area of Potential Effect (APE)
Construction Easement
Cemetery

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2019. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (24 November 2020);

mobility 35 CAPITAL AREA

Figure 5

Historic Resources Survey Report APE Map

I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 3 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10mi\Comp\geo\figs\HistResources\I35_S_Cap_Hist_APE_v6.mxd

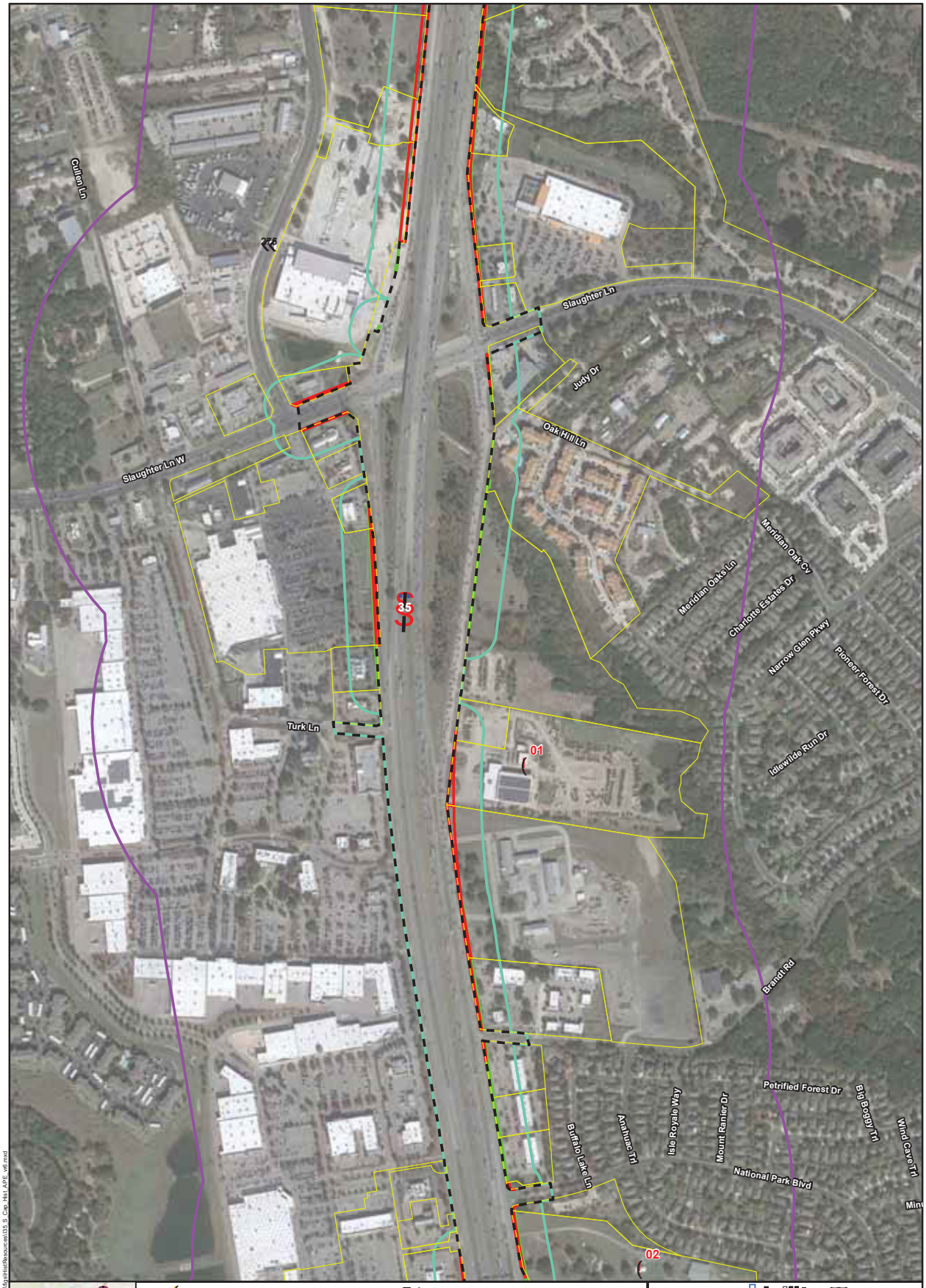
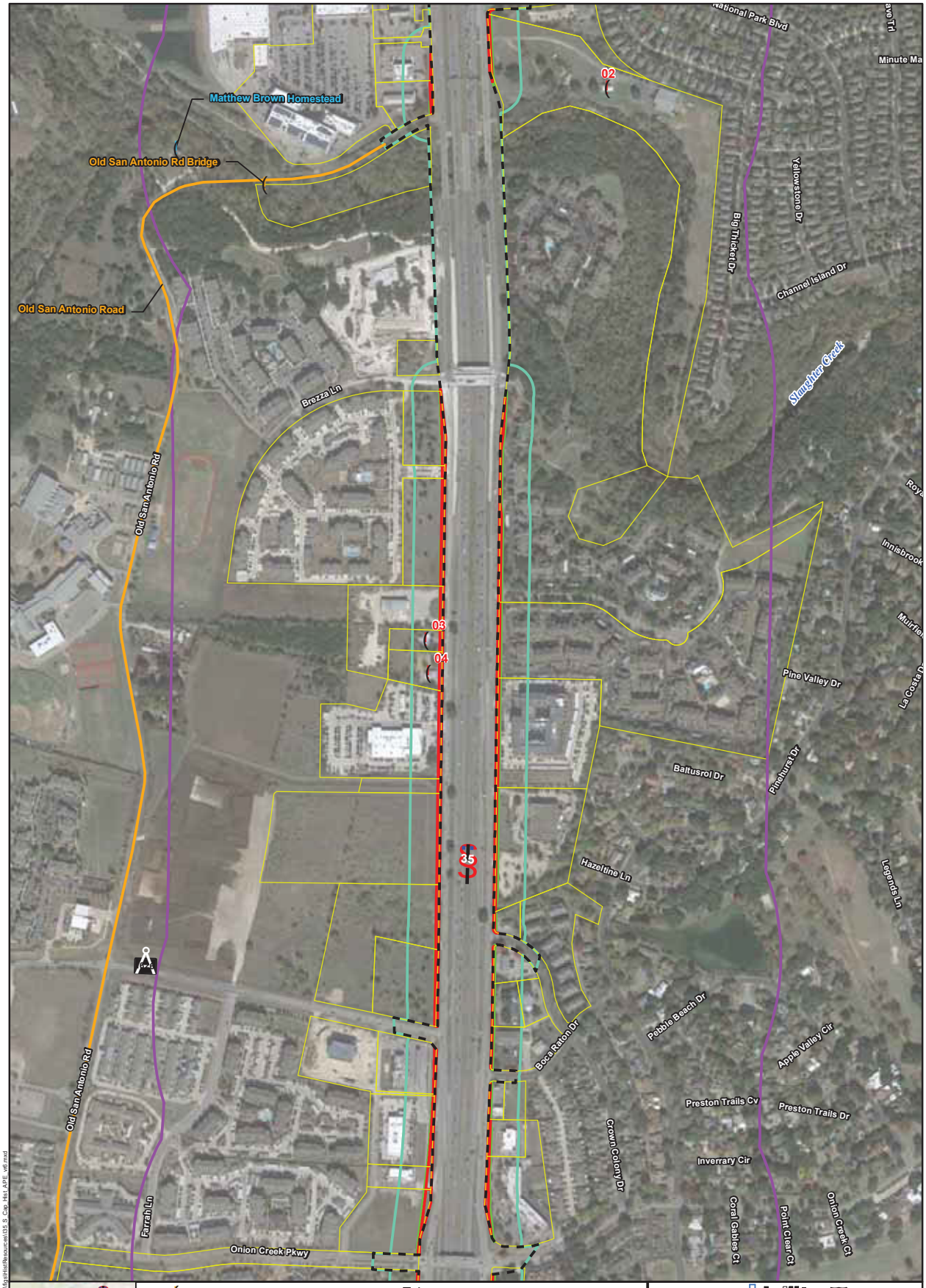


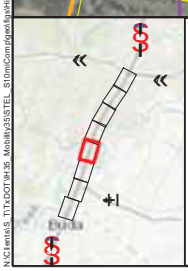
Figure 5

Historic Resources Survey Report APE Map

I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113





NRHP-Eligible Property
Official Texas Historic Marker (OTHM)
Historic-age Resource
City of Austin Landmark
NRHP-Eligible Property

Existing ROW
Proposed ROW
One-Quarter Mile Study Area
Parcel Boundary within APE
Area of Potential Effect (APE)
Construction Easement
Cemetery

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2019. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (24 November 2020);

mobility 35 CAPITAL AREA

Figure 5

Historic Resources Survey Report APE Map

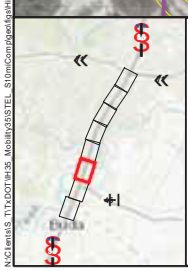
I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 5 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\figs\HistResources\I35_S_Cap_Hist_APE_v6.mxd





NRHP-Eligible Property
Official Texas Historic Marker (OTHM)
Historic-age Resource
City of Austin Landmark
NRHP-Eligible Property

Existing ROW
Proposed ROW
One-Quarter Mile Study Area
Parcel Boundary within APE
Area of Potential Effect (APE)
Construction Easement
Cemetery

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2019. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (24 November 2020);

mobility 35 CAPITAL AREA

Figure 5

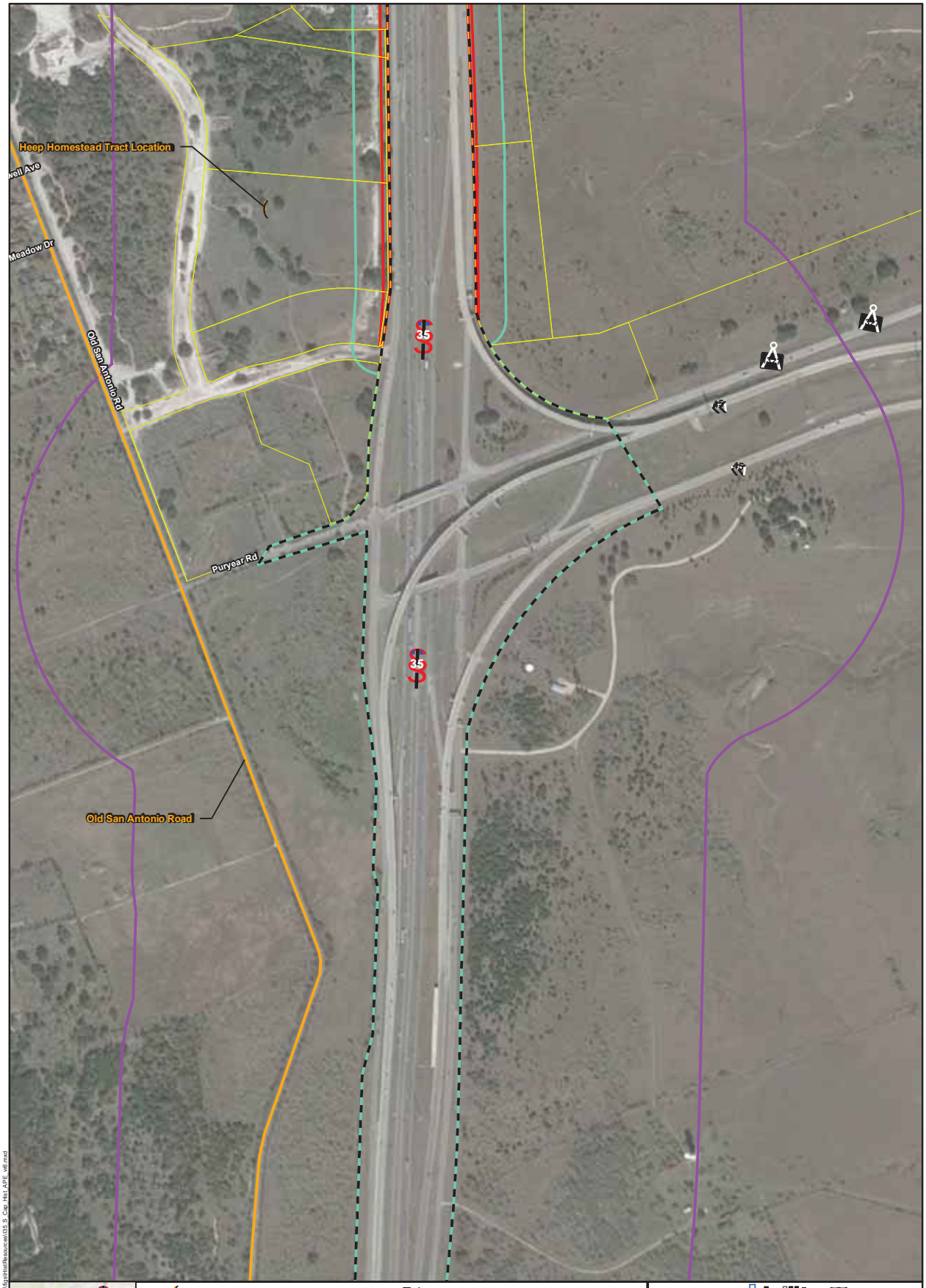
Historic Resources Survey Report APE Map

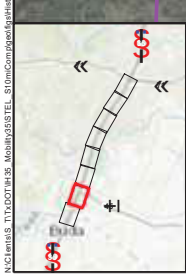
I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 6 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\figs\HistResources\I35_S_Cap_Hist_APE_v6.mxd





NRHP-Eligible Property
Official Texas Historic Marker (OTHM)
Historic-age Resource
City of Austin Landmark
NRHP-Eligible Property

Existing ROW
Proposed ROW
One-Quarter Mile Study Area
Parcel Boundary within APE
Area of Potential Effect (APE)
Construction Easement
Cemetery

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2019. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (24 November 2020);

mobility 35 CAPITAL AREA

Figure 5

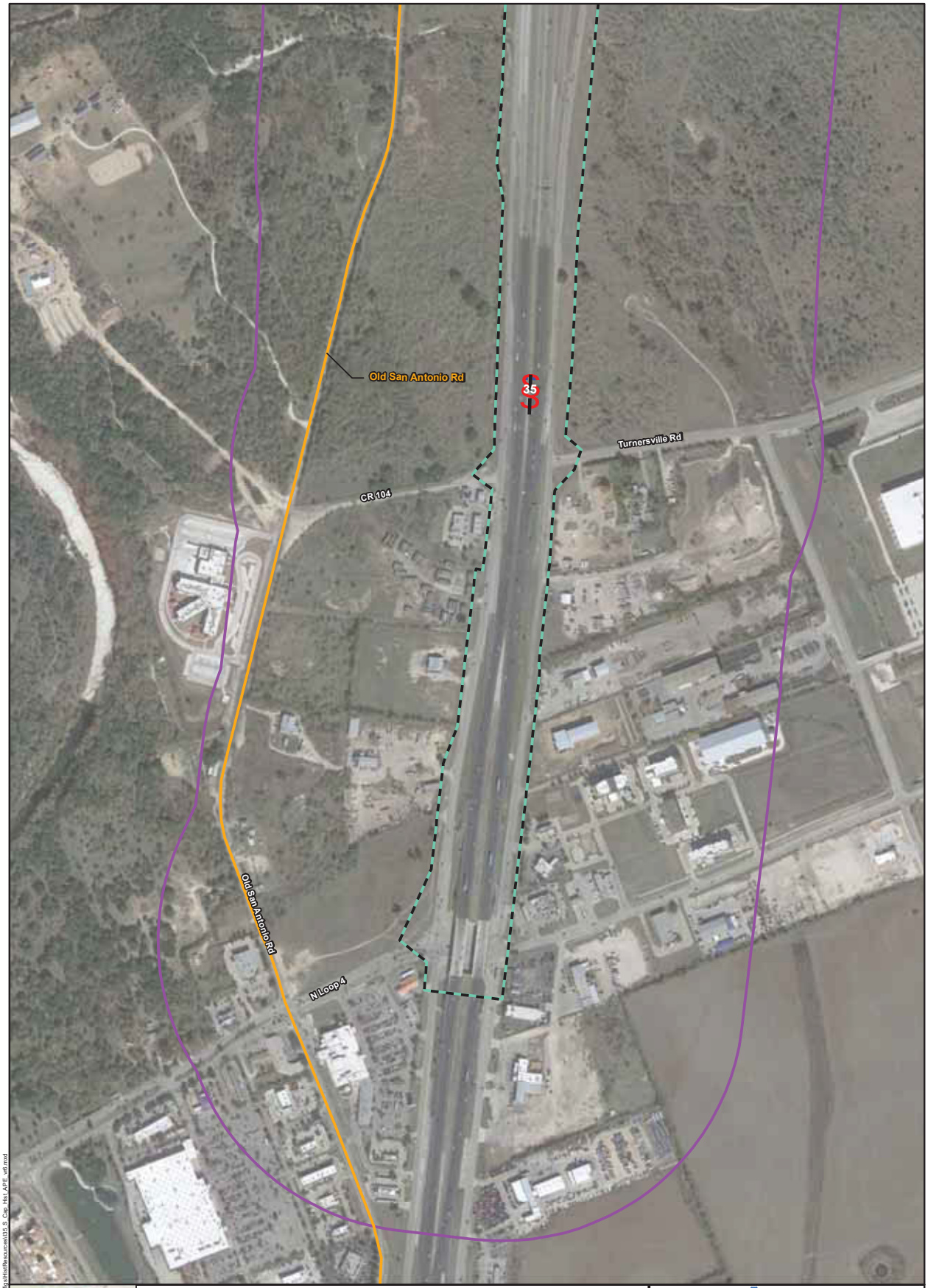
Historic Resources Survey Report APE Map

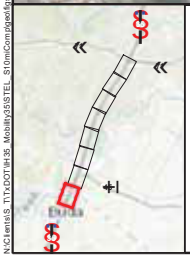
I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 7 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10mi\Comp\geo\figs\HistResources\I35_S_Cap_Hist_APE_v6.mxd





NRHP-Eligible Property
Official Texas Historic Marker (OTHM)
Historic-age Resource
City of Austin Landmark
NRHP-Eligible Property

Existing ROW
Proposed ROW
One-Quarter Mile Study Area
Parcel Boundary within APE
Area of Potential Effect (APE)
Construction Easement
Cemetery

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2019. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (24 November 2020);

mobility 35 CAPITAL AREA

Figure 5

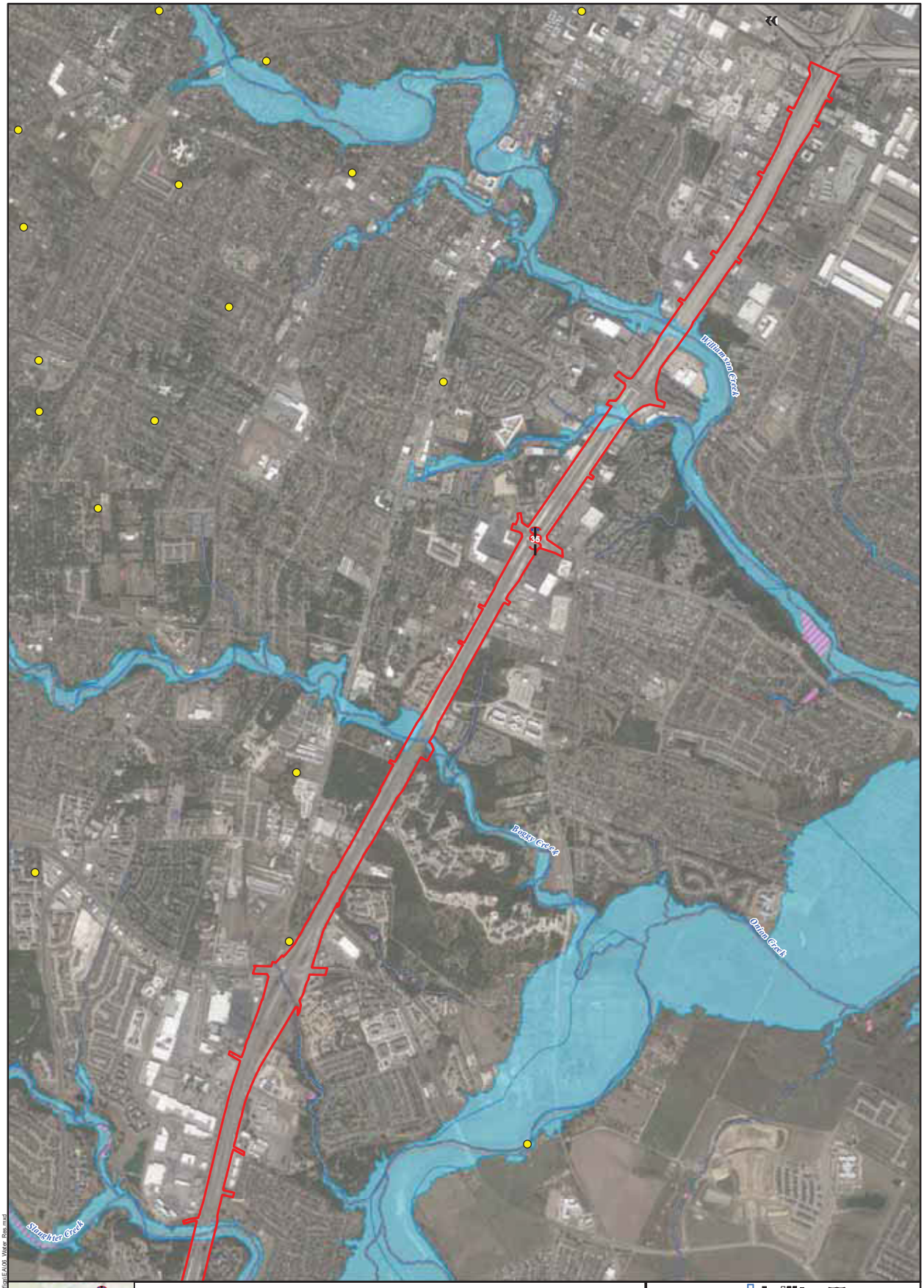
Historic Resources Survey Report APE Map

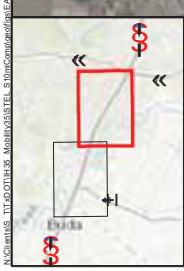
I-35 South Capital Express
SH 71 to SH 45 SE

TRAVIS/HAYS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 8 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\figs\HistResources\I35_S_Cap_Hist_APE_v6.mxd





Groundwater Well (TWDB)
Survey Area
NHD Flowline
Wetlands (NWI)
100-year Floodplain

Google, TNRIS. Texas Google Imagery Service. 2018. 1:21,600; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (20 January 2021).

0 900 1,800 Feet

mobility 35 CAPITAL AREA

Figure 6

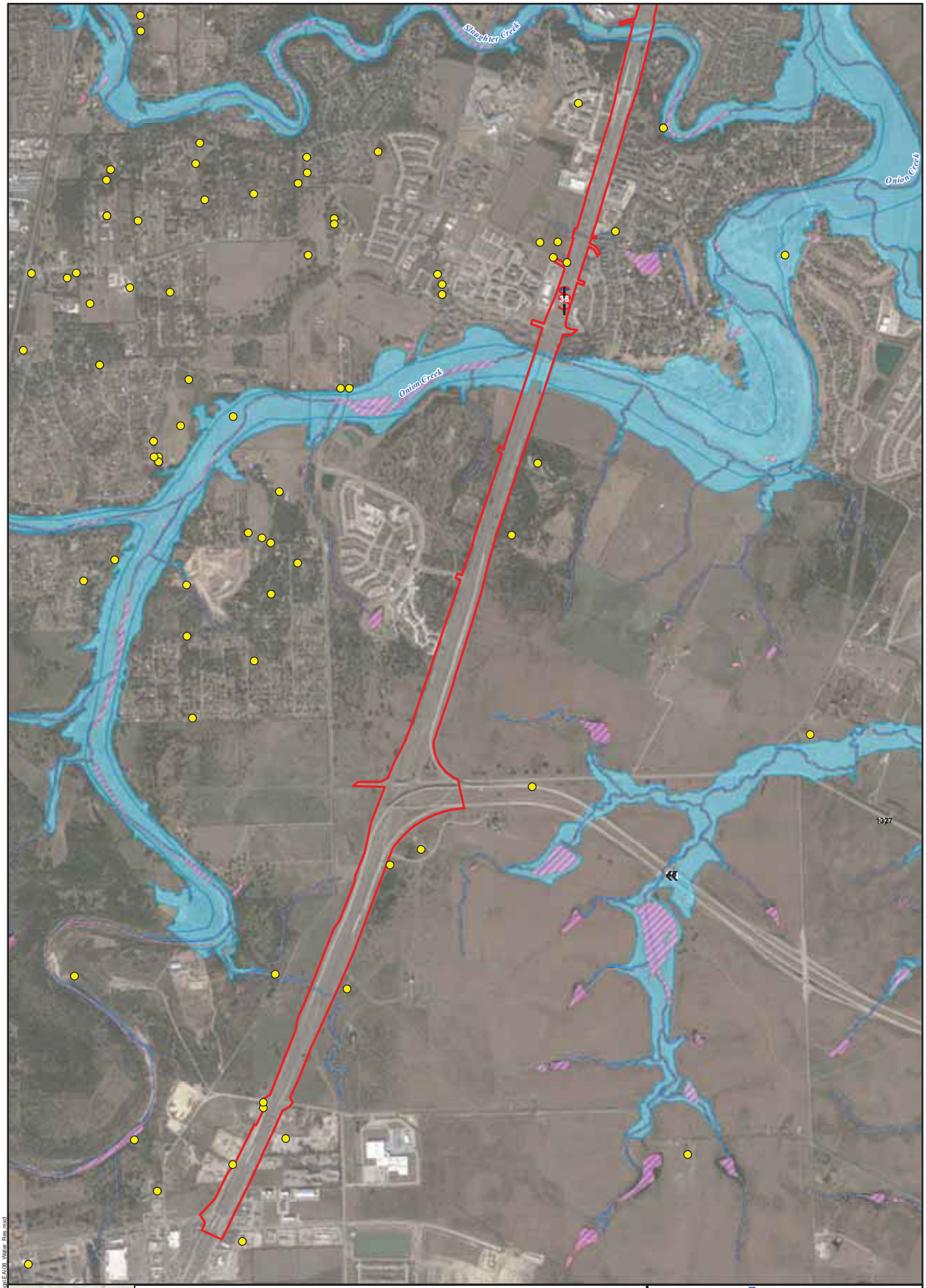
Water Resources

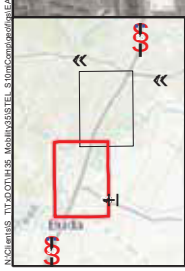
Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 1 of 2

N:\Clients\S_T\TxDOT\H35_Mobility35\STEL_S10m\Compliance\figs\EA\06_Water_Res.mxd





Groundwater Well (TWDB)
Survey Area
NHD Flowline
Wetlands (NWI)
100-year Floodplain

Google, TNRIS. Texas Google Imagery Service. 2018. 1:21,600; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (20 January 2021).

0 900 1,800 Feet

mobility 35 CAPITAL AREA

Figure 6

Water Resources

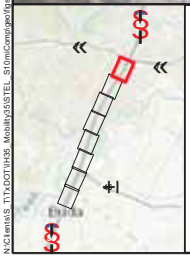
Capital Express South
US 290W/SH 71 to SH 45SE

TRAVIS/HAYS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 2 of 2

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Compliance\figs\EA\06_Water_Res.mxd





Existing ROW
Proposed ROW
Construction Easement
Drainage Easement
Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland
Urban High Intensity
Urban Low Intensity

0 250 500 Feet

Google, TNRIS, Texas Google Imagery Service, 2018, 1:6,000; generated by Atkins; using ArcMap, < https://tnris.org/texas-oogle-imagery/> (1/22/2021); TPWD (2013)

mobility35 CAPITAL AREA

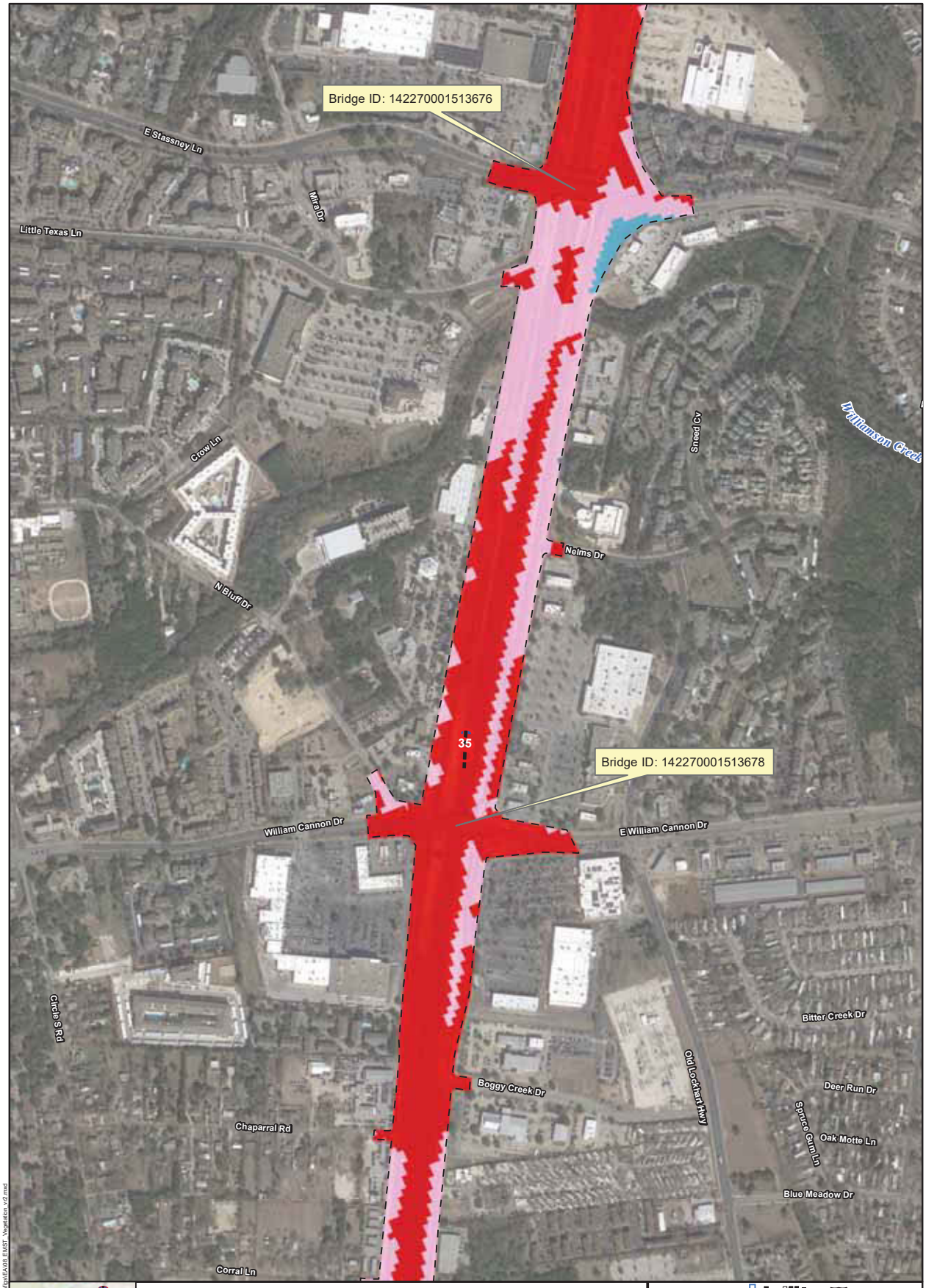
Figure 7

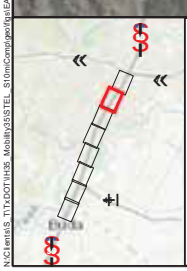
EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Client\US_TX\TxDOT\IH35_Mobility35\STEL_S1\mxd\Comp\per\figs\EA\08-EMST_Vegetation_v2.mxd





Existing ROW
Proposed ROW
Construction Easement
Drainage Easement
Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland
Edwards Plateau: Savanna Grassland
Urban High Intensity
Urban Low Intensity

0 250 500 Feet

Google, TNRIS, Texas Google Imagery Service, 2018, 1:6,000; generated by Atkins; using ArcMap, < https://tnris.org/texas-oogle-imagery/> (1/22/2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 7

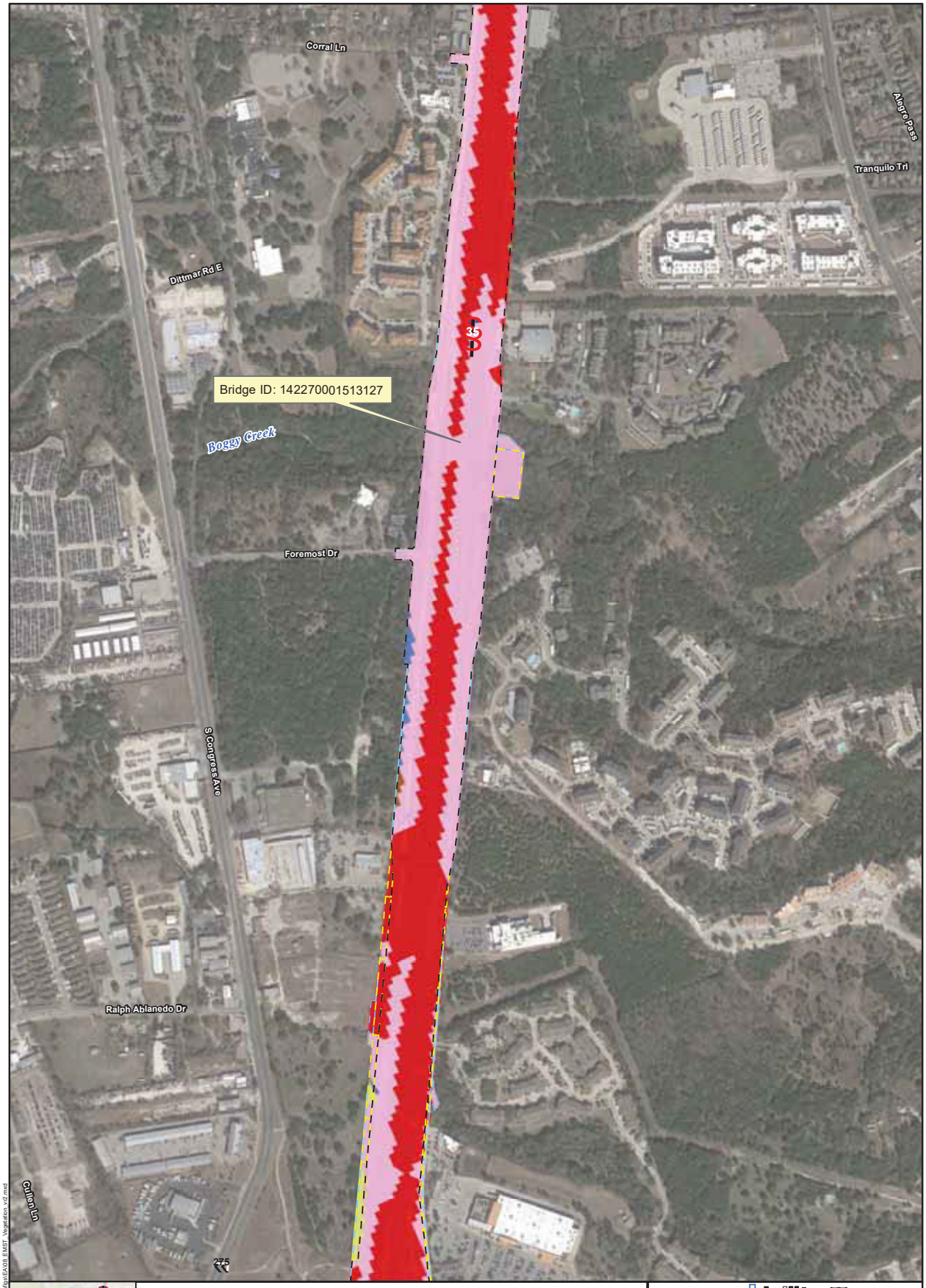
EMST Mapped Vegetation Types

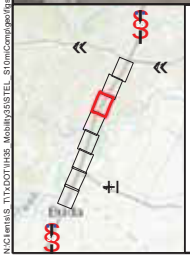
I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 2 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Compliance\Figs\EA\08_EMST_Vegetation_v2.mxd





- Existing ROW
- Proposed ROW
- Construction Easement
- Drainage Easement
- Edwards Plateau: Ashe Juniper Motte and Woodland
- Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland
- Native Invasive: Deciduous Woodland
- Native Invasive: Juniper Woodland
- Urban High Intensity
- Urban Low Intensity

0 250 500 Feet

Google, TNRIS, Texas Google Imagery Service, 2018, 1:6,000; generated by Atkins; using ArcMap, < https://tnris.org/texas-oogle-imagery/> (1/22/2021); TPWD (2013)

mobility35 CAPITAL AREA

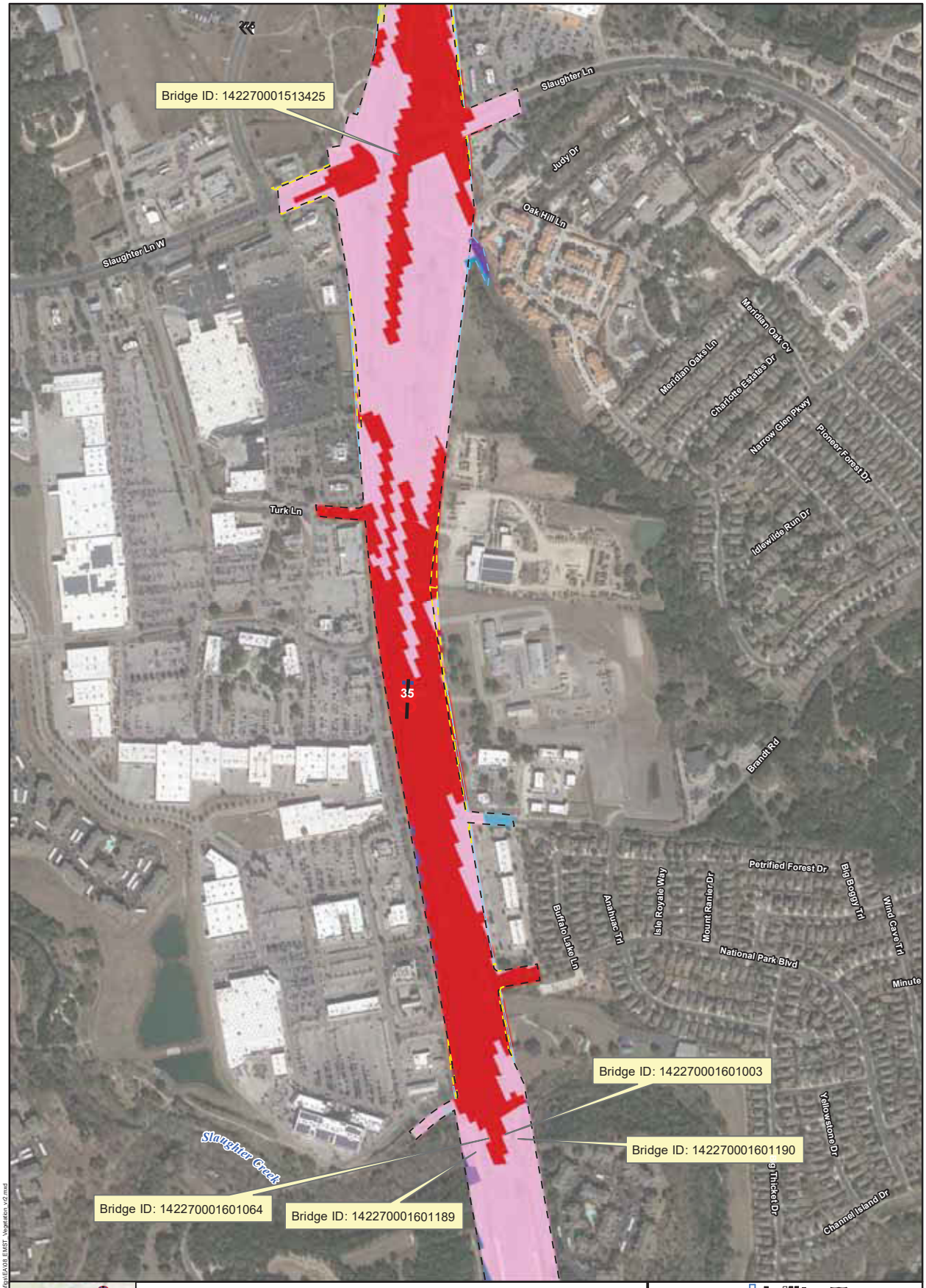
Figure 7

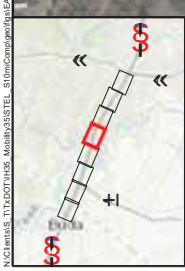
EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Client\US_TX\TxDOT\IH35_Mobility35\STEL_S1\mxd\gis\EA\08-EMST_Vegetation_v2.mxd





Existing ROW
Proposed ROW
Construction Easement
Drainage Easement
Barren
Central Texas: Floodplain Hardwood Forest
Central Texas: Riparian Hardwood Forest
Edwards Plateau: Ashe Juniper Motte and Woodland
Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland
Edwards Plateau: Oak - Hardwood Motte and Woodland
Edwards Plateau: Oak - Hardwood Slope Forest
Edwards Plateau: Savanna Grassland
Native Invasive: Deciduous Woodland
Native Invasive: Mesquite Shrubland
Urban High Intensity
Urban Low Intensity

0 250 500 Feet

Google, TNRIS, Texas Google Imagery Service, 2018, 1:6,000; generated by Atkins; using ArcMap, < https://tnris.org/texas-oogle-imagery/> (1/22/2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 7

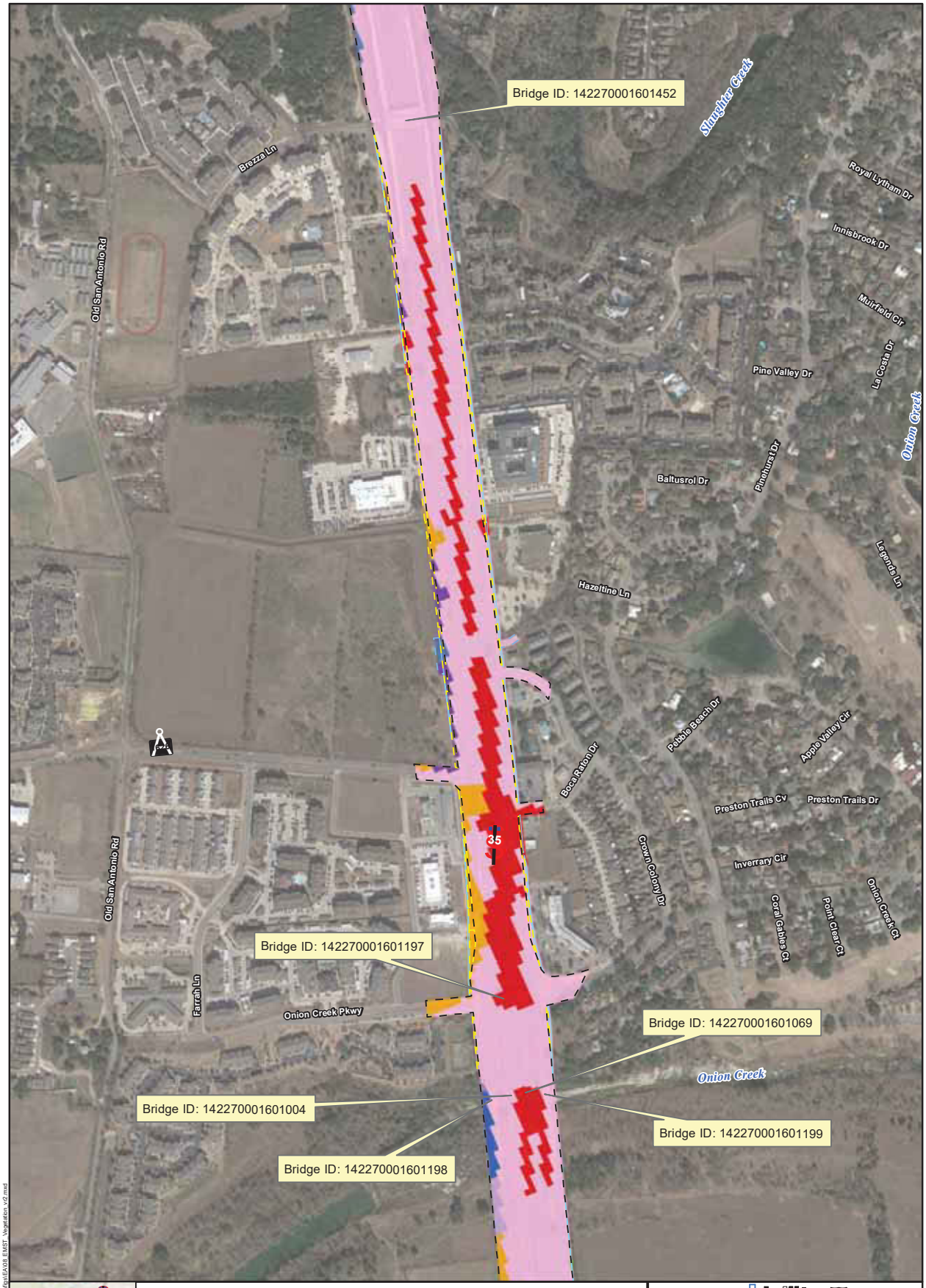
EMST Mapped Vegetation Types

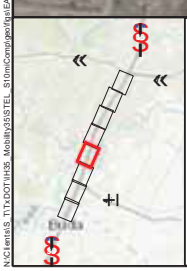
I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 4 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10mCompleteVgs\EA08_EMST_Vegetation_v2.mxd





Existing ROW
Proposed ROW
Construction Easement
Drainage Easement
Blackland Prairie: Disturbance or Tame Grassland
Central Texas: Floodplain Hardwood Forest
Central Texas: Floodplain Herbaceous Vegetation
Central Texas: Riparian Deciduous Shrubland
Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland
Edwards Plateau: Live Oak Motte and Woodland
Edwards Plateau: Oak - Hardwood Slope Forest
Native Invasive: Deciduous Woodland
Native Invasive: Mesquite Shrubland
Urban High Intensity
Urban Low Intensity

0 250 500 Feet

Google, TNRIS, Texas Google Imagery Service, 2018, 1:6,000; generated by Atkins; using ArcMap, < https://tnris.org/texas-oogle-imagery/> (1/22/2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 7

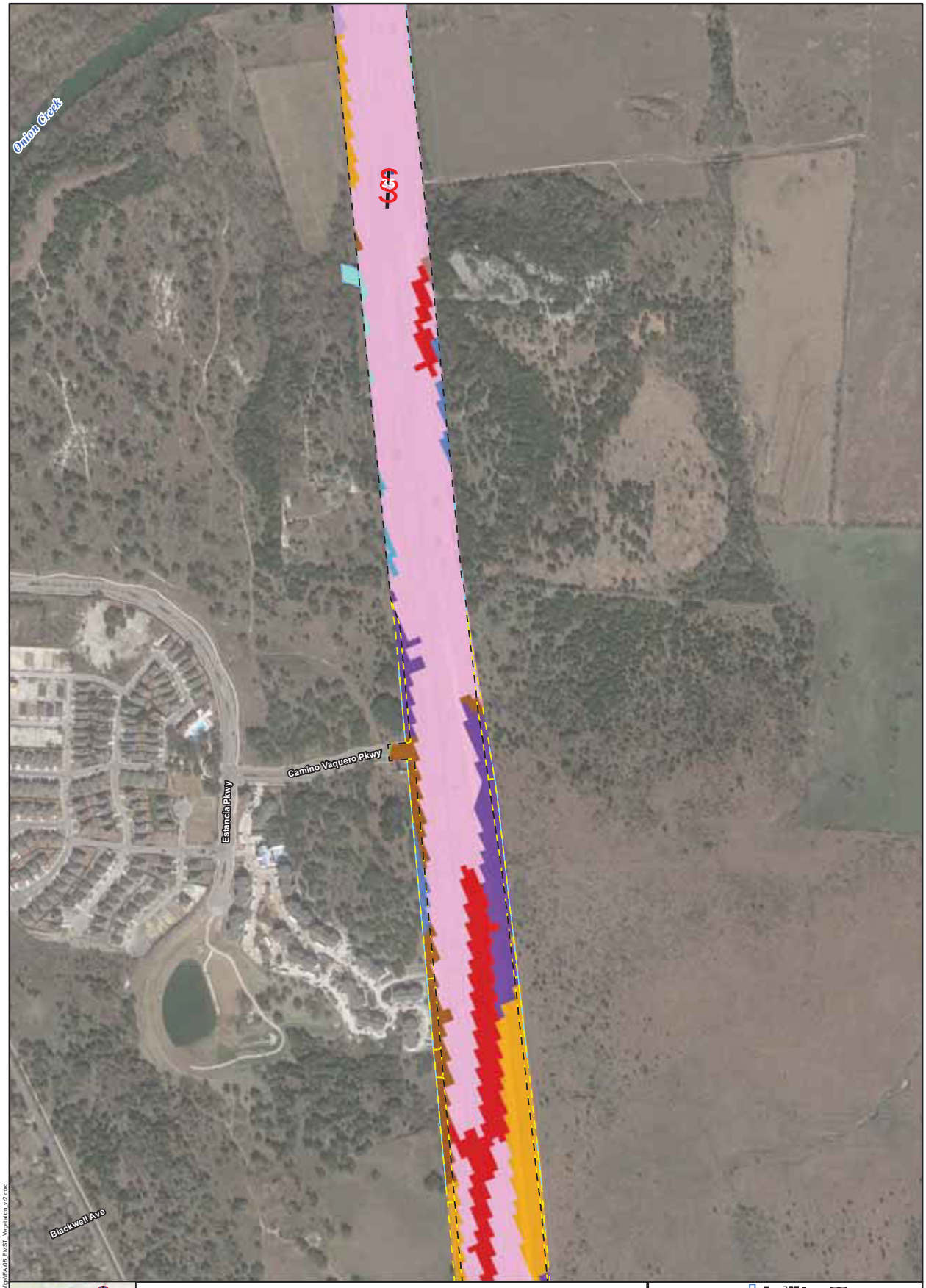
EMST Mapped Vegetation Types

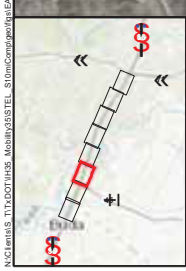
I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 5 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Compl\geo\figs\EA\08_EMST_Vegetation_v2.mxd





- Existing ROW
- Proposed ROW
- Construction Easement
- Drainage Easement
- Blackland Prairie: Disturbance or Tame Grassland
- Central Texas: Floodplain Herbaceous Vegetation
- Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland
- Edwards Plateau: Live Oak Motte and Woodland
- Edwards Plateau: Oak - Hardwood Motte and Woodland
- Edwards Plateau: Savanna Grassland
- Native Invasive: Deciduous Woodland
- Native Invasive: Mesquite Shrubland
- Row Crops
- Urban High Intensity
- Urban Low Intensity

0 250 500 Feet

Google, TNRIS, Texas Google Imagery Service, 2018, 1:6,000; generated by Atkins; using ArcMap, < https://tnris.org/texas-oogle-imagery/> (1/22/2021); TPWD (2013)

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Compliance\Figs\EA\08_EMST_Vegetation_v2.mxd

mobility 35 CAPITAL AREA

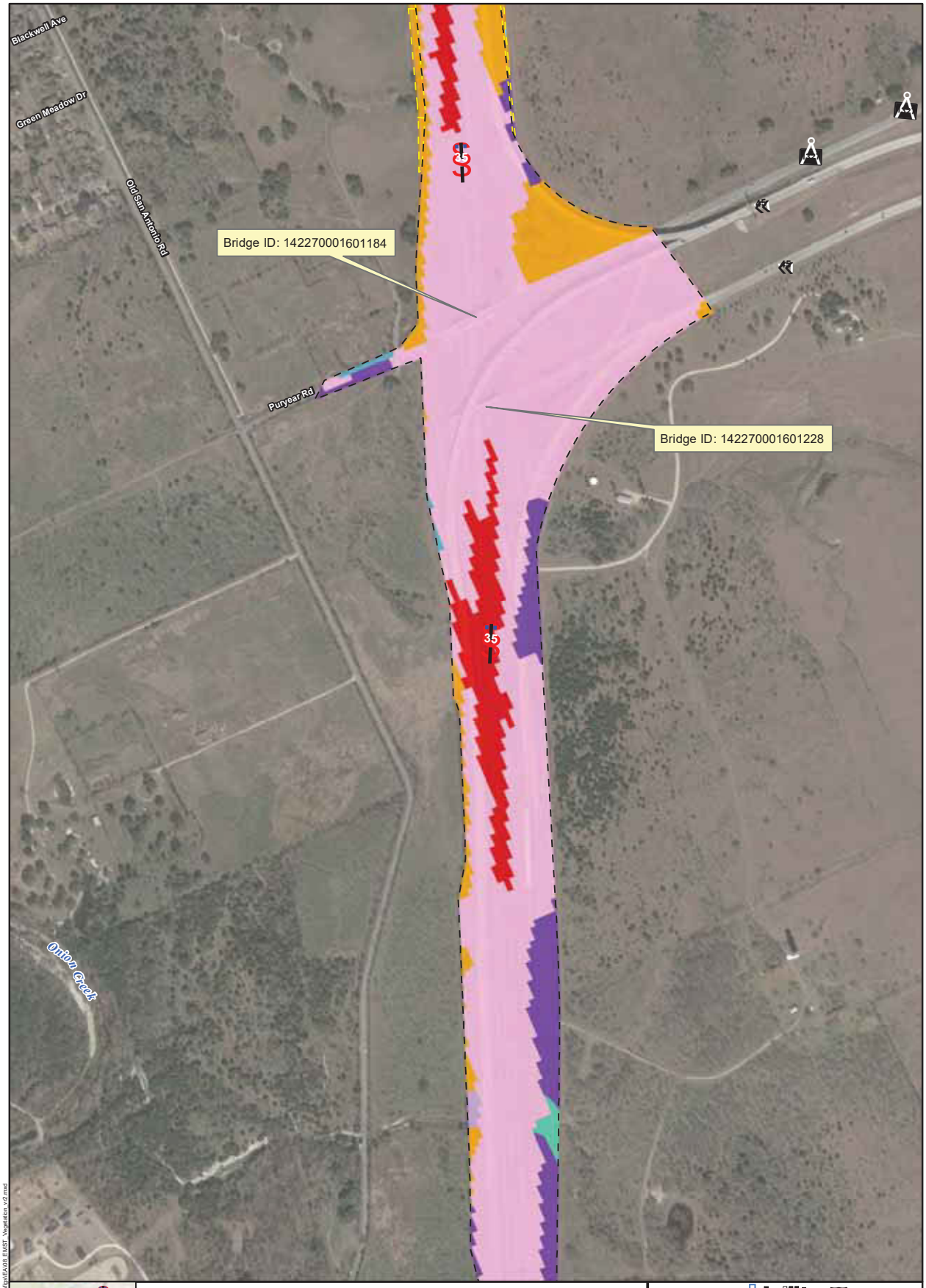
Figure 7

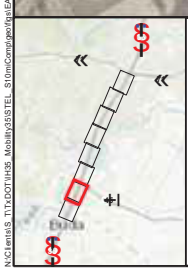
EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 6 of 8





Existing ROW
Proposed ROW
Construction Easement
Drainage Easement
Blackland Prairie: Disturbance or Tame
Central Texas: Floodplain Deciduous
Central Texas: Floodplain Herbaceous
Edwards Plateau: Savanna Grassland
Native Invasive: Mesquite Shrubland
Urban High Intensity
Urban Low Intensity

0 250 500 Feet

Google, TNRIS, Texas Google Imagery Service, 2018, 1:6,000; generated by Atkins; using ArcMap, < https://tnris.org/texas-oogle-imagery/> (1/22/2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 7

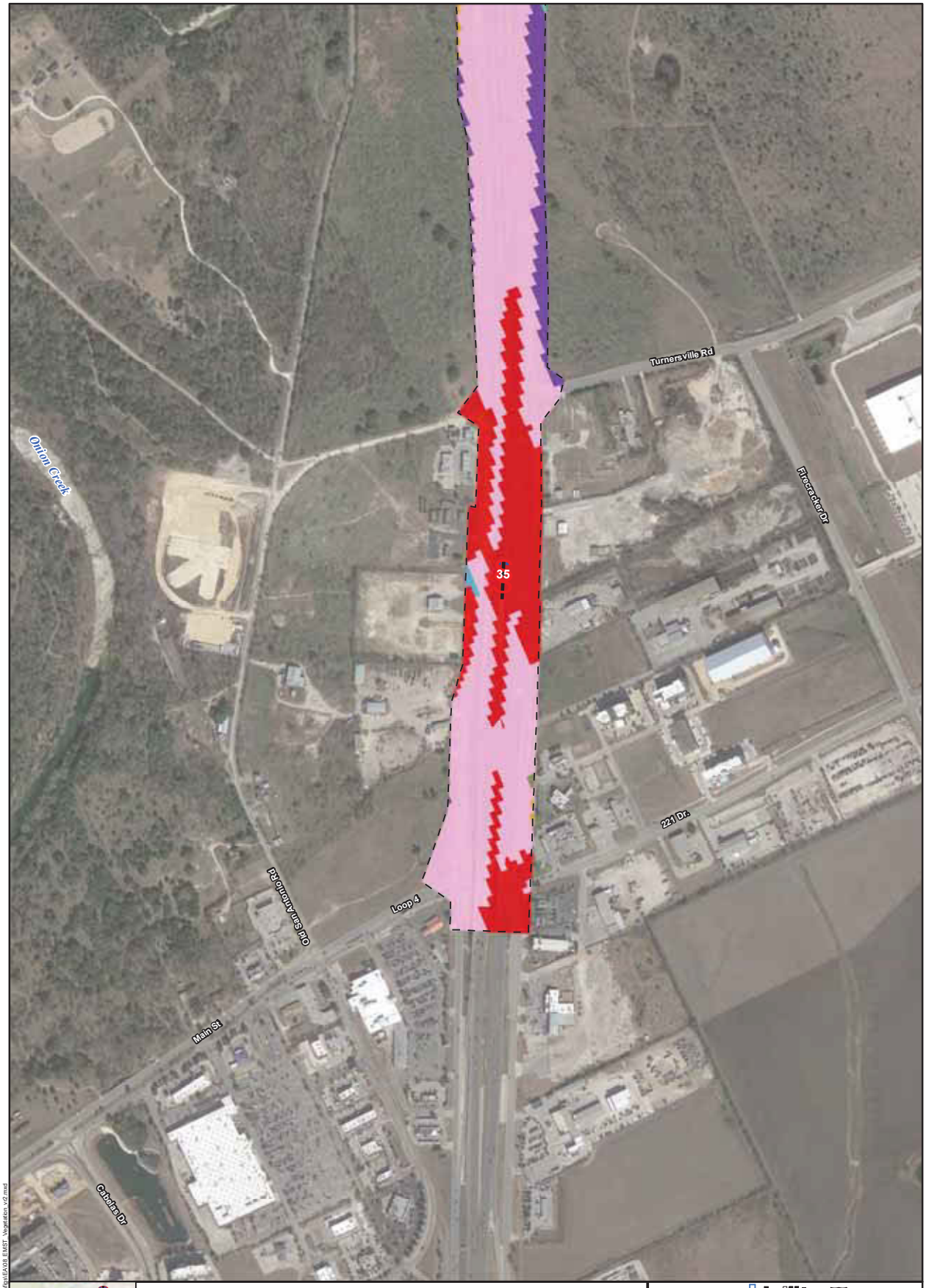
EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 7 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Compliance\Figs\EA\08_EMST_Vegetation_v2.mxd



N:\Client\US_TX\TxDOT\IH35_Mobility35\STEL_S10mi\Comp\gis\figs\EA\08-EMST_Vegetation_v2.mxd

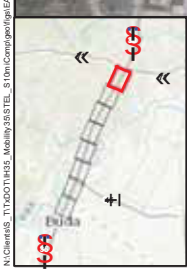
Figure 7

EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

TRAVIS/HAYSCOUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113





Existing ROW
Construction Easement
Proposed ROW
Drainage Easement
Central Texas: Riparian Hardwood Forest
Urban High Intensity
Urban Low Intensity

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 8

EMST Observed Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 1 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\figs\EA\09_Observed_EMST_Vegetation.mxd





Existing ROW
Construction Easement
Proposed ROW
Drainage Easement
Urban High Intensity
Urban Low Intensity

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 8

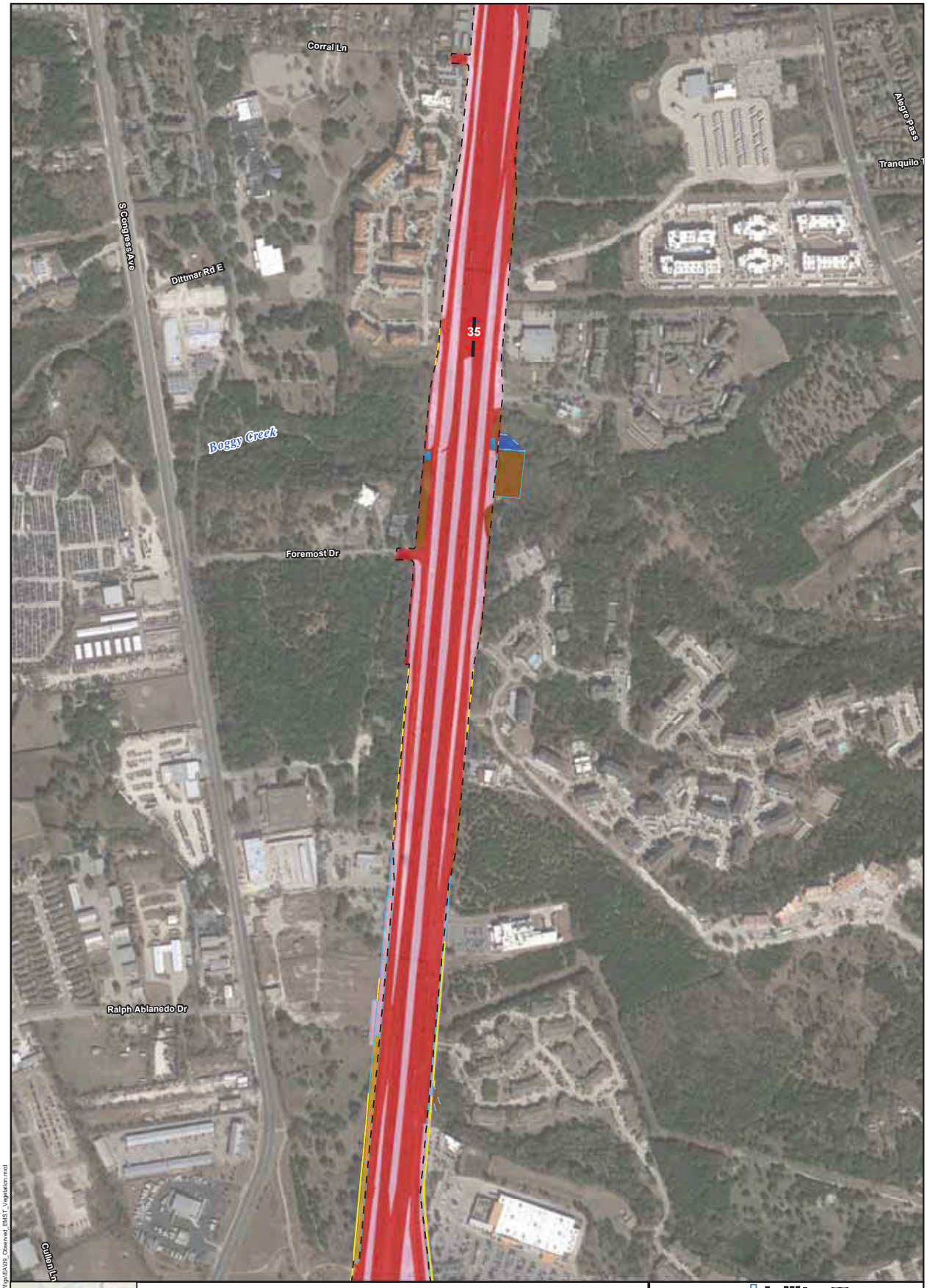
EMST Observed Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 2 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\gis\EA\09_Observed_EMST_Vegetation.mxd





- Existing ROW
- Construction Easement
- Proposed ROW
- Drainage Easement
- Blackland Prairie: Disturbance or Tame Grassland
- Central Texas: Floodplain Hardwood Forest
- Central Texas: Riparian Hardwood Forest
- Native Invasive: Deciduous Woodland
- Urban High Intensity
- Urban Low Intensity

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 8

EMST Observed Vegetation Types

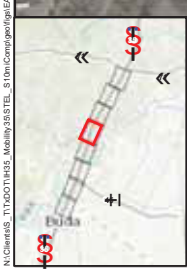
I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 3 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Compl\geo\figs\EA\09_Observed_EMST_Vegetation.mxd





Existing ROW
Construction Easement
Proposed ROW
Drainage Easement
Blackland Prairie: Disturbance or Tame Grassland
Central Texas: Floodplain Hardwood Forest
Central Texas: Riparian Herbaceous Vegetation
Native Invasive: Deciduous Woodland
Urban High Intensity
Urban Low Intensity

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 8

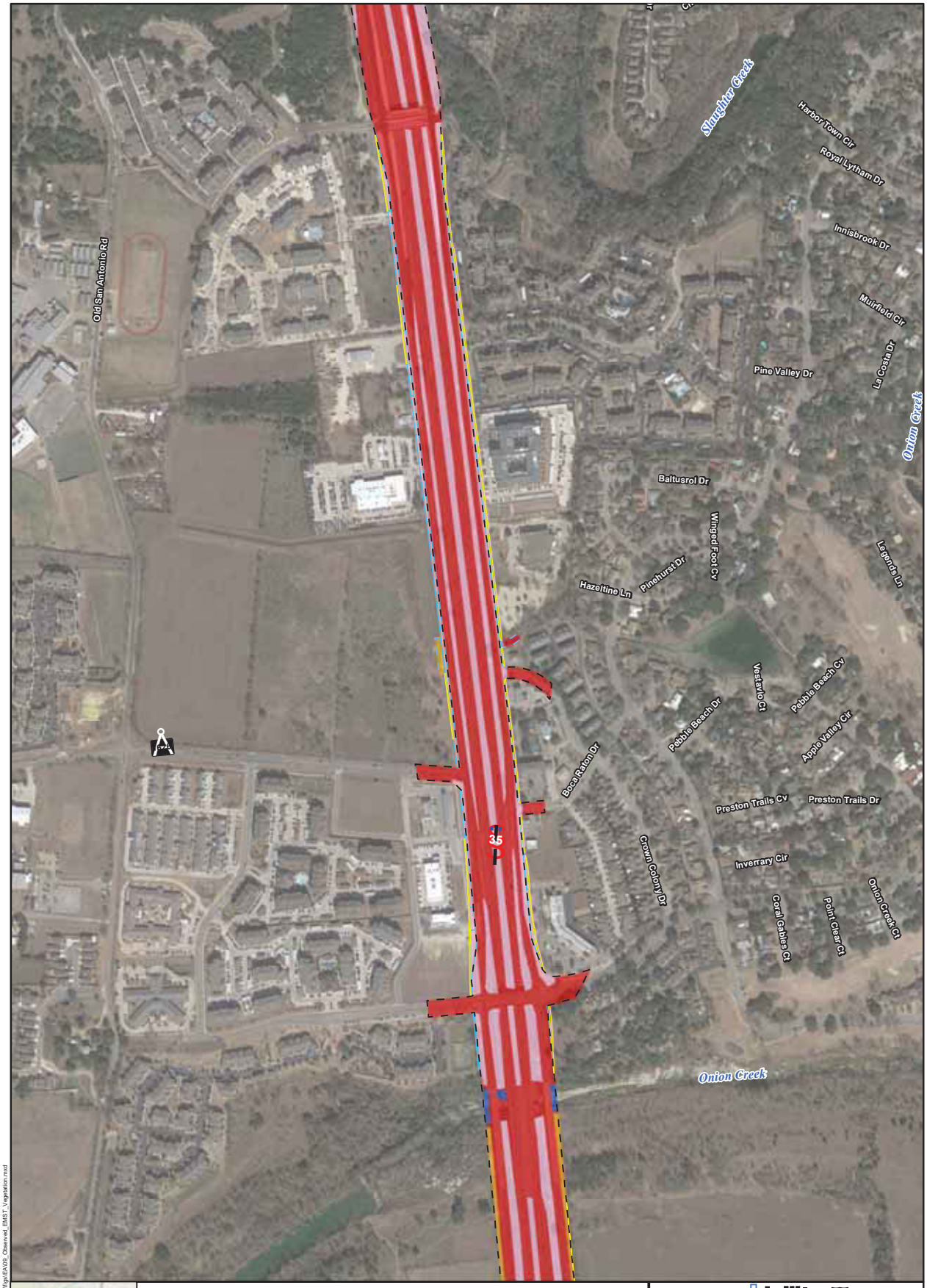
EMST Observed Vegetation Types

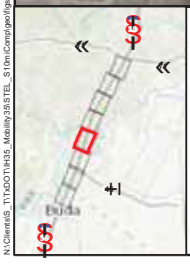
I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 4 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\gis\Figs\EA\09_Observed_EMST_Vegetation.mxd





Existing ROW
Construction Easement
Proposed ROW
Drainage Easement
Blackland Prairie: Disturbance or Tame Grassland
Central Texas: Floodplain Hardwood Forest
Urban High Intensity
Urban Low Intensity

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 8

EMST Observed Vegetation Types

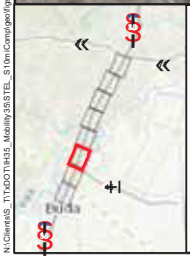
I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 5 of 8

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\gis\EA\09_Observed_EMST_Vegetation.mxd





- Existing ROW
- Construction Easement
- Proposed ROW
- Drainage Easement
- Blackland Prairie: Disturbance or Tame Grassland
- Native Invasive: Deciduous Woodland
- Native Invasive: Mesquite Shrubland
- Urban High Intensity
- Urban Low Intensity

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 8

EMST Observed Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 6 of 8

N:\Clients\S_T\TxDOT\In35_Mobility35\STEL_S10m\Comp\geo\figs\EA\09_Observed_EMST_Vegetation.mxd



N:\Clients\S_TTX\DOT\IH35_Mobility35\STEL_S10mi\Comp\gis\figs\EA\09_Observed_EMST_Vegetation.mxd

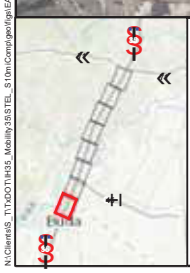
Figure 8

EMST Observed Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113





Existing ROW
Construction Easement
Proposed ROW
Drainage Easement
Urban High Intensity

0 250 500 Feet

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 8

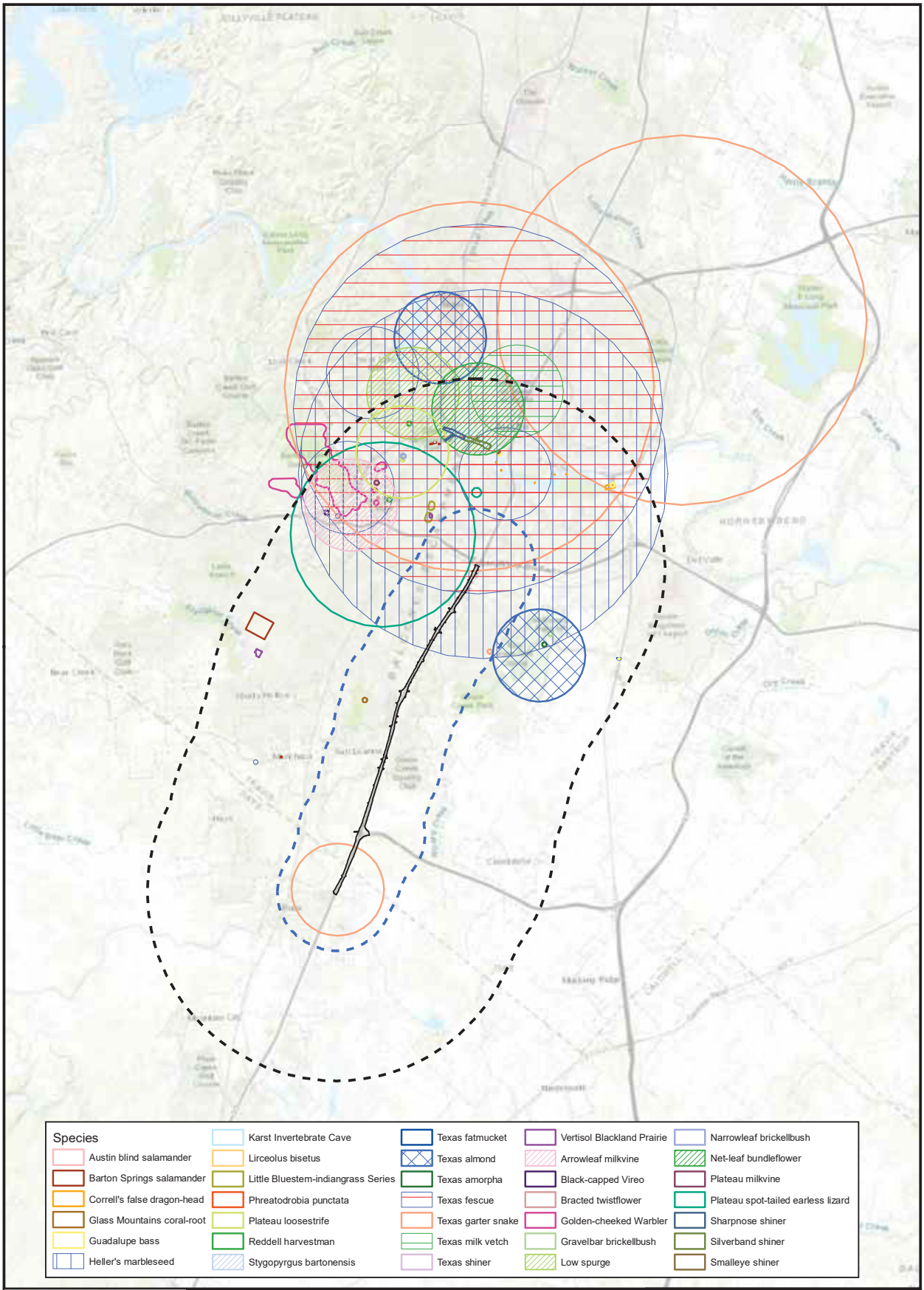
EMST Observed Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 8 of 8

N:\Clients\S_T\TxDOT\H35_Mobility35\STEL_S10m\Compl\gis\EA\09_Observed_EMST_Vegetation.mxd





Project Area
1.5 Mile Project Buffer
5 Mile Project Buffer

0 3,500 7,000 14,000 Feet

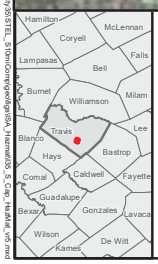
N:\Clients\S_-\TxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\BioRes\I35_S_Cap_TXNDD_Results_v9.mxd

Figure 9

TPWD NDD Map (TPWD TXNDD 2021)

Capital Express South
US 290W/SH 71 to SH 45SE
TRAVIS/HAYS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113





? Recorded Hazmat Site

Proposed ROW

Existing ROW

0 600 1,200

Feet

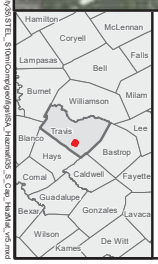
Figure 10

Hazardous Material Sites

I-35 Capitol Express South
US 290W/SH 71 to SH 45SE

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113





? Recorded Hazmat Site

Proposed ROW

Existing ROW

0 600 1,200

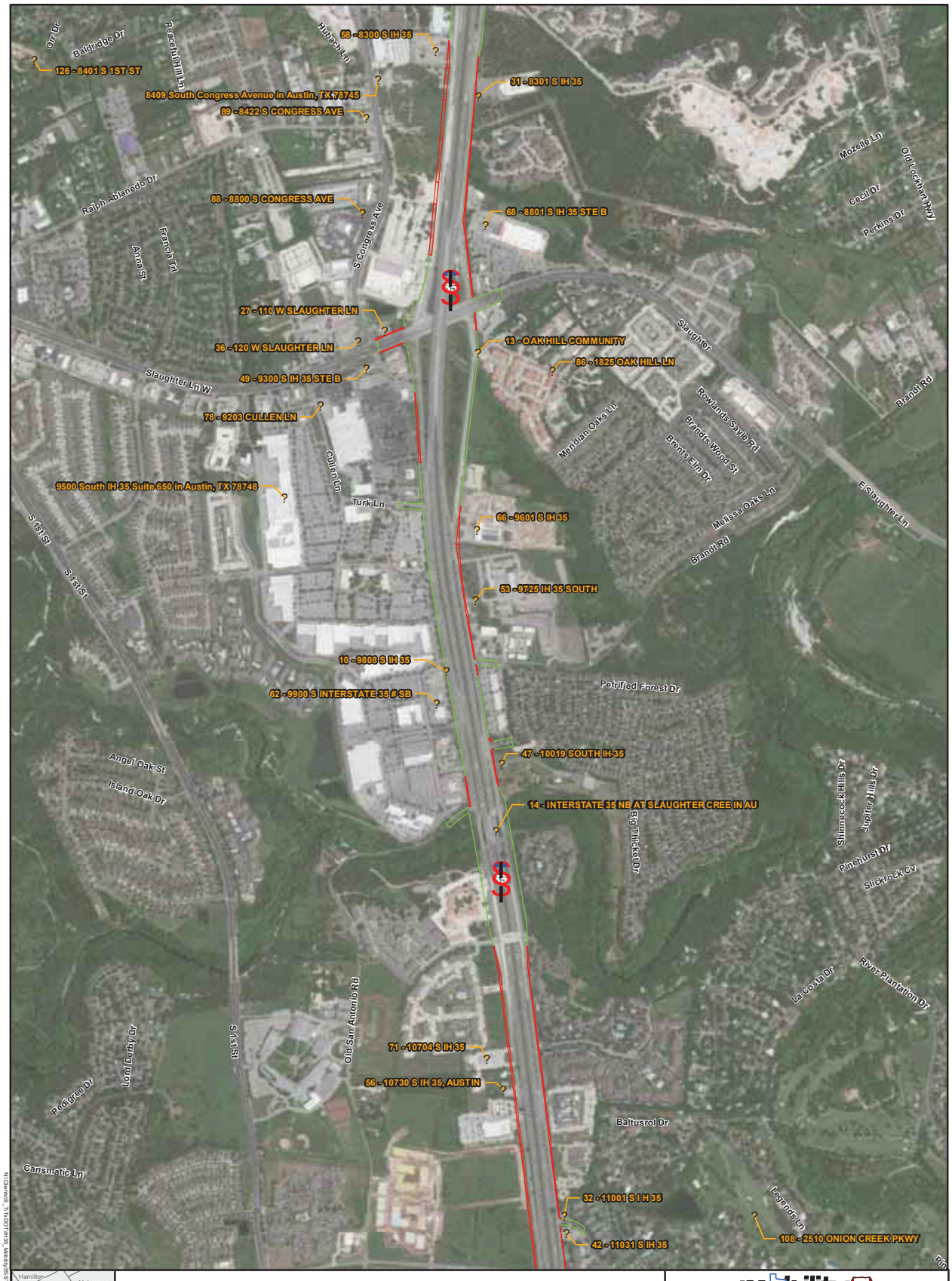
Feet

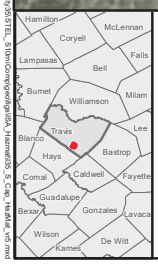
Figure 10

Hazardous Material Sites

I-35 Capitol Express South
US 290W/SH 71 to SH 45SE

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113





? Recorded Hazmat Site

Proposed ROW

Existing ROW

0 600 1,200

Feet

mobility 35 CAPITAL AREA

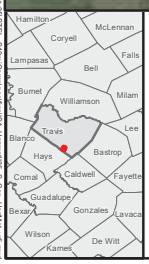
Figure 10

Hazardous Material Sites

I-35 Capitol Express South
US 290W/SH 71 to SH 45SE

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113





? Recorded Hazmat Site

Proposed ROW

Existing ROW

0 600 1,200

Feet

mobility 35 CAPITAL AREA

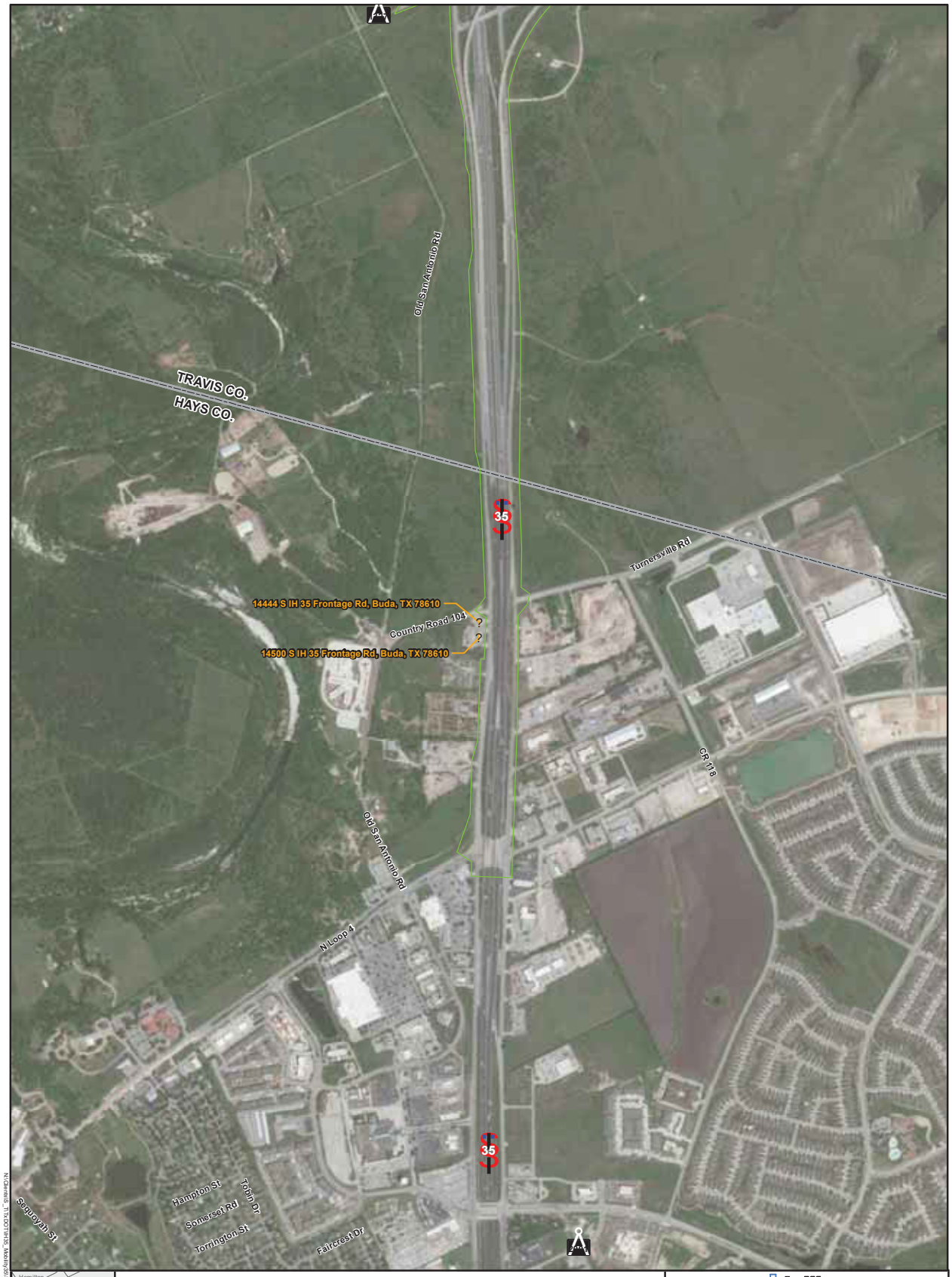
Figure 10

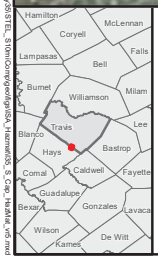
Hazardous Material Sites

I-35 Capitol Express South
US 290W/SH 71 to SH 45SE

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113

Sheet 4 of 5





? Recorded Hazmat Site

Proposed ROW

Existing ROW

0 600 1,200

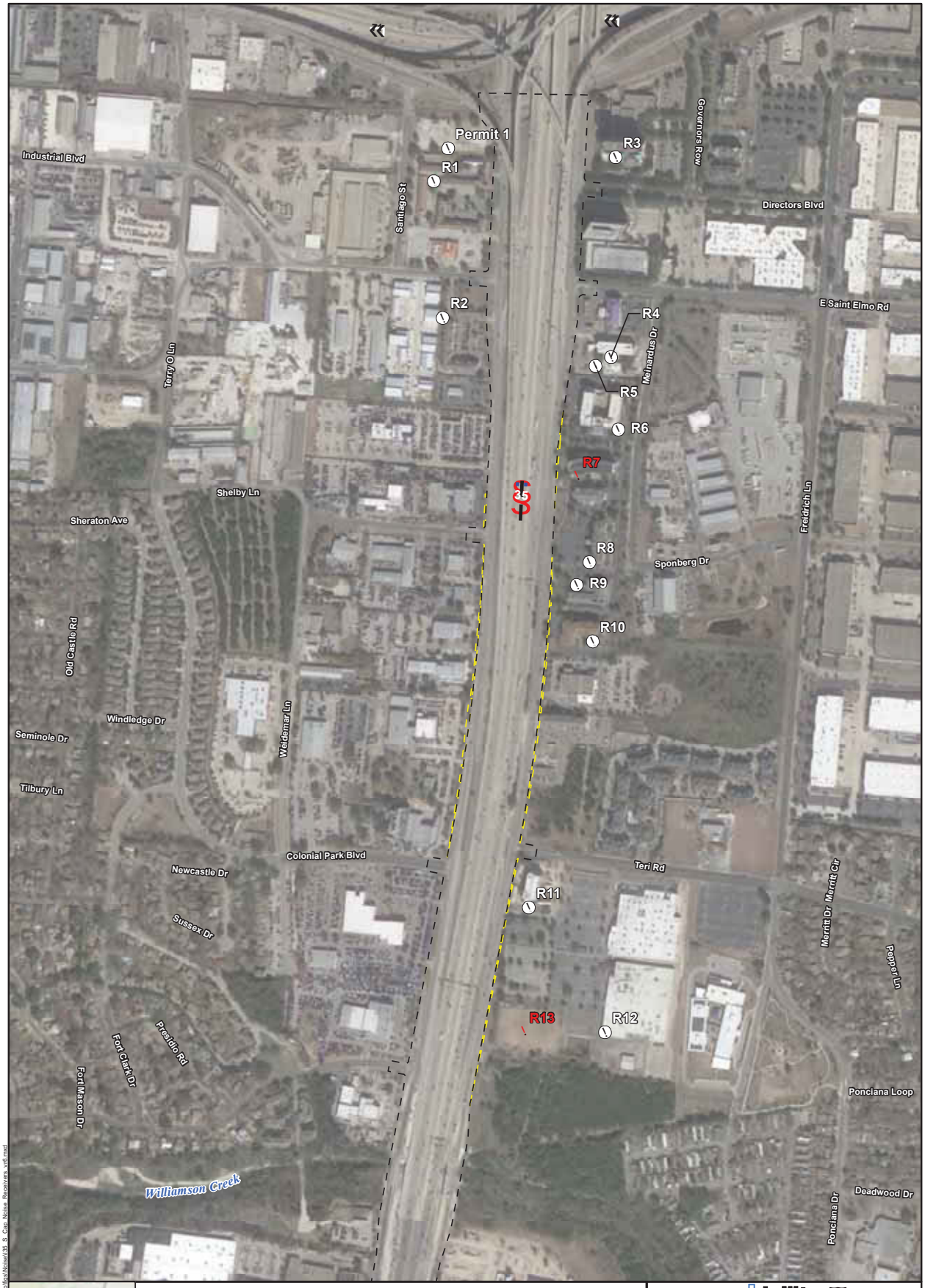
Feet

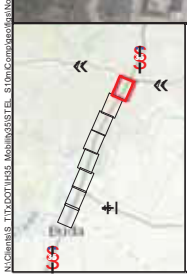
Figure 10

Hazardous Material Sites

I-35 Capitol Express South
US 290W/SH 71 to SH 45SE

TRAVIS/HAYS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113





! Impacted Traffic Noise Receiver
Non-Impacted Traffic Noise Receiver
! Benefited Traffic Noise Receiver
Proposed Traffic Noise Barrier
Existing ROW
Proposed ROW

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (07 July 2021); TPWD (2013)

0 250 500 Feet

mobility 35 CAPITAL AREA

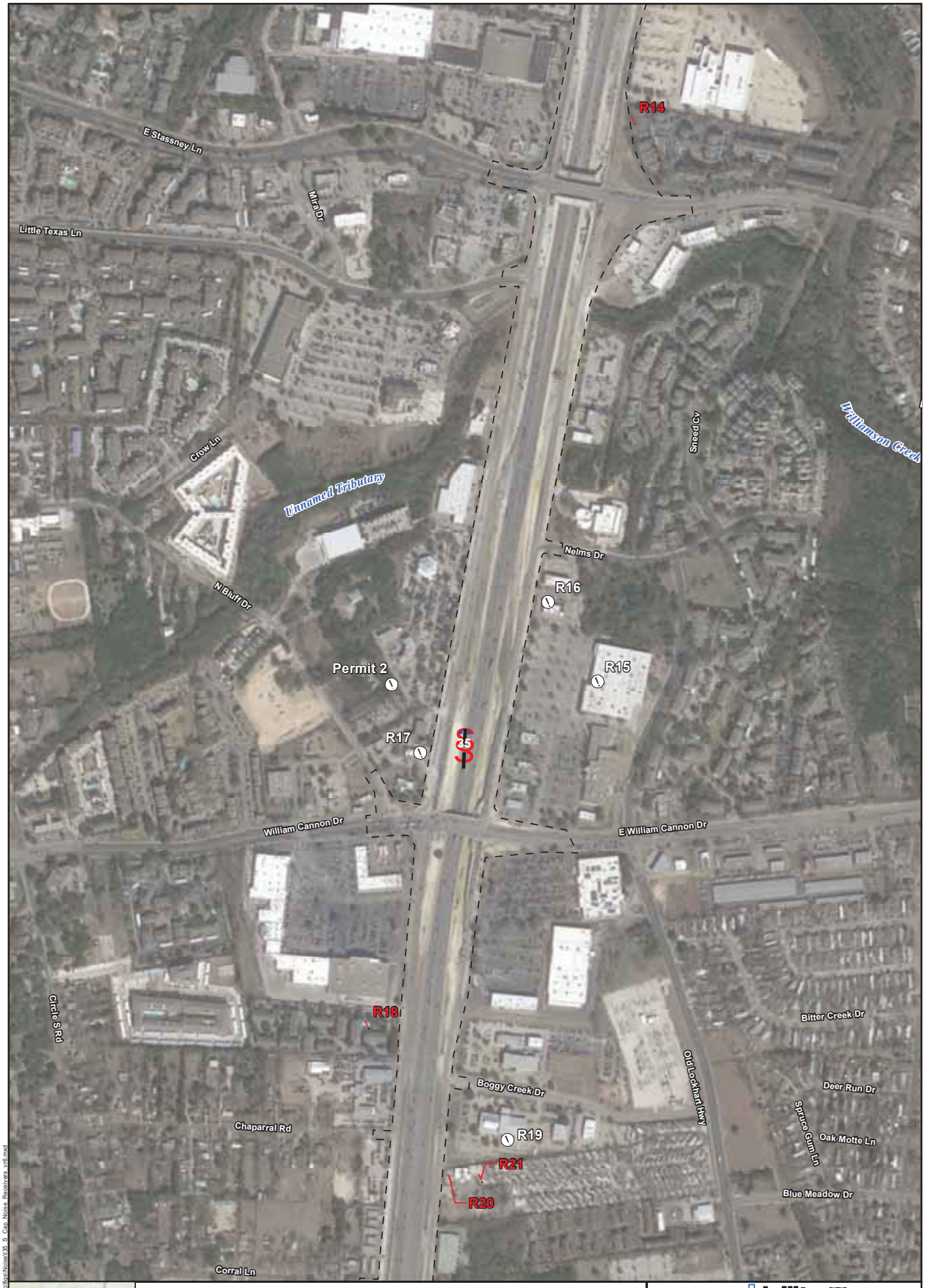
Figure 11

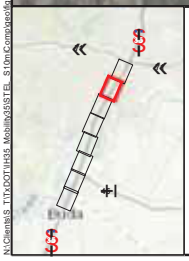
Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\fgd\Noise\I35_S_Cap_Noise_Receivers_vr6.mxd





! Impacted Traffic Noise Receiver
Non-Impacted Traffic Noise Receiver
! Benefited Traffic Noise Receiver
Proposed Traffic Noise Barrier
Existing ROW
Proposed ROW

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (07 July 2021); TPWD (2013)

0 250 500 Feet

mobility 35 CAPITAL AREA

Figure 11

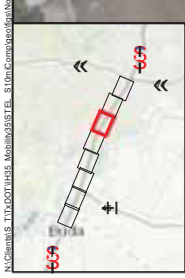
Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\fig4\Noise\I35_S_Cap_Noise_Receivers_vr6.mxd





! Impacted Traffic Noise Receiver
Non-Impacted Traffic Noise Receiver
! Benefited Traffic Noise Receiver
Proposed Traffic Noise Barrier
Existing ROW
Proposed ROW

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (07 July 2021); TPWD (2013)

0 250 500 Feet

mobility 35 CAPITAL AREA

Figure 11

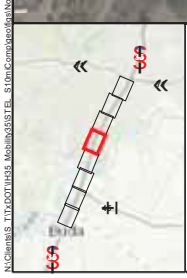
Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\fig\Noise\I35_S_Cap_Noise_Receivers_vr6.mxd





! Impacted Traffic Noise Receiver
Non-Impacted Traffic Noise Receiver
! Benefited Traffic Noise Receiver
Proposed Traffic Noise Barrier
Existing ROW
Proposed ROW

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (07 July 2021); TPWD (2013)

0 250 500 Feet

mobility 35 CAPITAL AREA

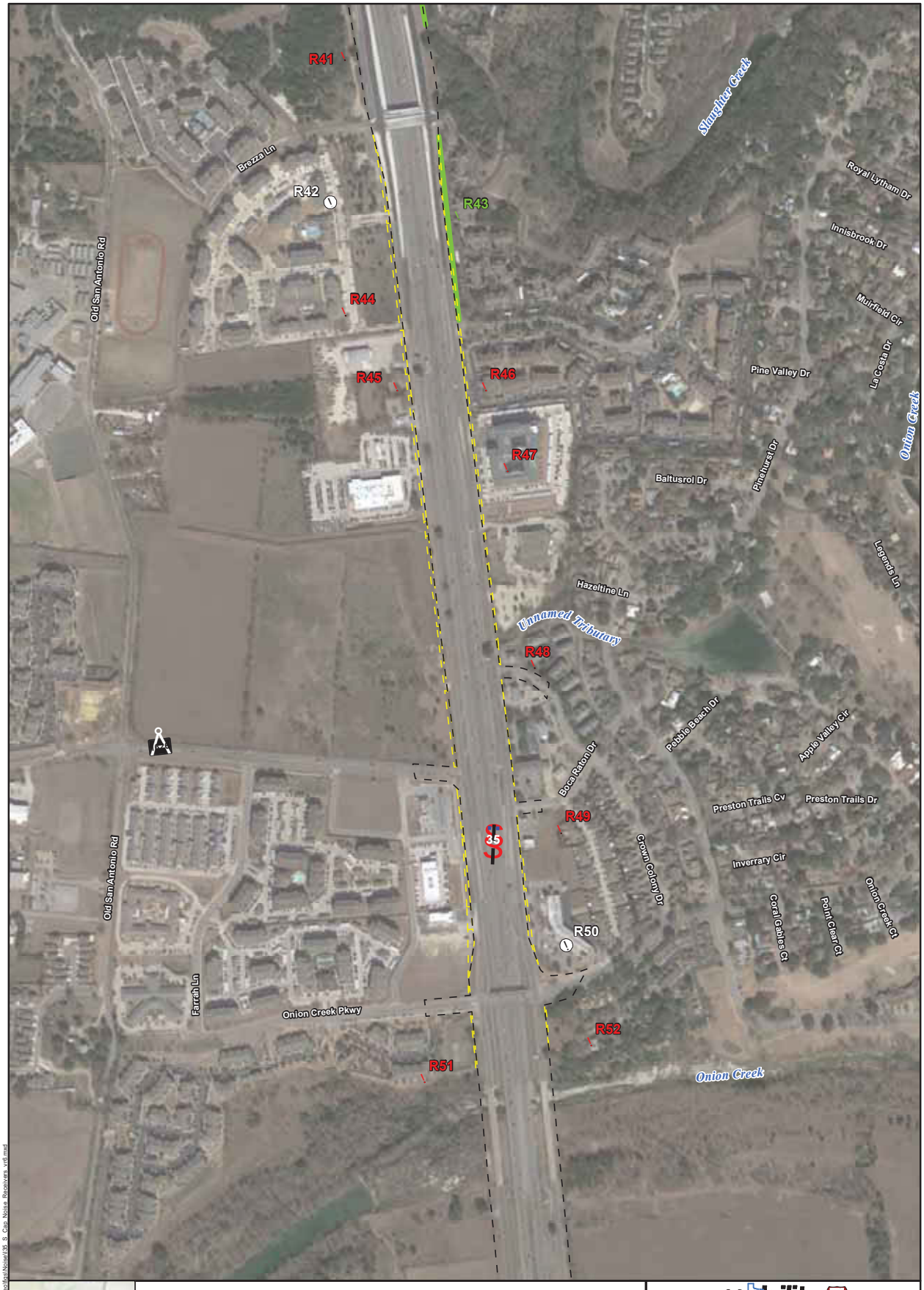
Figure 11

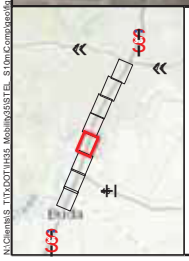
Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\dgd\Noise\I35_S_Cap_Noise_Receivers_vr6.mxd





! Impacted Traffic Noise Receiver
Non-Impacted Traffic Noise Receiver
! Benefited Traffic Noise Receiver
Proposed Traffic Noise Barrier
Existing ROW
Proposed ROW

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (07 July 2021); TPWD (2013)

0 250 500 Feet

mobility 35 CAPITAL AREA

Figure 11

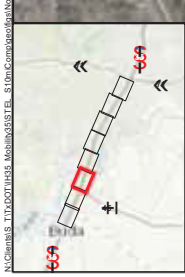
Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\dgn\Noise\I35_S_Cap_Noise_Receivers_vr6.mxd





! Impacted Traffic Noise Receiver
Non-Impacted Traffic Noise Receiver
! Benefited Traffic Noise Receiver
Proposed Traffic Noise Barrier
Existing ROW
Proposed ROW

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (07 July 2021); TPWD (2013)

0 250 500 Feet

mobility 35 CAPITAL AREA

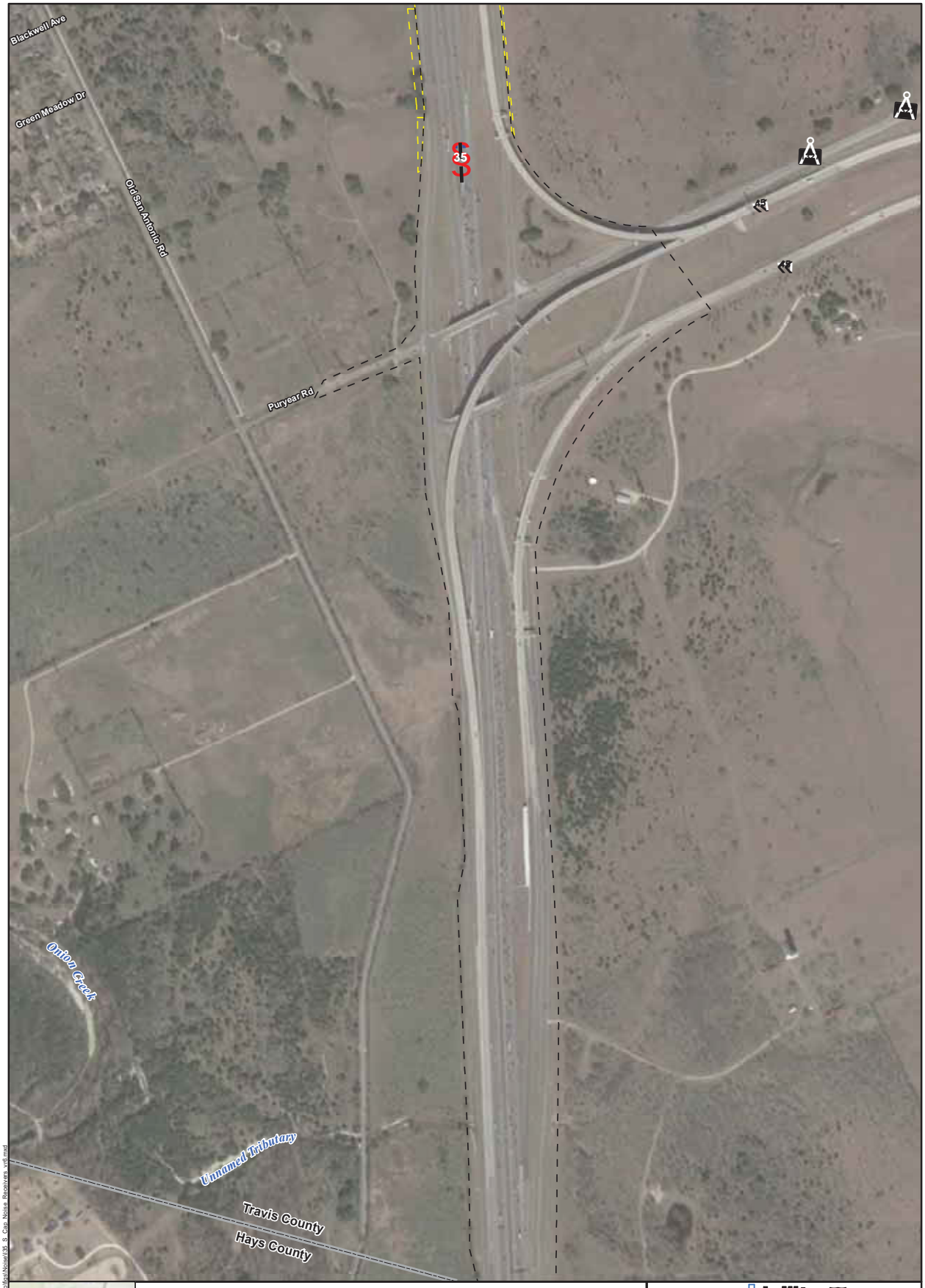
Figure 11

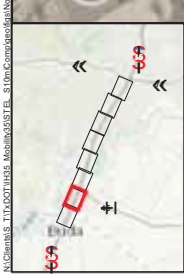
Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\fdgt\Noise\I35_S_Cap_Noise_Receivers_vr6.mxd





! Impacted Traffic Noise Receiver
Non-Impacted Traffic Noise Receiver
! Benefited Traffic Noise Receiver
Proposed Traffic Noise Barrier
Existing ROW
Proposed ROW
County Boundary

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (07 July 2021); TPWD (2013)

0 250 500 Feet

mobility 35 CAPITAL AREA

Figure 11

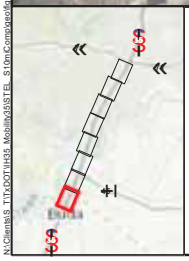
Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\dgs\Noise\I35_S_Cap_Noise_Receivers_vr6.mxd





! Impacted Traffic Noise Receiver
Non-Impacted Traffic Noise Receiver
! Benefited Traffic Noise Receiver
Proposed Traffic Noise Barrier
Existing ROW
Proposed ROW
County Boundary

Google, TNRIS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
< https://tnris.org/texas-google-imagery/> (07 July 2021); TPWD (2013)

0 250 500 Feet

mobility 35 CAPITAL AREA

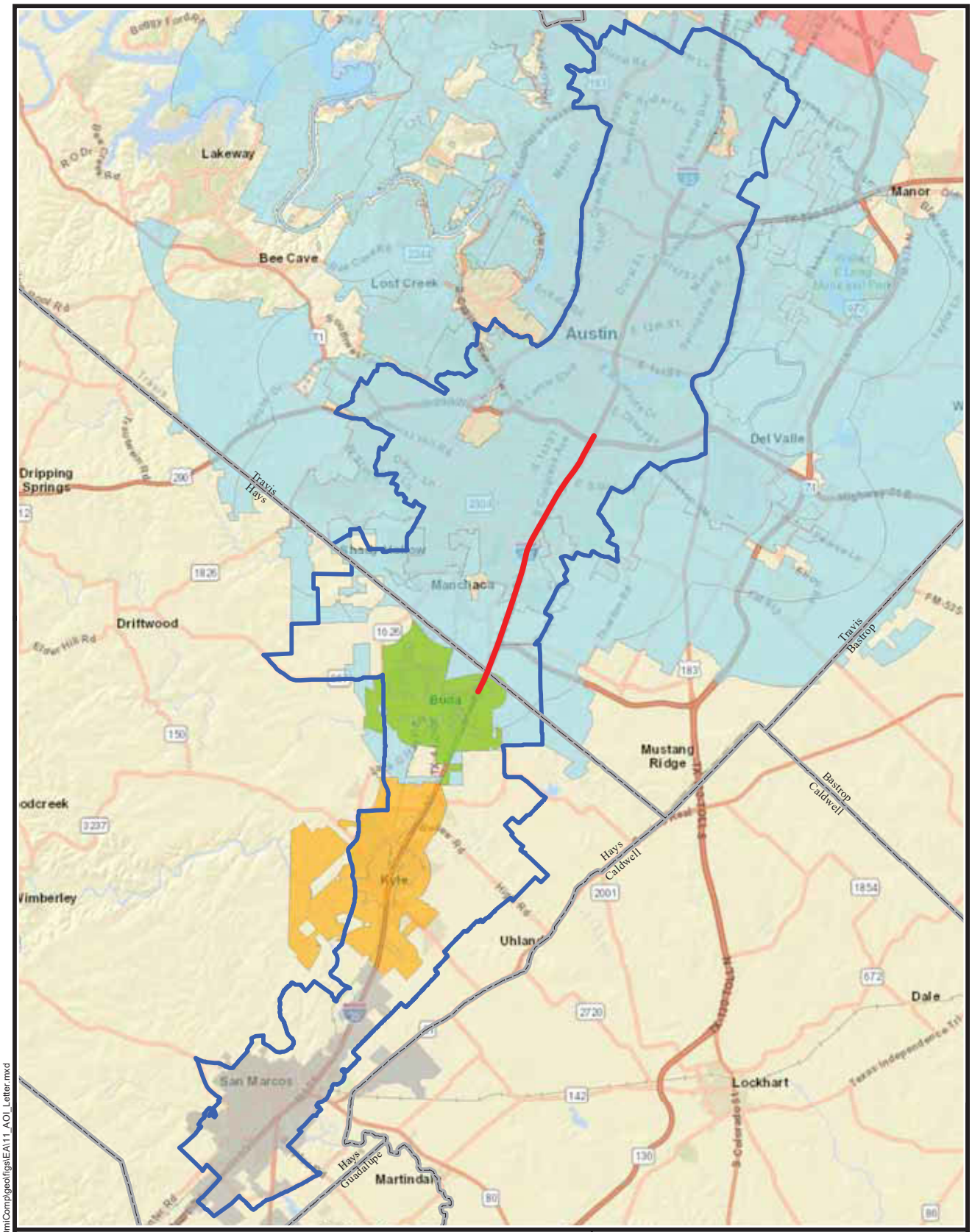
Figure 11

Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

TRAVIS/HAYS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10m\Comp\geo\fig\Noise\I35_S_Cap_Noise_Receivers_vr6.mxd



mobility 35 CAPITAL AREA

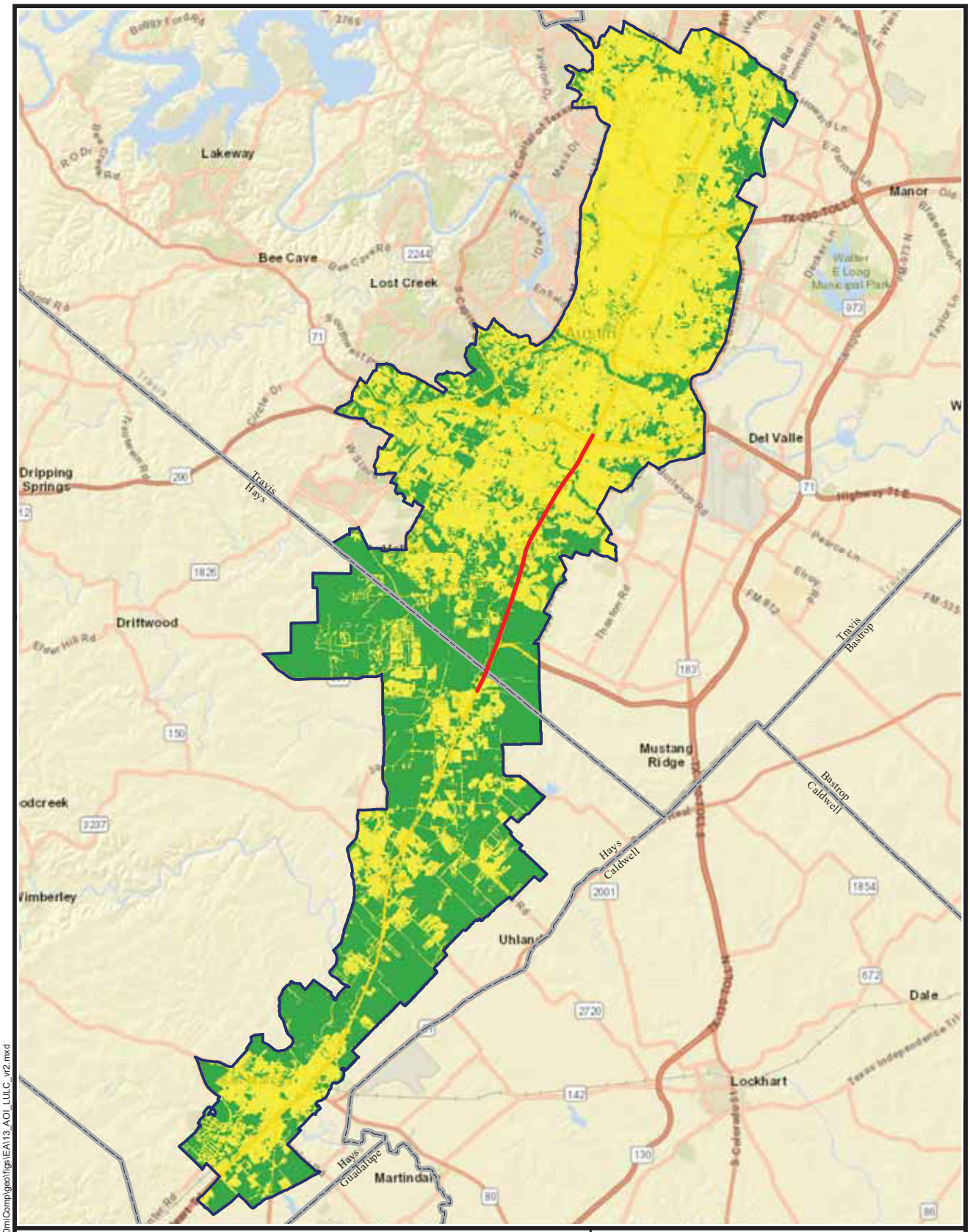
Figure 12
Area of Influence

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10miCompl\geo\figs\EA\11_AOI_Letter.mxd

Google, TNRIS. Texas Google Imagery Service. 2018. 1:80,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (22 January 2021).



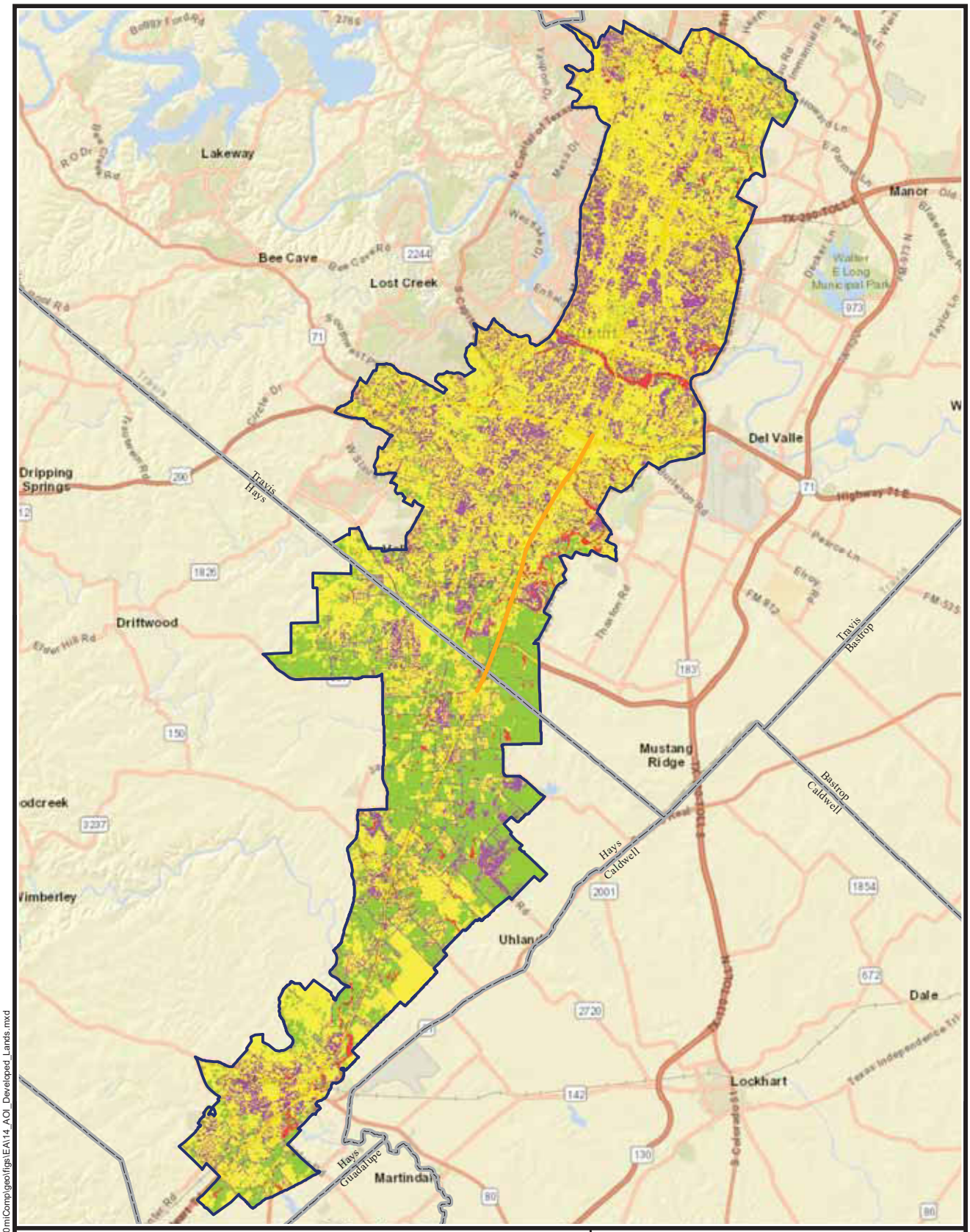
N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\EA\13_AOI_LULC_v2.mxd

mobility 35 CAPITAL AREA

Figure 13
AOI Developed and Undeveloped Lands

I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113



mobility 35 CAPITAL AREA

Figure 14

Land Use in AOI and Likelihood of Induced Growth Development or Redevelopment

I-35 Capital Express South

US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS

CSJs 0015-13-077, 0016-01-113

N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\EA\14_AOI_Developed_Lands.mxd

Appendix G
Res u e Agen y C dinati n

From: Eric Oksanen
Sent: Monday, November 15, 2021 10:14 AM
To: 'mattocknie@kiowatribe.org' <mattocknie@kiowatribe.org>; 'holly@mathpo.org' <holly@mathpo.org>; 'dhill@caddo.xyz' <dhill@caddo.xyz>; 'caddochair.cn@gmail.com' <caddochair.cn@gmail.com>; 'Franks.D@snonsn.gov' <Franks.D@snonsn.gov>; 'lbrown@tonkawatribe.com' <lbrown@tonkawatribe.com>; 'mallen@tonkawatribe.com' <mallen@tonkawatribe.com>; 'Celestine.bryant@actribe.org' <Celestine.bryant@actribe.org>; 'alec.tobine@actribe.org' <alec.tobine@actribe.org>; 'epa4apachetribeok@gmail.com' <epa4apachetribeok@gmail.com>; 'martinac@comanchenation.com' <martinac@comanchenation.com>; 'theodorev@comanchenation.com' <theodorev@comanchenation.com>; 'tonya@shawnee-tribe.com' <tonya@shawnee-tribe.com>
Cc: Laura Cruzada (Laura.Cruzada@txdot.gov) <Laura.Cruzada@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Subject: 0015-13-077 Capital Express South District IH 35 From US 290 E to Loop 4_ Continuing Consultation

Sec. 106 Consultation

NOVEMBER 15, 2021

Contacts:

Laura Cruzada
512-416-2638

Eric Oksanen
512-902-4786

We kindly request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project. Please see the following summary for project details and information. To access the associated reports, which include a detailed project description, APE definition and identification efforts, use the attached link. After 21 days, the link will expire. We will provide an updated link upon request. This project will also be included during our monthly Sec. 106 conference call every third Wednesday of the month at 2 p.m.

Summary:

Project ID (CSJ), Roadway, Limits, County and TxDOT District	*0015-13-077 and 0016-01-113, IH 35, from US 290 East to Loop 4, Travis and Hays Counties, Austin District*

Notice:

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 9, 2019, and executed by FHWA and TxDOT.

Project Sponsor:	*TxDOT*
Consultation Status:	☐*Initial Consultation* ☒*Continuation of Consultation* *Reason(s): The APE was last coordinated 3 Feb 2021. The southern limit was incorrect in the documentation. The correct limit extends southward to Loop 4, in Buda, Hays County. This is approximately 2260 feet and an additional 23.85 acres of Area of Potential Effect. This additional acreage is all existing Right of Way.*
Short Description:	*Highway Widening and Improvements*
New Right of Way:	*N/A*
Depth of Impacts:	*2-30 feet*
Known Archeological Sites or Properties in project area:	*None*
Identification Efforts:	*Background Study- Addendum*
Recommendations:	*No sites affected; proceed to construction.*
Link to Detailed Report:	*Available upon request*

Please provide any comments that you may have on the TxDOT findings and recommendations. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible.

Eric Oksanen
District Archeologist
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78704
Eric.oksanen@txdot.gov
p. 512|902-4786
At home
6:30am-4pm

From: Laura Cruzada
To: mattocknie@kiowatribe.org; holly@mathpo.org; dhill@caddo.xyz; caddochair.cn@gmail.com; Franks.D@sno-nsn.gov; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; Celestine.bryant@actribe.org; alec.tobine@actribe.org; epa4apachetribeok@gmail.com; martinac@comanchenation.com; theodorev@comanchenation.com; tonya@shawnee-tribe.com; Gary.McAdams@wichitatribe.com; Terri.Parton@wichitatribe.com; Jacey Lamar; Mary.botone@wichitatribe.com; epaden@delawarenation-nsn.gov
Cc: Eric Oksanen
Subject: TxDOT Sec. 106 Consultation Request - CSJ: 0015-10-062 and 0015-13-389, I-35, Widen Freeway; Travis and Williamson Counties, Austin District
Date: Wednesday, February 3, 2021 1:50:00 PM

Sec. 106 Consultation

FEBRUARY 3, 2021

Contacts:

Laura Cruzada
512-416-2638

Notice:

The environmental review,

We kindly request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project. Please see the following summary for project details and information. To access the associated reports, which include a detailed project description, APE definition and identification efforts, use the attached link. After 21 days, the link will expire. We will provide an updated link upon request. This project will also be included during our monthly Sec. 106 conference call every third Wednesday of the month at 2 p.m.

Summary:

Project ID (CSJ), Roadway, Limits, County and TxDOT District	*0015-10-062 and 0015-13-389, Travis and Williamson Counties, Austin District* *I-35 from* SH 45N to FM 1825
Project Sponsor:	*TxDOT*
Consultation Status:	☒*Initial Consultation* ☐*Continuation of Consultation* *Reason(s):*
Short Description:	*I-35, Widen Freeway*
New Right of Way:	*19.95 acres*
Depth of Impacts:	*2 foot typical and 40 foot maximum*
Known Archeological Sites or Properties in project area:	*41TV1134 (consists of an Archaic-age lithic scatter and mid-nineteenth- to mid-twentieth-century farmstead) and 41TV1135 (prehistoric campsite of unknown age and an early-twentieth-century refuse dump). No potential for intact traces of sites 41TV1134*

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 9, 2019, and executed by FHWA and TxDOT.	

	and 41TV1135 to be present within the existing I-35 ROW.
Identification Efforts:	*Background Study*
Recommendations:	*No sites affected; proceed to construction.*
Link to Detailed Report:	*Available upon request*

Please provide any comments that you may have on the TxDOT findings and recommendations. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible.

Laura Cruzada
Public Involvement Speciaist and Tribal Liaison
Environmental Affairs Division
laura.cruzada@txdot.gov
TxDOT office: 512-416-2638
TxDOT mobile: 737-212-3795

From: Theodore Villicana
To: Laura Cruzada
Subject: Consult Response
Date: Tuesday, February 23, 2021 11:24:51 AM
Attachments: CSJ-0015-10-062 and 0015-13-389 TX..docx

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Consult response attached

COMANCHE NATION

Texas Department of Transportation
Attn: Ms. Laura Cruzada
125 East 11th St.
Texas 78701

February 23, 2021

Re: TXDOT Sec. 106 Consultation Request – CSJ: 0015-10-062 and 0015-13-389,
I-35, Widen Freeway; Travis and Williamson Counties, Austin District

Dear Ms. Cruzada:

In response to your request, the above reference project has been reviewed by staff of this office to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of ***"No Properties"*** have been identified. (IAW 36 CFR 800.4(d)(1)).

Please contact this office at (580) 595-9960/9618) if you require additional information on this project.

This review is performed in order to identify and preserve the Comanche Nation and State cultural heritage, in conjunction with the State Historic Preservation Office.

Regards

Comanche Nation Historic Preservation Office
Theodore E. Villicana , Technician
#6 SW "D" Avenue, Suite C
Lawton, OK. 73502

Consult Response delayed due to Covid-19 work conditions.

From:	Laura Cruzada
To:	"celestine.bryant@actribe.org"; "ithompson@choctawnation.com"; "theodorev@comanchenation.com"; "janthpo@gmail.com"; "david.cook@kialegeetribe.net"; "dc13.dc4@gmail.com"; "kentcollier2000@yahoo.com"; "thpo@tttown.org"; "Holly Houghten"; "section106@mcn-nsn.gov"; "raebutler@mcn-nsn.gov"; "clowe@mcn-nsn.gov"; "earlii@tunica.org"; "lbrown@tonkawatribe.com"; "mallen@tonkawatribe.com"; "jwaffle@tonkawatribe.com"; "Gary.McAdams@wichitatribe.com"; "Terri.Parton@wichitatribe.com"; "rquezada@ydsp-nsn.gov"; "Elizabeth Toombs"; "Alina Shively"; "emspain@mcn-nsn.gov"; "dpacheco@okkt.net"; "ahunter@osagenation-nsn.gov"; "hahteed@comanchenation.com"; "martina.minthorn@comanchenation.com"; "dbatton@choctawnation.com"; "kyrau@astribe.com"; "margaretm@comanchenation.com"; "kpritchett@ukb-nsn.gov"; "cwhite@pci-nsn.gov"; "alec.tobine@actribe.org"; "106NAGPRA@astribe.com"; "sodonnell@osagenation-nsn.gov"; "THPO@pci-nsn.gov"; "mooseanico@gmail.com"; "llangley@coushatta.org"; "lhaikey@pci-nsn.gov"; "lbilyeu@choctawnation.com"; "dkelly@delawarenation.com"; "jdaukei@mathpo.org"; "dhill@caddo.xyz"; "caddochair.cn@gmail.com"; "jlowe@alabama-quassarte.org"; "thunt@mcn-nsn.gov"; "dfrazier@astribe.com"; "epa4apachetribeok@gmail.com"; "ethompson@delawarenation-nsn.gov"; "dbatton@choctawnation.com"; "rdfontenot@coushatta.org"; "mcurrie@choctawnation.com"; "cbutler@astribe.com"; "Kate.Moore@bia.gov"; "mattocknie@kiowatribe.org"; "KDawsey@coushatta.org"; "egorsuch@ukb-nsn.gov"; "dfrazier@astribe.com"; "kickapoolegal@ktttribe.org"; "tonya@shawnee-tribe.com"; "Mary.botone@wichitatribe.com"; "deseray.helton@osagenation-nsn.gov"; "marshall.e@sno-nsn.gov"
Cc:	Scott Pletka; "Maley, Barbara (FHWA)"; ENV-ARCH; Rebekah Dobrasko
Subject:	Notes and List of Projects from today"s 2 pm call with TxDOT and Tribes
Date:	Wednesday, March 3, 2021 5:00:00 PM
Attachments:	Tribes Activity Book_Third Draft Clean.docx Concho Kiosk Interpretive panels v4.pdf WA 5 Tribal Histories Project Status Tracker_03022021.docx Weekly List 3-MAR-21.pdf

---

Hello! See notes below and let me know if you have any edits. Thank you for your time today!

See also attached/below:

- Tribal histories
  - educational activities (for teachers/students) draft – attached
  - schedule/status tracker – attached
  - Publication draft (does not include any recent edits as we will incorporate all as one) - Texas & Tribes: Shared Traditions
- Annual reports:
  - Monarch Highways to Historic Sidewalks: 2020 Environmental Highlights
  - Stories from Beyond the Road in 2019
  - 2019 Report for the Texas Archeological Society Annual Meeting
  - 2018 Report for the Texas Archeological Society Annual Meeting
  - 2017 Report for the Texas Archeological Society Annual Meeting
  - 2016 Report for the Texas Archeological Society Annual Meeting
- Concho County Rest Area exhibit panels – attached
- Weekly list of projects coordinated with Texas Historical Commission, per the PA – attached

NOTES - March 4, 2021 Monthly Sec. 106 Call with TxDOT and Tribes

(one item was removed from the notes, Early Tribal Coordination Tool, since we didn't have time to go over it.)

Participants:

- Laura Cruzada, TxDOT
- Barbara Maley, FHWA
- Mary Botone, Wichita and Affiliated Tribes
- Martina Minthorn, Comanche Nation
- Hector Gonzalez, Kickapoo Traditional Tribe of Texas
- Raynella Fontenot, Coushatta Tribe of Louisiana
- Holly Houghten, Mescalero Apache Tribe
- Margie Murrow, Comanche Nation
- Turner Hunt, Muscogee Creek Nation
- Bryant Celestine, Alabama-Coushatta Tribe

Housekeeping

- March 17 meeting is cancelled

1. Program Updates
    a. Sec. 106 Consultation Template – reminder that we switched our way of sending large documents, so if you want a detailed report, it is available upon request through Box.com.

    b. Annual Report – Laura recently completed the 2020 report. It includes stories about the program and projects, rather than a spread sheet of numbers reported to FHWA. PA allows us to do this. Archeology reports # of projects cleared, # acres surveyed, # sites discovered and projects in the field.

        i. Bryant: tribes interested in how many CE's are being put forth. → Laura to look into this and get from NEPA folks.

    c. Tribal Histories Project

        i. Schedule – Laura showed list of tribes participating and at what phase. Some tribes need to approve content. → Send reminder to Holly and others.

        1. Martina interested in getting more information → Laura to have consultants reach out to her.

        ii. Educational Activities – Laura showed examples of other topics TxDOT has developed and previewed the tribal history educational activity. → Laura to send the content for tribes to provide feedback.

        iii. Traveling exhibit – outline of script underway

        iv. Publication – still need everyone's final edits. Laura asked if we should extend to the end of the November since some tribal councils and reps who need to review and approve are staying safe from offices. Tribes said maybe too far off. Agreed on summer.

        v. We will do a presentation at To Bridge a Gap 2021, March 31st at 2 pm. Will include myself, Bryant Celestine from Alabama Coushatta Tribe and our GIS consultant from Atkins, Ryan Fennell. – Bryant approves.

    d. Museums Training with Bullock and Texas Historical Commission in 2022. – TxDOT is partnering again on training museums on using transportation history in their exhibits, including tribal topics. In 2019, we covered "Road to the Past." In 2022, we'd like to do museums training around Native American/tribal consultation and interpretation for small and mid-sized museums.

        i. Margie Murrow can share Comanche nation National Museum

    e. TBAG Breakout – waiting to hear back on time and date of breakout. Will let you know.

    f. Concho County Rest Area exhibit panel – revised panel available for review. → Laura to send out.

    g. Upcoming:

        i. Law Enforcement Training

        ii. Burial Protocol

        iii. NAGPRA/NEPA training

2. Mitigation
    a. Gregg County post-review discovery – Texas Archeological Steward artifacts found several years after survey (which did not find any historic properties), during construction. TxDOT stopped construction near the area and surveyed again – nothing was left, it was already destroyed by previous utility work. TxDOT consulted with tribes who's area of interest includes Gregg County. This is an opportunity to do alternative mitigation. Several topics tribes brought up as mitigation during the Sept. consultation meeting: TCP studies, printing publications, videos, field work, artifact loans. Laura asked for feedback and ideas:
        i. Holly: could it be used to help tribes do projects on their land? Mescalero would love to have sites for cadaver dogs to look over in New Mexico. Stabilization of site because of erosion. → Laura to look into it. Would have to be party to MOA. ACHP/FHWA pushed back on the idea of programmatic mitigation as well as mitigation not tied to the site.
        ii. Holly asked If THC backed it, would ACHP back it? Probably not.
    b. ITBC Project in Hidalgo County
    c. Paleoindian Exhibit –
        i. Consultant to hire a tribal rep/subject matter expert for content
        ii. Partnership with Humanities Texas: they'll host the digital exhibit and they are working on the traveling exhibit portion as well.
    d. Cummins Creek, Colorado County – waiting to acquire ROW. Plan to include cadaver dogs in the scope. Tribal participation opportunity as some had expressed interest in attending. Will likely occur this summer.
    e. Mill Creek, Austin County - Tribes have asked to monitor the excavations here. Waiting to acquire ROW.
    f. Starr County - processing and analyzing materials recovered in Feb. During that field session, work at 41SR242 was concluded but a final ten-day field session to recover the last sample of thermal features at 41SR459 and will be required and take place late Winter or Spring 2021. A third site, 41SR462 still has denied ROE and will likely have to go to condemnation.
    g. Anderson County
        i. Caddo sites = 2 confirmed burials; Scraping search for additional burials is complete where cadaver dogs alerted; no burials found. Consulting with Caddo Nation. Area. .
        ii. 19th-20th century sites - Archeological investigations revealed a farmstead owned by an African American family, Newt and Sarah Ray Ewell, during the Jim Crow Era. In addition, archeologists are examining a farmstead owned by Dr. W.A. Ayres. Dr. Ayres practiced medicine throughout Anderson and Cherokee counties and his descendants may still live in the area. We have the WA for two staged data recovery to start this week. (Start with Ayres first then Ewell). Survey for next segment of US 175.
    h. El Paso County - Final testing report approved by THC review; data recovery on 41EP2908, 41EP2913, and mitigation of Firecracker Pueblo likely to take place in early 2022.
3. Field Updates:
    a. CSJs 0044-04-047, 0044-04-049, US 82, Widening of Non-Freeway (12 miles), Montague County, Wichita Falls District. Survey of new ROW planned within the next couple months. Survey will employ shovel testing, supplemented by backhoe trenching along three drainages. Tribal letter is being prepared.
    b. CSJ: 0425-01-021, US 87 Road Widening; Hartley and Moore Counties, Amarillo District
    c. CSJ: 157505016 - SL 390 new location freeway; Harrison County, Atlanta District. - prehistoric and civil war sites nearby; survey to be scheduled. (4-17-2017)
    d. CSJ: 0522-04-032 – FM 16 widen freeway; Smith County, Tyler District; sites present near APE; potential for more sites (lost Caddo mound and village, not sure if it's in ROW); survey to be scheduled. (09-06-2017)
    e. CSJ:0909-37-064, CR 3412 at White Rock Creek Bridge Replacement; Hill County, Waco District – survey to be scheduled. (ETCT 4-2-2018)
    f. CSJ:1803-01-092, FM 1925 Roadway Improvements; Hidalgo Co. Pharr – no sites;

survey to be scheduled. (1-12-21)

g. CSJ: 0914-04-318, William Cannon Drive, Widen Non-Freeway; Travis County, Austin District – no sites; survey to be scheduled. (1-12-21)
h. CSJ: 0913-20-096, Woodley Road at Unnamed Draw, Bridge Replacement; Austin County, Yoakum District – no sites; survey to be scheduled. (12-18-20)
i. CSJ: 0110-05-126 I-45 Bridge Replacement of Southbound Bridge over Cypress Creek; Harris County, Houston District – survey likely; tbd. Consultation request forthcoming.
j. CSJ: 0474-01-005, PR 73 Bridge Replacement; Kimble County, San Angelo District – no sites in APE; survey to be scheduled. (12-9-20)
k. CSJ: 0408-05-028, FM 331 at Mill Creek, Bridge Replacement; Austin County, Yoakum District – 1 prehistoric occupation site in the APE; survey to be scheduled. (12-8-20)
l. CSJ: 0914-05-198, Brushy Creek Regional Trail Improvements; Williamson County, Austin District – 3 sites in the APE; survey to be scheduled. (11-3-20)
m. CSJ: 0271-01-066 (FM 2761 – I-10), Colorado County, Houston/Yoakum District – no sites on this segment of the project; survey to be scheduled. (11-20-20)
n. CSJ: 0177-14-039, SL 494, Bridge Replacement, Montgomery County, Houston District – no sites; survey to be scheduled. (11-16-20)
o. CSJ: 0211-06-059, US 77, Widen Non-Freeway; Fayette County, Yoakum District - Sites documented in APE: 41FY200, 41FY209; Sites documented adjacent to APE: 41FY515; Sites documented within one kilometer APE: 41FY62, 41FY108, 41FY109, 41FY533, 41FY539, 41FY572. Survey to be scheduled; permit pending. (11-16-20)
p. CSJ: 0261-01-041, US 67 at Lake Ridge Parkway; Ellis County – Awaiting survey of additional 12.78 acres once ROE/ROW obtained. No sites/no further work for parcels that were surveyed. (11-11-20)
q. CSJ: 2222-21-022, Turnback Canyon Hiking Trail.; Travis County – survey to be scheduled; no sites in APE. (11-4-20)
r. CSJ: 1059-01-047, FM 1173 Roadway Widening; Denton County, Dallas District – 2 post contact sites identified; ineligible. Survey to be scheduled on remaining parcels when access is granted. (6-29-20)
s. CSJ: 0922-33-165, Hachar-Reuthinger Loop; Webb Co., Laredo District - 41WB924-932 (eight sites) are described as prehistoric lithics scatters and procurement areas. None are recommended as eligible. 41WB933 is described as a prehistoric open campsite and additional investigations are recommended. (6-29-20)
t. CSJ: 2964-10-005 and 2964-10-006, SL-9 at IH-35, Grade Separation and new alignment; Dallas & Ellis Counties, Dallas District – no sites; survey to be scheduled. (6-29-20)
u. CSJ 0081-06-040, US 377 - Roadway widening; Denton County, Dallas District – 41DN622, the remains of an early-to-mid twentieth century household – ineligible; further survey to be scheduled when ROE acquired. (6-26-20)
v. CSJ: 0523-08-007, FM 1488, Widening of Non-Freeway; Montgomery County, Houston District – no sites in APE; survey to be scheduled when ROE acquired. (6-5-20)

4. Survey Results/No Historic Properties/Proceed to Construction
   a. CSJ: 0088-05-096, US 59 and US 77 Widening; Victoria County, Yoakum District - Note, all but 49 acres were surveyed due to denial of right of entry. We will survey the outstanding 49 acres as soon as the proposed new right-of-way has been acquired. (10-16-20, 3-2-21)
   b. CSJ: 0917-31-030, SL 1853, Madison County, Bryan District. Three cultural resources were identified within the project area; two historic period isolated finds (SS-02-CR-01 and SS-04-CR-02) and one prehistoric isolated find (SS-04-CR-01; one chert flake and one small piece of chert shatter). The isolated finds possess negligible research value and are recommended not eligible for the National Register of Historic Places (NRHP) under Criteria A, B, C, or D. No further work is recommended. (2-13-20)
   c. CSJ 0912-72-406, So. Diamondhead Blvd. at Gum Gully bridge replacement, Harris County, Houston District. (ETCT 1-6-17)
   d. CSJ: 1200-04-015, FM 1466, Add Shoulders; Williamson County, Austin District; no general survey required, but SWCA performed scraping adjacent to Mager Cemetery; fieldwork complete, nothing detected.
   e. CSJ: 0918-46-307, Cowling Road, Bridge Replacement; Denton County, Dallas District – no sites but high potential for archeological sites; field work to take place first of the

new year. (8-17-20). Survey complete, report approved by THC (no archeological sites encountered).
   f. CSJ: 0918-47-240, Merritt Rd, Widen roadway; Dallas County, Dallas District. (3-2-21)
   g. CSJ: 1186-01-091, FM 969 Added Capacity; Travis County, Austin District (2-8-21)
   h. CSJ: 0921-06-290, Old Alice Rd widening, from Sports Park Boulevard to SH 100; Cameron County, Pharr District (2-8-21)
   i. CSJ 2222-20-020, Trophy Club Park Trails Construction; Denton County, Dallas District (01-29-21)
   j. CSJ 2979-01-011, widen non-freeway FM 2931; Denton County, Dallas District - survey other areas when accessible (1-22-21)

5. Background Study/No Historic Properties/Proceed to Construction
   a. CSJ: 0913-18-036, Hicks Road at Lunis Creek, Bridge Replacement; Jackson County, Yoakum District (3-1-21)
   b. CSJ: 0215-09-035, FM 725 from Zipp Road to FM 78, Guadalupe County, San Antonio District - A previous survey investigation and limited testing recorded and evaluated sites 41GU91 and 93. The sites are not eligible in the APE. Site 41GU91 is a historic-age site. 41GU93 is a prehistoric site of lithic debitage. (2-26-21)
   c. CSJ: 008602030 - SH 359 Road Widening, Webb and Duval Counties, Laredo District (2-26-21)
   d. CSJ: 0016-07-113 etc., IH 35 Roadway improvements, new travel lanes; Bexar and Guadalupe Counties, San Antonio District (2-22-26)
   e. CSJ: 0540-04-074, FM 2154 widen non-freeway and new location, Brazos County, Bryan District. (2-11-21)
   f. CSJ: 0173-01-050, SH 34 widening and improvements; Ellis and Kaufman Counties, Dallas District (2-9-21)
   g. CSJ: 0015-10-062 and 0015-13-389, I-35, Widen Freeway; Travis and Williamson Counties, Austin District; 2 sites – no potential for intact deposits. (2-3-21)
   h. CSJ: 0015-13-077 and 0016-01-113, I-35 Widening and Improvements US 290W/SH 71; Travis and Hays Counties, Austin District (2-3-21)
   i. CSJ 2523-01-026, FM 2004 widening, Galveston, Houston District (2-2-21)
   j. CSJ: O922-20-024, Bridge Replacement, Valley Wells Rd at Espio Creek Bridge; LaSalle County, Laredo District (2-2-21)
   k. CSJ: O922-20-023, Bridge Replacement, Valley Wells Rd at Unnamed Draw Bridge; LaSalle County, Laredo District (2-2-21)
   l. CSJ: O922-20-022, Bridge Replacement at Cochina Rd at Unnamed Draw Bridge; LaSalle County, Laredo District (2-2-21)
   m. CSJ: O922-20-021, Bridge Replacement at Holland Dam Rd. at Elm Creek Bridge; LaSalle County, Laredo District (2-2-21)
   n. CSJ: O922-20-020, Bridge Replacement at El Jardin Rd at Frio River; LaSalle County, Laredo District (2-2-21)
   o. TxDOT Sec. 106 Consultation Request - CSJ: 2222-20-009, Construct New Hike and Bike Trail; Hays County (1-20-21)

From: Laura Cruzada

Sent: Wednesday, March 3, 2021 1:00 PM

To: celestine.bryant@actribe.org; ithompson@choctawnation.com; theodorev@comanchenation.com; janthpo@gmail.com; david.cook@kialegeetribe.net; dc13.dc4@gmail.com; kentcollier2000@yahoo.com; thpo@tttown.org; Holly Houghten <holly@mathpo.org>; section106@mcn-nsn.gov; raebutler@mcn-nsn.gov; clowe@mcn-nsn.gov; earlii@tunica.org; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; jwaffle@tonkawatribe.com; Gary.McAdams@wichitatribe.com; Terri.Parton@wichitatribe.com;

rquezada@ydsp-nsn.gov; Elizabeth Toombs <elizabeth-toombs@cherokee.org>; Alina Shively <ashively@jenachoctaw.org>; emspain@mcn-nsn.gov; dpacheco@okkt.net; ahunter@osagenation-nsn.gov; hahteed@comanchenation.com; martinac@comanchenation.com; dbatton@choctawnation.com; kyrau@astribe.com; margaretm@comanchenation.com; kpritchett@ukb-nsn.gov; cwhite@pci-nsn.gov; alec.tobine@actribe.org; 106NAGPRA@astribe.com; sodonnell@osagenation-nsn.gov; THPO@pci-nsn.gov; mooseanico@gmail.com; llangley@coushatta.org; lhaikey@pci-nsn.gov; lbilyeu@choctawnation.com; dkelly@delawarenation.com; jdaukei@mathpo.org; dhill@caddo.xyz; caddochair.cn@gmail.com; jlowe@alabama-quassarte.org; thunt@mcn-nsn.gov; dfrazier@astribe.com; epa4apachetribeok@gmail.com; ethompson@delawarenation-nsn.gov; dbatton@choctawnation.com; rdfontenot@coushatta.org; mcurrie@choctawnation.com; cbutler@astribe.com; Kate.Moore@bia.gov; Franks.D@sno-nsn.gov; mattocknie@kiowatribe.org; KDawsey@coushatta.org; egorsuch@ukb-nsn.gov; dfrazier@astribe.com; kickapoolegal@ktttribe.org; tonya@shawnee-tribe.com; Mary.botone@wichitatribe.com; deseray.helton@osagenation-nsn.gov
Cc: Scott Pletka <Scott.Pletka@txdot.gov>; Maley, Barbara (FHWA) <Barbara.Maley@dot.gov>
Subject: Agenda and List of Projects For today's 2 pm call with TxDOT and Tribes

Good afternoon!
Thank you for staying flexible for today's call, which was rescheduled during the Winter Storm of 2021. I hope everyone is safe and well, and we look forward to sharing info today and getting your feedback. Below is a draft agenda; if you have any additions or questions let me know. Also below is a list of projects for your review and coordination, which were sent out in the past month.

Meeting Information

Meeting link:https://txdot.webex.com/txdot/j.php?MTID=m4ce3adadaafa75854bc7a5648763472e
Meeting number: 160 769 7235
Password: Enviro2019@

More ways to join

Join by video system
Dial 1607697235@txdot.webex.com
You can also dial 173.243.2.68 and enter your meeting number.

Join by phone
+1-415-655-0003 United States TOLL
Access code: 160 769 7235

Agenda and list of projects:

Feb/March. 2021 Monthly Sec. 106 Call with TxDOT and Tribes

1. Program Updates
    a. Sec. 106 Consultation Template
    b. Annual Report
    c. Early Tribal Coordination Tool – formal consultation letters sent February 5, 2021, with database of projects.
    d. Tribal Histories Project
    e. Museums Training with Bullock and Texas Historical Commission

f. TBAG Breakout

g. Concho County Rest Area exhibit panel

h. Upcoming:

i. Law Enforcement Training

ii. Burial Protocol

1. Mitigation
   a. Gregg County post-review discovery
   b. ITBC Project in Hidalgo County
   c. Paleoindian Exhibit –
      i. Consultant to hire a tribal rep/subject matter expert for content
      ii. Partnership with Humanities Texas: they'll host the digital exhibit and they are working on the traveling exhibit portion as well.
   d. Cummins Creek, Colorado County – waiting to acquire ROW. Plan to include cadaver dogs in the scope.
   e. Mill Creek, Austin County - Tribes have asked to monitor the excavations here. Waiting to acquire ROW.
   f. Starr County - processing and analyzing materials recovered in Feb. During that field session, work at 41SR242 was concluded but a final ten-day field session to recover the last sample of thermal features at 41SR459 and will be required and take place late Winter or Spring 2021. A third site, 41SR462 still has denied ROE and will likely have to go to condemnation.
   g. Anderson County
      i. Caddo sites = 2 confirmed burials; 1 probably. Consulting with Caddo Nation. Area was scraped in December.
      ii. 19th-20th century sites - Archeological investigations revealed a farmstead owned by an African American family, Newt and Sarah Ray Ewell, during the Jim Crow Era. In addition, archeologists are examining a farmstead owned by Dr. W.A. Ayres. Dr. Ayres practiced medicine throughout Anderson and Cherokee counties and his descendants may still live in the area. We have the WA for two staged data recovery to start next week. (Start with Ayres first then Ewell). Survey for next segment of US 175.
   h. El Paso County - producing final report on testing of 3 sites; only 2 require further work, plus Firecracker Pueblo. Fieldwork might happen 2021-22. Final testing report under THC review; otherwise, no updates.

2. Field Updates:
   a. CSJs 0044-04-047, 0044-04-049, US 82, Widening of Non-Freeway (12 miles), Montague County, Wichita Falls District. Survey of new ROW planned within the next couple months. Survey will employ shovel testing, supplemented by backhoe trenching along three drainages. Tribal letter is being prepared.
   b. CSJ: 0425-01-021, US 87 Road Widening; Hartley and Moore Counties, Amarillo District
   c. CSJ: 157505016 - SL 390 new location freeway; Harrison County, Atlanta

District. - prehistoric and civil war sites nearby; survey to be scheduled. (4-17-2017)

d. CSJ: 0522-04-032 – FM 16 widen freeway; Smith County, Tyler District; sites present near APE; potential for more sites (lost Caddo mound and village, not sure if it's in ROW); survey to be scheduled. (09-06-2017)

e. CSJ:0909-37-064, CR 3412 at White Rock Creek Bridge Replacement; Hill County, Waco District – survey to be scheduled. (ETCT 4-2-2018)

f. CSJ:1803-01-092, FM 1925 Roadway Improvements; Hidalgo Co. Pharr – no sites; survey to be scheduled. (1-12-21)

g. CSJ: 0914-04-318, William Cannon Drive, Widen Non-Freeway; Travis County, Austin District – no sites; survey to be scheduled. (1-12-21)

h. CSJ: 0913-20-096, Woodley Road at Unnamed Draw, Bridge Replacement; Austin County, Yoakum District – no sites; survey to be scheduled. (12-18-20)

i. CSJ: 0110-05-126 I-45 Bridge Replacement of Southbound Bridge over Cypress Creek; Harris County, Houston District – survey likely; tbd. Consultation request forthcoming.

j. CSJ: 0474-01-005, PR 73 Bridge Replacement; Kimble County, San Angelo District – no sites in APE; survey to be scheduled. (12-9-20)

k. CSJ: 0408-05-028, FM 331 at Mill Creek, Bridge Replacement; Austin County, Yoakum District – 1 prehistoric occupation site in the APE; survey to be scheduled. (12-8-20)

l. CSJ: 0914-05-198, Brushy Creek Regional Trail Improvements; Williamson County, Austin District – 3 sites in the APE; survey to be scheduled. (11-3-20)

m. CSJ: 0271-01-066 (FM 2761 – I-10), Colorado County, Houston/Yoakum District – no sites on this segment of the project; survey to be scheduled. (11-20-20)

n. CSJ: 0177-14-039, SL 494, Bridge Replacement, Montgomery County, Houston District – no sites; survey to be scheduled. (11-16-20)

o. CSJ: 0211-06-059, US 77, Widen Non-Freeway; Fayette County, Yoakum District - Sites documented in APE: 41FY200, 41FY209; Sites documented adjacent to APE: 41FY515; Sites documented within one kilometer APE: 41FY62, 41FY108, 41FY109, 41FY533, 41FY539, 41FY572. Survey to be scheduled; permit pending. (11-16-20)

p. CSJ: 0261-01-041, US 67 at Lake Ridge Parkway; Ellis County – Awaiting survey of additional 12.78 acres once ROE/ROW obtained. No sites/no further work for parcels that were surveyed. (11-11-20)

q. CSJ: 2222-21-022, Turnback Canyon Hiking Trail.; Travis County – survey to be scheduled; no sites in APE. (11-4-20)

r. CSJ: 1059-01-047, FM 1173 Roadway Widening; Denton County, Dallas District – 2 post contact sites identified; ineligible. Survey to be scheduled on remaining parcels when access is granted. (6-29-20)

s. CSJ: 0922-33-165, Hachar-Reuthinger Loop; Webb Co., Laredo District - 41WB924-932 (eight sites) are described as prehistoric lithics scatters and procurement areas. None are recommended as eligible. 41WB933 is described as a prehistoric open campsite and additional investigations are recommended. (6-29-20)

t. CSJ: 2964-10-005 and 2964-10-006, SL-9 at IH-35, Grade Separation and new

alignment; Dallas & Ellis Counties, Dallas District – no sites; survey to be scheduled. (6-29-20)

u. CSJ 0081-06-040, US 377 - Roadway widening; Denton County, Dallas District – 41DN622, the remains of an early-to-mid twentieth century household – ineligible; further survey to be scheduled when ROE acquired. (6-26-20)

v. CSJ: 0523-08-007, FM 1488, Widening of Non-Freeway; Montgomery County, Houston District – no sites in APE; survey to be scheduled when ROE acquired. (6-5-20)

w. CSJ: 0917-31-030, SL 1853, Madison County, Bryan District. WA in development for intensive archeological survey. SWCA will be performing work on new location areas for proposed loop south of Madisonville. Fieldwork is scheduled to begin in January 2021. No sites known at this time, but it is new location. Much of the APE is in floodplain soils with high potential for site preservation, and a portion f the APE follows the route of the La Bahia Road, which connected to the Upper Coushatta Trace farther to the east; Pedestrian survey underway, holding on trenching. No current info on survey findings. (2-13-20)

3. Survey Results/No Historic Properties/Proceed to Construction
   a. CSJ: 0917-31-030, SL 1853, Madison County, Bryan District. Three cultural resources were identified within the project area; two historic period isolated finds (SS-02-CR-01 and SS-04-CR-02) and one prehistoric isolated find (SS-04-CR-01; one chert flake and one small piece of chert shatter). The isolated finds possess negligible research value and are recommended not eligible for the National Register of Historic Places (NRHP) under Criteria A, B, C, or D. No further work is recommended. (2-13-20)

   b. CSJ 0912-72-406, So. Diamondhead Blvd. at Gum Gully bridge replacement, Harris County, Houston District. (ETCT 1-6-17)

   c. CSJ: 0918-47-240, Merritt Rd, Widen roadway; Dallas County, Dallas District. (3-2-21)

   d. CSJ: 1186-01-091, FM 969 Added Capacity; Travis County, Austin District (2-8-21)

   e. CSJ: 0921-06-290, Old Alice Rd widening, from Sports Park Boulevard to SH 100; Cameron County, Pharr District (2-8-21)

   f. CSJ 2222-20-020, Trophy Club Park Trails Construction; Denton County, Dallas District (01-29-21)

   g. CSJ 2979-01-011, widen non-freeway FM 2931; Denton County, Dallas District - survey other areas when accessible (1-22-21)

4. Background Study/No Historic Properties/Proceed to Construction
   a. CSJ: 0913-18-036, Hicks Road at Lunis Creek, Bridge Replacement; Jackson County, Yoakum District (3-1-21)

   b. CSJ: 0215-09-035, FM 725 from Zipp Road to FM 78, Guadalupe County, San Antonio District - A previous survey investigation and limited testing recorded and evaluated sites 41GU91 and 93. The sites are not eligible in the APE. Site 41GU91 is a historic-age site. 41GU93 is a prehistoric site of lithic debitage. (2-26-21)

   c. CSJ: 008602030 - SH 359 Road Widening, Webb and Duval Counties, Laredo District (2-26-21)

d. CSJ: 0016-07-113 etc., IH 35 Roadway improvements, new travel lanes; Bexar and Guadalupe Counties, San Antonio District (2-22-26)

e. CSJ: 0540-04-074, FM 2154 widen non-freeway and new location, Brazos County, Bryan District. (2-11-21)

f. CSJ: 0173-01-050, SH 34 widening and improvements; Ellis and Kaufman Counties, Dallas District (2-9-21)

g. CSJ: 0015-10-062 and 0015-13-389, I-35, Widen Freeway; Travis and Williamson Counties, Austin District; 2 sites – no potential for intact deposits. (2-3-21)

h. CSJ: 0015-13-077 and 0016-01-113, I-35 Widening and Improvements US 290W/SH 71; Travis and Hays Counties, Austin District (2-3-21)

i. CSJ 2523-01-026, FM 2004 widening, Galveston, Houston District (2-2-21)

j. CSJ: O922-20-024, Bridge Replacement, Valley Wells Rd at Espio Creek Bridge; LaSalle County, Laredo District (2-2-21)

k. CSJ: O922-20-023, Bridge Replacement, Valley Wells Rd at Unnamed Draw Bridge; LaSalle County, Laredo District (2-2-21)

l. CSJ: O922-20-022, Bridge Replacement at Cochina Rd at Unnamed Draw Bridge; LaSalle County, Laredo District (2-2-21)

m. CSJ: O922-20-021, Bridge Replacement at Holland Dam Rd. at Elm Creek Bridge; LaSalle County, Laredo District (2-2-21)

n. CSJ: O922-20-020, Bridge Replacement at El Jardin Rd at Frio River; LaSalle County, Laredo District (2-2-21)

o. TxDOT Sec. 106 Consultation Request - CSJ: 2222-20-009, Construct New Hike and Bike Trail; Hays County (1-20-21)

Laura Cruzada
Public Involvement Speciaist and Tribal Liaison
Environmental Affairs Division
laura.cruzada@txdot.gov
TxDOT office: 512-416-2638
TxDOT mobile: 737-212-3795

From: Suzanne Walsh
To: Tricia Bruck-Hoyt-C
Cc: Andrew Cooper-C; Dennis Palafox; Tracy White; Andrew Blair; Angela McMurray-C; Sonya Hernandez
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review
Date: Friday, May 7, 2021 4:52:10 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tricia,

Thank you for submitting the following project for early coordination: I-35 from SH 71 to SH 45 Southeast (CSJ: 0015-13-077). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on January 26, 2021 and in emails below. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Sent: Friday, May 7, 2021 11:21 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>; Angela McMurray-C <AMCMUR-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Hi Suzanne,

Thank you for your comments on the CapEx-South project (0015-13-077). TxDOT's responses are provided below.

Thanks,



Tricia Bruck-Hoyt, AICP, PMP | Mobility35 GEC Environmental Lead
Austin District
7901 N. IH 35, Austin, TX 78753
Phone: (512) 832-7256 office (512) 739-9450 cell | Email: tbruck-c@txdot.gov

---

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Tuesday, April 13, 2021 4:40 PM
To: Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Tricia/Sonya,

Thank you for your patience. I am sorry that it has taken me awhile to get back to you with comments and recommendations. Please see below and let me know if you have any questions.

Thanks,
Suzanne

1. There were a few inconsistencies in environmental documents for the project regarding species BMPs planned for implementation:

   TPWD notes that the approved draft EA (file labeled 2021-03-29 03_20_05_APPROVED_CapEx-S_DraftEA_Body_w_Appendices_2021-03-29) indicates that TxDOT will implement the following BMPs; however these BMPs were not included in the Tier I form. Please confirm whether the BMPs will be implemented for the project.

   - For migratory birds, the following Bird BMPs and MBTA guidelines, as present as a Special Note on the PS&E Environmental Permits, Issues, and Commitments sheet, would be implemented:
     - Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active

should not be disturbed.

- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season;
- Avoid removal of unoccupied, inactive nests, as practicable;
- Prevent the establishment of active nests during the nesting season in TxDOT owned and operated facilities and structures proposed for replacement or repair;
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
- In the event that migratory birds are encountered on-site during project construction, TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young by the use of proper phasing of the project or other appropriate actions to include:
    - No active migratory bird nests (nests containing eggs and/or young) will be removed or destroyed at any time of the year.
    - No colonial nests (swallows, for example) on or in structures will be removed until all nests in the colony become inactive.
    - Measures, to the extent practicable, will be used to prevent or discourage migratory birds from building nests within portions of the project area planned for construction.
    - Inactive nests will be removed from the project area to minimize the potential for reuse by migratory birds.
    - Construction or demolition activities will be scheduled outside the typical nesting season (February 15 to October 1), and will comply with the previously listed prohibitive provisions of the MBTA, which apply year-round.

TxDOT Response: *TxDOT will implement the following BMP related to migratory birds "The contractor's attention is directed to the fact that there is the possibility that migratory birds may be nesting in any woody vegetation or existing structures within the project limits. The contractor shall remove all old migratory bird nests from any woody vegetation or structures between September 16 and February 28 while the nests are not occupied by a bird. In addition, the contractor must be prepared to prevent migratory birds from re-nesting between March 1 and September 15. All methods must be approved by the Austin District Biologist well in advance of planned use." Section 8. Post-Environmental Activities and Design/Construction Commitments will be updated to reflect this commitment in the Final EA.*

- Standard TxDOT Vegetation BMPs:
    - a. Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs, should be avoided to the greatest extent practicable.
    - b. The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.

TxDOT Response: *TxDOT will implement the following BMP related to vegetation: "Avoid vegetation clearing activities during the general bird nesting season, March 1 through September 15, to minimize adverse impacts to birds."*

"All disturbed areas will be re-vegetated according to TxDOT's standard practices for urban areas and the TCEQ Construction General Permit (CGP) to the extent practicable, in compliance

with Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping. Re-vegetation efforts would provide appropriate and sustainable cover to prevent erosion and siltation."

Section 8. Post-Environmental Activities and Design/Construction Commitments will be updated to reflect these commitments in the Final EA.

TPWD notes that the Tier I form indicates that TxDOT will implement the following BMP; however, the BMP was not included in the approved draft EA (file labeled 2021-03-29 03_20_05_APPROVED_CapEx-S_DraftEA_Body_w_Appendices_2021-03-29). Please confirm whether the BMPs will be implemented for the project.

- For the Correll's false dragon head, Greenman's bluet, Mexican free-tailed bat, narrowleaf brickelbush, net-leaf bundleflower, Texas milk vetch, Texas shiner, and tree dodder, contractors will be advised of potential occurrence in the Project Area, to avoid harming the species if encountered.

TxDOT Response: *TxDOT will implement this BMP and will add it to Section 8. Post-Environmental Activities and Design/Construction Commitments in the Final EA.*

2. Please make sure to submit records to the TXNDD for bat roost observations documented within the project area to ensure these locations are entered into the NDD (including data on species, estimated population size, and survey date). Data can be submitted using forms on TPWD website (see weblink: https://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml) or by electronic format (i.e. excel spreadsheets, pictures, shapefiles with attributes). If you have any questions about submitting data, you may contact the TXNDD staff by email at: TexasNatural.DiversityDatabase@tpwd.texas.gov

   Additionally, TPWD requests to be notified if TxDOT detects other SGCN bat species in addition to cave myotis and Mexican free-tailed bats within the project area.

TxDOT Response: *TxDOT will submit the results of the bat habitat assessment and occupancy survey for bats to TxNDD.*

3. TPWD recommends implementing the Additional Bat BMPs in Section 2: Standard Recommendations to the project:

   - Bat surveys of structures should include visual inspections of structural fissures (cracked or spalled concrete, damaged or split beams, split or damaged timber railings), crevices (expansion joints, space between parallel beams, spaces above supports piers), and alternative structures (drainage pipes, bolt cavities, open sections between support beams, swallow nests) for the presence of bats.
   - Before excluding bats from any occupied structure, bat species, weather, temperature, season, and geographic location must be incorporated into any exclusion plans to avoid unnecessary harm or death to bats. Winter exclusion must entail a survey to confirm either, 1) bats are absent or 2) present but active (i.e. continuously active - not intermittently active due to arousals from hibernation}.
   - Avoid using materials that degrade quickly, like paper, steel wool or rags, to close holes.

- Avoid using products or making structural modifications that may block natural ventilation, like hanging plastic sheeting over an active roost entrance, thereby altering roost microclimate.
- Avoid using chemical and ultrasonic repellents
- Avoid use of silicone, polyurethane or similar non-water-based caulk products.
- Avoid use of expandable foam products at occupied sites
- Avoid the use of flexible netting attached with duct tape.
- In order to avoid entombing bats, exclusion activities should be only implemented by a qualified individual. A qualified individual or company should possess at least the following minimum qualifications:
    - Experience in bat exclusion (the individual, not just the company).
    - Proof of rabies pre-exposure vaccinations.
    - Demonstrated knowledge of the relevant bat species, including maternity season date range and habitat requirements.
    - Demonstrated knowledge of rabies and histoplasmosis in relation to bat roosts.
- Contact TPWD for additional resources and information to assist in executing successful bat exclusions that will avoid unnecessary harm or death in bats.

TxDOT Response: *TxDOT will implement these additional Bat BMPs, but may use expandable foam products in areas where bat have been completely excluded. TxDOT will prevent bats from coming into contact with the expandable foam products after application.*

4. TPWD recommends that contractors should be advised to place staging areas, stock piles, and other project related sites in previously disturbed areas outside of the riparian corridor, at least 100 feet, whenever possible.

TxDOT Response: *TxDOT will implement this BMP related to staging areas: "Approved PSLs should be placed in upland areas outside of the floodplain/riparian corridor whenever possible."*

5. Please contact our Kast and Spills Team (KAST) to coordinate with them If any dewatering is needed for the project. TPWD KAST Region 1 contact information for Travis and Hays counties can be found at the weblink: https://tpwd.texas.gov/landwater/water/environconcerns/kills_and_spills/regions/kas_r1.html

TxDOT Response: *TxDOT will implement this BMP.*

6. TPWD recommends surveying for rare plant species that have been identified as having potential habitat within the project area during their respective flowering periods (usually the most advantageous time to observe many rare plant species). If SCGN plants are found within the project area, but outside the project footprint, please protect them with temporary barrier fencing and alert contractors to avoid disturbing the plants. If SCGN plants are found with the project footprint, please contact us at WHAB_TXDOT@tpwd.texas.gov to discuss options to seed bank or otherwise conserve populations prior to construction. Please submit records to the TXNDD for any SCGN plants found and copy our email address.

TxDOT Response: *TxDOT will make an effort to look for these rare plant species as we continue fieldwork for this project. We will submit any new records to TxNDD.*

From: Suzanne Walsh
Sent: Friday, April 9, 2021 9:09 AM
To: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>; Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

Sonya,

Thanks for the email. I am finalizing my review for this project and should get back to you on Monday. I appreciate your patience.

Thanks,
Suzanne

From: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Sent: Wednesday, April 7, 2021 8:46 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>; Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Good morning Suzanne,
I thought I'd check in and see how your review is coming along. It looks like we sent this over at the end of January and the public hearing is quickly approaching.

Our draft EA has been approved for circulation to the public and we will be proceeding with a virtual public hearing with an in-person option for this project that will begin on Tuesday, April 27, 2021 at 9 a.m. and will be available until Wednesday, May 26, 2021. Please see the attached Notice of Availability for the environmental documents and the public hearing materials. The documents and materials will be available for review when the public hearing goes live.

Please let us know if you have any questions or comments in regard to the early coordination or in relation to the hearing.
Thanks,
Sonya

Sonya Y. Hernandez, P.G.
Environmental Program Manager
Austin District
Texas Department of Transportation

Sonya.Hernandez@txdot.gov
Office: 512-832-7096

From: Tricia Bruck-Hoyt-C
Sent: Sunday, February 28, 2021 2:52 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

Hi Suzanne – We have uploaded the latest version of the project layout under "Other Project-Related Information" in ECOS, please let us know if you have any trouble accessing this file.

The consultant team supporting this project did conduct field work as part of the information used to complete the Species Impact Table and the Tier 1 Site Assessment. During this fieldwork, evidence of bats using the bridges at I-35 at Onion Creek was observed.

Thanks,

Texas Department of Transportation
Tricia Bruck-Hoyt, AICP, PMP | Mobility35 GEC Environmental Lead
Austin District
7901 N. IH 35, Austin, TX 78753
Phone: (512) 832-7256 office (512) 739-9450 cell | Email: tbruck-c@txdot.gov

---

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Friday, February 26, 2021 5:35 PM
To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tricia,

Thank you for your patience. I am sorry that it has taken me awhile to respond to this project. The Tier I form mentions that bats were observed underneath bridge crossings with the project area, but doe not specify specific locations. Could you provide information about where bats were observed. Also, did TxDOT survey for SGCN plants? Do you have a schematic available to review?

Thanks,
Suzanne

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Sent: Monday, January 25, 2021 8:38 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Hi Suzanne – I wanted to point out that this project is in Travis and Hays counties, it's not in Williamson County.

Thanks,

Texas Department of Transportation
Tricia Bruck-Hoyt, AICP, PMP | Mobility35 GEC Environmental Lead
Austin District
7901 N. IH 35, Austin, TX 78753
Phone: (512) 832-7256 office (512) 739-9450 cell | Email: tbruck-c@txdot.gov

---

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Monday, January 25, 2021 6:43 PM
To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>;

Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 45922. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Sent: Monday, January 25, 2021 5:47 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>
Subject: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Good evening,

We wanted to let you know that the Tier I Site Assessment has been uploaded to ECOS and is ready

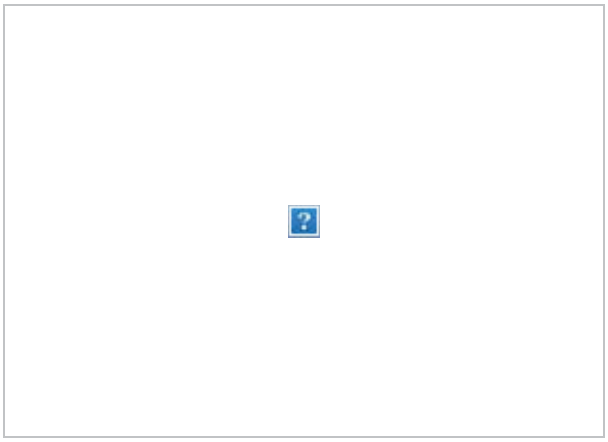
for TPWD's review.

Project: I-35 from SH71/Ben White Blvd. to SH 45SE (Travis and Hays County)
CSJ: 0015-13-077
Expected Environmental Clearance Date: Summer 2021

Please let us know if you need any additional information.

Thanks,

Texas Department of Transportation
Tricia Bruck-Hoyt, AICP, PMP | Mobility35 GEC Environmental Lead
Austin District
7901 N. IH 35, Austin, TX 78753
Phone: (512) 832-7256 office (512) 739-9450 cell | Email: tbruck-c@txdot.gov









From:	Laura Cruzada
To:	Tricia Bruck-Hoyt-C
Subject:	FW: Notice of Draft Environmental Assessment - From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast CSJs: 0015-13-077, 0016-01-113
Date:	Monday, April 12, 2021 12:54:54 PM
Attachments:	FINAL_CapEx-S_Draft EA NOA_2021-03-25.pdf

From: Laura Cruzada
Sent: Monday, April 12, 2021 12:54 PM
To: mattocknie@kiowatribe.org; holly@mathpo.org; dhill@caddo.xyz; caddochair.cn@gmail.com; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; Celestine.bryant@actribe.org; alec.tobine@actribe.org; epa4apachetribeok@gmail.com; martina.minthorn@comanchenation.com; theodorev@comanchenation.com; tonya@shawnee-tribe.com; marshall.e@sno-nsn.gov; jacey.lamar@wichitatribe.com; Mary.botone@wichitatribe.com; ethompson@delawarenation-nsn.gov
Cc: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Subject: Notice of Draft Environmental Assessment - From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast CSJs: 0015-13-077, 0016-01-113

Please see the attached information about the South end of this project. Please let me know if you have any questions!

From: Laura Cruzada
Sent: Wednesday, March 31, 2021 11:24 AM
To: mattocknie@kiowatribe.org; holly@mathpo.org; dhill@caddo.xyz; caddochair.cn@gmail.com; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; Celestine.bryant@actribe.org; alec.tobine@actribe.org; epa4apachetribeok@gmail.com; martina.minthorn@comanchenation.com; theodorev@comanchenation.com; tonya@shawnee-tribe.com; marshall.e@sno-nsn.gov; jacey.lamar@wichitatribe.com; Mary.botone@wichitatribe.com; ethompson@delawarenation-nsn.gov
Cc: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Subject: Notice of Draft Environmental Assessment - CSJs: 0015-10-062, 0015-13-389 Travis and Williamson Counties, Texas

Good morning,
Please find below and attached information about the above referenced project, sent to you on behalf of the TxDOT Austin District.

The Texas Department of Transportation (TxDOT) is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Monday, May 10, 2021, at 9 a.m.** To log onto the virtual public hearing, go to the following web address starting at the date and time indicated above:

my35capex.com.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Michelle Cooper at (512) 832-7138 or Michelle.Cooper@txdot.gov.

Laura Cruzada
Public Involvement Speciaist and Tribal Liaison
Environmental Affairs Division
laura.cruzada@txdot.gov
TxDOT office: 512-416-2638
TxDOT mobile: 737-212-3795

Notice
Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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 Dec. 9, 2019, and executed by FHWA and TxDOT.

From:	Sonya Hernandez
To:	ashby.johnson@campotexas.org; ryan.collins@campotexas.org; Justin Kockritz; bill.martin@thc.texas.gov; Suzanne Walsh (Suzanne.Walsh@tpwd.texas.gov); Soliz, Ricardo; Stewart, Justin; Montes, Gregory; Scott, Randy; Grantham, Scott
Cc:	Lindsey Kimmitt; Tricia Bruck-Hoyt-C; Angela McMurray-C
Subject:	Notice of Draft Environmental Assessment and Public Hearing - M35 CapEx South (CSJ 0015-13-077)
Date:	Tuesday, April 27, 2021 2:26:48 PM
Attachments:	FINAL_CapEx-S_Draft EA NOA_2021-03-25.pdf

Good afternoon,
The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. The Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 within the project limits. The Draft EA for the proposed project has been approved for circulation to the public and the virtual public hearing is now live at https://my35capex.com/. The virtual public hearing began today, Tuesday, April 27, 2021 at 9 a.m. and will be available until Wednesday, May 26, 2021.

An in-person option is available for this public hearing. Please see the attached Notice of Availability for details and for more information regarding the environmental documents and the public hearing materials.

Please let me know if you have any questions.
Thank you,
Sonya

Sonya Y. Hernandez, P.G.
Environmental Program Manager
Austin District
Texas Department of Transportation

Sonya.Hernandez@txdot.gov
Office: 512-832-7096

Notice
Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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 Dec. 9, 2019, and executed by FHWA and TxDOT.

From:	Sonya Hernandez
To:	ashby.johnson@campotexas.org
Cc:	ryan.collins@campotexas.org; Lindsey Kimmitt; Tricia Bruck-Hoyt-C; Angela McMurray-C
Subject:	Notice of Draft Environmental Assessment and Public Hearing - M35 CapEx South (CSJ 0015-13-077)
Date:	Wednesday, April 14, 2021 9:53:13 AM
Attachments:	FINAL_CapEx-S_Draft EA NOA_2021-03-25.pdf

Good morning,
The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. The Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 within the project limits. The Draft EA for the proposed project has been approved for circulation to the public and TxDOT will be proceeding with a virtual public hearing (with an in-person option) for this project that will begin on Tuesday, April 27, 2021 at 9 a.m. and will be available until Wednesday, May 26, 2021.

Please see the attached Notice of Availability for the environmental documents and the public hearing materials. The documents and materials will be available for review on the date the public hearing goes live. Let us know if you have any questions.
Thanks,
Sonya

Sonya Y. Hernandez, P.G.
Environmental Program Manager
Austin District
Texas Department of Transportation

Sonya.Hernandez@txdot.gov
Office: 512-832-7096

Notice
Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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 Dec. 9, 2019, and executed by FHWA and TxDOT.

From:	Lindsey Kimmitt
To:	"NEPA@tceq.texas.gov"
Cc:	Sonya Hernandez; Tricia Bruck-Hoyt-C; Angela McMurray-C
Subject:	Draft environmental assessment for a highway project
Date:	Tuesday, April 27, 2021 2:40:33 PM
Attachments:	042721-CAPEX SOUTH-PH notice and draft EA NOA.pdf

Attached please find a Notice of Availability of a DRAFT environmental assessment for a highway project. The draft environmental assessment can be found here: https://capexsouth.mobility35openhouse.com/environmental-overview/

Sincerely,

Lindsey Kimmitt
512-416-2547

Notice
Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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 Dec. 9, 2019, and executed by FHWA and TxDOT.

From: Sonya Hernandez
To: Justin Kockritz; bill.martin@thc.texas.gov
Cc: Rebekah Dobrasko; Angela McMurray-C; Tricia Bruck-Hoyt-C
Subject: Notice of Draft Environmental Assessment and Public Hearing - M35 CapEx South (CSJ 0015-13-077)
Date: Wednesday, April 14, 2021 9:56:45 AM
Attachments: FINAL_CapEx-S_Draft EA NOA_2021-03-25.pdf

Good morning,
The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. The Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 within the project limits. The Draft EA for the proposed project has been approved for circulation to the public and TxDOT will be proceeding with a virtual public hearing (with an in-person option) for this project that will begin on Tuesday, April 27, 2021 at 9 a.m. and will be available until Wednesday, May 26, 2021.

Please see the attached Notice of Availability for the environmental documents and the public hearing materials. You are receiving this notice as an agency with which TxDOT has conducted coordination on the project. The documents and materials will be available for review on the date the public hearing goes live. Let us know if you have any questions.
Thanks,
Sonya

Sonya Y. Hernandez, P.G.
Environmental Program Manager
Austin District
Texas Department of Transportation

Sonya.Hernandez@txdot.gov
Office: 512-832-7096

Notice
Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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 Dec. 9, 2019, and executed by FHWA and TxDOT.

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Toby Baker, *Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project:

I-35 CAPITAL EXPRESS SOUTH - FROM US 290 WEST/SH 71/BEN WHITE BOULEVARD TO SH 45 SOUTHEAST (CSJs: 0015-13-077, 0016-01-113)

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

This project is in an area of Texas designated by the United States Environmental Protection Agency as unclassifiable or in attainment of the National Ambient Air Quality Standards for all six criteria air pollutants. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.

We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or NEPA@tceq.texas.gov.

Tricia Bruck-Hoyt-C

From: Sonya Hernandez
Sent: Wednesday, April 7, 2021 8:46 AM
To: Suzanne Walsh
Cc: Andrew Cooper-C; Dennis Palafox; Tracy White; Andrew Blair; Tricia Bruck-Hoyt-C
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review
Attachments: FINAL_CapEx-S_Draft EA NOA_2021-03-25.pdf

Good morning Suzanne,
I thought I'd check in and see how your review is coming along. It looks like we sent this over at the end of January and the public hearing is quickly approaching.

Our draft EA has been approved for circulation to the public and we will be proceeding with a virtual public hearing with an in-person option for this project that will begin on Tuesday, April 27, 2021 at 9 a.m. and will be available until Wednesday, May 26, 2021. Please see the attached Notice of Availability for the environmental documents and the public hearing materials. The documents and materials will be available for review when the public hearing goes live.

Please let us know if you have any questions or comments in regard to the early coordination or in relation to the hearing.
Thanks,
Sonya

Sonya Y. Hernandez, P.G.
Environmental Program Manager
Austin District
Texas Department of Transportation

Sonya.Hernandez@txdot.gov
Office: 512-832-7096

From: Tricia Bruck-Hoyt-C
Sent: Sunday, February 28, 2021 2:52 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

Hi Suzanne – We have uploaded the latest version of the project layout under "Other Project-Related Information" in ECOS, please let us know if you have any trouble accessing this file.

The consultant team supporting this project did conduct field work as part of the information used to complete the Species Impact Table and the Tier 1 Site Assessment. During this fieldwork, evidence of bats using the bridges at I-35 at Onion Creek was observed.

Thanks,

Texas Department of Transportation
Tricia Bruck-Hoyt, AICP, PMP | Mobility35 GEC Environmental Lead
Austin District
7901 N. IH 35, Austin, TX 78753
Phone: (512) 832-7256 office (512) 739-9450 cell | Email: tbruck-c@txdot.gov

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Friday, February 26, 2021 5:35 PM
To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tricia,

Thank you for your patience. I am sorry that it has taken me awhile to respond to this project. The Tier I form mentions that bats were observed underneath bridge crossings with the project area, but doe not specify specific locations. Could you provide information about where bats were observed. Also, did TxDOT survey for SGCN plants? Do you have a schematic available to review?

Thanks,
Suzanne

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Sent: Monday, January 25, 2021 8:38 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Hi Suzanne – I wanted to point out that this project is in Travis and Hays counties, it's not in Williamson County.

Thanks,

Texas Department of Transportation
Tricia Bruck-Hoyt, AICP, PMP | Mobility35 GEC Environmental Lead
Austin District
7901 N. IH 35, Austin, TX 78753
Phone: (512) 832-7256 office (512) 739-9450 cell | Email: tbruck-c@txdot.gov

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Monday, January 25, 2021 6:43 PM
To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 45922. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Sent: Monday, January 25, 2021 5:47 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>
Subject: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Good evening,

We wanted to let you know that the Tier I Site Assessment has been uploaded to ECOS and is ready for TPWD's review.

Project: I-35 from SH71/Ben White Blvd. to SH 45SE (Travis and Hays County)
CSJ: 0015-13-077
Expected Environmental Clearance Date: Summer 2021

Please let us know if you need any additional information.

Thanks,



Tricia Bruck-Hoyt, AICP, PMP | Mobility35 GEC Environmental Lead
Austin District
7901 N. IH 35, Austin, TX 78753
Phone: (512) 832-7256 office (512) 739-9450 cell | Email: tbruck-c@txdot.gov

---

A Texas Department of Transportation (TxDOT) employee

#EndTheStreakTX

A Texas Department of Transportation (TxDOT) employee

#EndTheStreakTX

Notice
Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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 Dec. 9, 2019, and executed by FHWA and TxDOT.

Appendix H
ICI Questi nnai e and Resp nse

Amponsah, Al ander K

From: Amponsah Alexander K
Sent: Tu sday, August 11, 2020 5:05 PM
To: al .amponsah@atkinsglobal.com
Subj ct: Mobility 35 Capita Express South Indirect Impacts Questionnair
Attachments: Capita Express South Indirect Study Area.pdf

Ā AÀÁ
Á
ÂÃÁÂ Á ÅÅĀĄÆÁBÆÁACÁÁÂB AĄÆĀÀBĆÃÄÅČÂĊÁĆĀĆĄ DĀÆĊĎÁÆÃÃĄÅÃÃĐÁĆÆÅĄÇÆ BÆÁACÁÈÉÁCĄÆÁÊĚĒĚĖĘĚĀ ÁFGÁ
ÆAÃĀĞÉĚĞÁĆBÁÂÇĆĀÁĠDBÆĞĄHĆÆÃÀÆĄĀĞĀĚÁĀĄ Á ÄÆBĐĆĎÁÀÆÁĤ ĆBÁĚÆĄÁĆBÁĐĐÀÁĀĞĀÁĠDBÆĞĄÂĀÁÅĄ A ĐÁ
ĆÉÅĄĞ ÆB ÆĂÁĦD ĐÁĀĐÉÀĦAÁBABEÆ ĐÁÉĀBĀĎĐ Á ĀB ÁĆBÁÃĀÁĐĆĄÆĆABÀĂĄABĂÆĄÀÉÁĆBÆÀĄÆCABĂĐÁÍĄĆĎĂÁÆÁ
ĆÀĄĀĂÁÍ ĄĆĎ ÁÌ ĀĄĀBÌĂÁ BĐÁĀĂÆĦĂÆÉAÍĆ ĆÆĢÀĐÁĆÉÅĄÇ ÁĆÌĢÌ ÁĀBĐÅĐ ĂÆĄĆÃÀÌÁÉÁĐĀÆĆBĂÁĀBĎÁĐÈÈÉÁ
CĄABÆĀĎĄA ĐĂÃBĐÁĀĀÉĂÆĘĦĂÆÁÌĄĂĂĆĎB IÁÎÆÀĒĐ ÁĆÃÁÉĀÅÁĆÆĒĂÁĚÆĐĢÁÎĄĀ IÁÁ
Á
ĖÁĄ ÌAĎBĆÎ ÁÆĀÃÀÀĀ Ā ÅĄÆÁĀÁÁÉA ÆÁÏBH ĐĎ Ā Í ÁĀÍADÉÁĆĐĐÁĄĀBĐÁDI ĀÌĀĂ ÁĀBĂHĄÁÆĀĆA AHĆBĎÁÎĎ ÆĆABĂÁ
ÆAÁÆÉÃ ÆÁĆÁĢAĐBĄH ĐĎĀĐĆÁĆĐÁĀĄÁBÆÉÆÃÁÍĂÁÉÅĄĂAĐBÆÁBĂHĄÁÆĀÁÎĎĂ ÆĆABĂÀÃÅÁĆĄĦĀĄĐÁÆĀĞÆÁÉÃ
ÅĄÅĄĆĀÆÁÃABÁĄÁÅĄĂABĂÁĦÉĀĆĞĄDĄÁĄĎĀBĎĀÆĆBÁÁ
Á
GIÁÁÁÁÁÁÁÁÁÁÁÁĞĄDÁĀHĀÁĄACÁĐĢÁÅĄÅĂĐÁ ĀBĐÁĐÇ AÅÉBÆĂÏÁĐCÁĂÅ Ā ÁÉĄÏÁÃÉÁĎBĄ ÁĀĀĄĂÁABÁÉÁÃÆÉÌĀĐÁÉ Á
ĀBĐÁÃĄÇĆĐÁÆĀÁÌĀÆĆABĐÉÃÁÀĆÏÁĈÎĎÌÀĀĄĂÀĐB ĆĢÈÁÁBĐÍ ĄÁACÁDĐÉĆĞĆĀBĐÁÉĆÉĀĐÉÁÌ ABĂÆĄĐĐĆBÁĂĀĄĐĐÉÁACÁĀBĐĢ
ĀBBĐ ÁĐÇ AÅÉBÆĂÏÁ
Á
ËIÁÁÁÁÁÁÁÁÁÁÁĞĄDÁĀHĀÁĄACÁĐĢÁÅĄÅĂĐÁDÆĐÉĢÁĆĐĀÃ ÆĆBĂÁĆĀÆĄĂĂHĄÀÁ ÌÆĄĆÌÁÌÉÆDBĆĀÆĆBĆÁĄÁĄĐH ĢÁ
ĆÉÅĄĞ ÆB ÆĂÌÁĐĆĂÁÅ Ā ÁÉĀĄÏÁÁÉÃÁÌĀÆĆBĂÁCÁÆÃĄÅÅĂĐÁDÆĆ ĆÆĆĐĐÁĄĀĐHĀĢĂÁBÁÉĀÁÁÆĀÌĀĐÁÉĀÅÁ
Á
ÎĀĂ ÁĂDÍÆĆĞĢÁDĄĀBĂHĄ ĂÁÆĂÁĀĐĐĄĂĂÍ AHÁĈ ÌÆĄABĆĀĄĂ ABĂĂÁĀĄÁH Ì AÉĐ ÁHÉÃÁ ĎĆ ÁÉĀĄĐÁ D ÁÉĀÅĂĆĢÁÁ
ÎD ĎĐĂÆÁĐĞĞĚĚĚIÁÉÁĀÅÅĄ ÌĆĀÆĢĀDĄÁÉĆĀBĐÁĆBĐÁÉBÁĆĀĆÃÁÅĄĂÌÁĐĞADÁĀĢ ÁBĢÁÏD ĂÆĆBĂĢĀDÁÉĀĢÁÌĀÁÎ ĂÁ
ÎÉÅ ABĂĀĀĀÆĞĞÉÌÈĞĚÌÈĞĮ ËÁAĄÉ Ć ÁĀÆÁ IĀÉÅABĂĀIJ ÆĆB Ď AÍ ÌAÉIÁ
Á
ÎÆËĆB Á
ÎÆÆBÁÎ ĂÁÎÉÅABĂĀĀ
GĢĚ GÅAÉĀĆÁĦD ÇĀĄĐĀĚĚĚÁ
ÎD ĂÆĆBÁÂĶÁ ÉĮ Á
ÄIĀÉÅ ABĂĀĀJ ÆĆB Ď AÍ ÌAÉÁ
Á
ĚĆBĄĢÀ Á
Á

Alex Ampo *AICP*
Senior Planner III, NEPA Pla ing
North America
Engi eering, De ig a d Project Ma geme t

Á1 512 342 3482ÁÃ

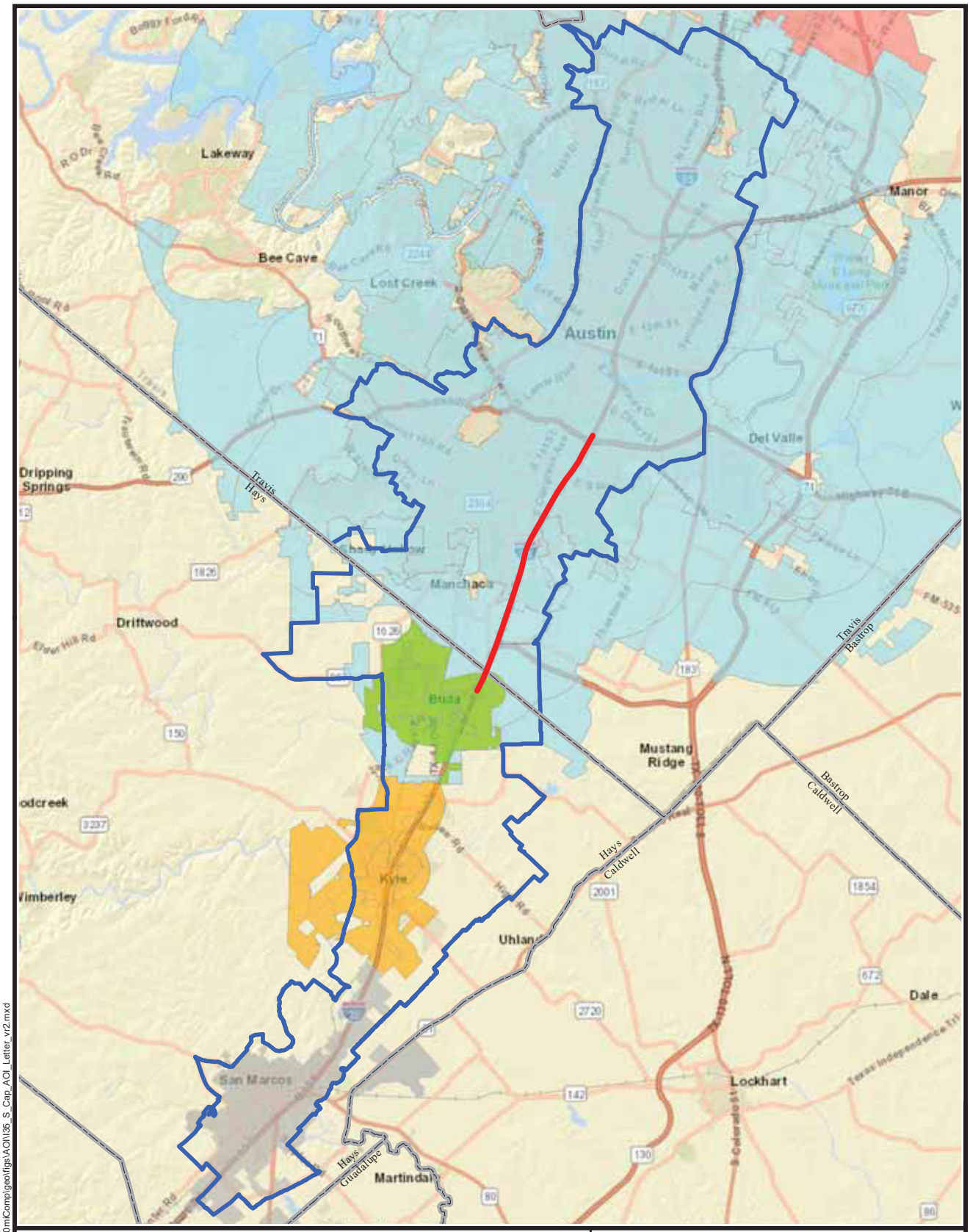
Atkins, member of the SNC-Lavalin Group
11801 Domain Blvd, Suite 500, Austin, Texas 78758



ATKINS
Member of the SNC-Lavalin Group

Company

Á
Á



N:\Clients\S_T\TxDOT\IH35_Mobility35\STEL_S10miComp\geo\figs\AOI\I35_S_Cap_AOI_Letter_v2.mxd

mobility 35 CAPITAL AREA

Figure 1
Study Area

I-35 Capital Express South
US 290/SH 71 to SH 45 SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

Google, TNRIS. Texas Google Imagery Service. 2018. 1:80,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (04 August 2020).

Amponsah, Al ander K

From: Amponsah Alexander K
Sent: Tu sday, August 11, 2020 5:10 PM
To: Richard.Mendoza@austint xas.gov
Subj ct: Mobility 35 Capita Express South Indirect Impacts Questionnair
Attachments: Capita Express South Indirect Study Area pdf

Ā AÀÁ
Á
ÂÃÁÂ Á ÅÅĀĄÆÁBÆÁACÁÁÂB AĄÆĀÀBĆĈÄÅČÂĊÁĆĀĊĄ DĀÆĊĎÁÆÃÅĄÅÄÐÁĆÆÅĄÇÆ BÆÁACÁÈÉÁCĄÆÁÊĒĒĒĘĒĀ ÁFGÁ
ÆAÃĀĜÉĒĞÁĆBÁÂĊĄĆĀÁĠDBÆĞĄHĆÆÃÁÆĄĀĠĀĒÁĀĄ Á ÄÆBĐĆĎÁÁÆÁĤ ĆBÁĒÆĄÁĆBÁĐĐÀÁĀĞĀÁĠDBÆĞĄÂĀÁÅĄ A ĐÁ
ĆÉÅĄĠ ÆB ÆĂÁĦD ĐÁĀĐÉÁÁBABEÆ ĐÁÉĀBĀĎĐ Á ĀB ÁĆBÁÃĀÁĐĆĄÆĆABÀĂĄABĂÆĄĻÉÁĆBÆĀĄÆĆABĂĐÁÁĄĆĎĂÁÆÁ
ĆĻĄĀĂÁÍ ĄĆĎ ÁÌ ĀĄĀBÌĂÁ BĐÁĀĂÆĦĂÆÉAÍĆ ĆÆĢĻĐÁĆÉÅĄÇ ÁĆÌĢÌ ÁĀBĐÅĐ ĂÆĄĆÁĐĻÌÁÉÁĐĀÆĆBĂÁĀBĎÁĐEÈÉÁ
CĄABÆĀĐĄA ĐĂÃBĐÁĀĀÉĂÆĘĦĂÆÁÌĄĂĂĆĎBÍÁÎÆÀĀĐ ÁĆĀÁÉĀÅÁĆÆĒÃÁĚÆĐĢÁÎĄĀÍÁ
Á
ĖÁĄÌAĎBĆÎ ÁÆĀĀÀÈĀÂÅ ÅĄÆĂĀÁÉA ÆÁÏĐĦ ĐĎ Ā Í ÁĀÍADÉÁĆĐĐÁĄĀBĐÁDI ÂĀĂ ÁĀBĂHĄÁÆĀĆA AHĆBĎÁÎĎ ÆĆABĂÁ
ÆAÁÆÉĀ ÆÁĆÁĢADĐĄH ĐĎÁĐĆÁĆĐÁĀĄÁBÆÉÆĀÁÍÁÁÉÅĄĂAĐÆÁBĂHĄÁÆĀÁÍĎĂ ÆĆABĂÀÂĀÁĆĄĦĀĄĐÁÆĀĠÆÁÉĀ
ÅĄÅĄĆĀÆÉÁĀABÁĄÁÉÅĄĂABĂÁĦÉĀĆĀĠĐĄÁĄĎĀĐĀĀÆĆBÁÁ
Á
GIÁÁÁÁÁÁÁÁÁÁÁÁĠĄDÁĀHĀÁĄACÁĐĢÁÉÅĄÅĂĐÁ ĀĐDÁĐÇ AÅÉBÆÄÌÁĐCÁÁÅ Ā ÁÉĄÌÁÁÆÁĐBĄ ÁĀĀĄĂÁBÁÆÁÁÀÆÆÌĀĐÁÉ Á
ĀĐDÁÉÅĄAÇĆĐÁÆĀÁÌĀÆĆABÆÁÁĀĆĬÁĈÎĐÌÀĀĄÀÀÁĐB ĆĢÈÀÁĐĐÍ ĄÁACÁDÆĆĀĆĀBĐÁÆÉĆÉĀÆÉÁÌ ABĂÆÀĄĐĆBÁÆĀĀĐĐÆÁACÁĀĐĢ
ĀĐĐĐ ÁĐÇ AÅÉBÆÄÌÁ
Á
ËIÁÁÁÁÁÁÁÁÁÁÁĠĄDÁĀHĀÁĄACÁĐĢÁÉÅĄÅĂĐÁDÆĆÉĢÁĆĐĀ ÆĆBĂÁĆĀÆĄĂHĄÀÁ ÌÆĄĆÌÁÌÉÆDBĆĀÆĆBĆÁĄÁÆĐH ĢÁ
ĆÉÅĄĠ ÆB ÆĂÌÁÉĆĆÀÁÅ Ā ÁÉĀĄÏÁÁÆÁÌÀÆĆBĂÁĆÁÆÃĄÅÄÅĐÁDÆĆ ĆÆĆĐĐÁĄĀĐHĀĢĂÁBÁÆĀĀÁÆĀÌĀĐÁÉĀÅÁ
Á
ÏĀĂ ÁĂDÍÆĆĆĢÁDĄĀBĂHĄ ĂÁÆAÁÆĐĐĄĂÁÍ AHÁĈ ÌÆĄABĆĄĂ ABĂĂÁĀĄÁH Ì AÆĐ ÁHÆĀÁĆĐ ÁÆĀĄĐÁ D ÁÉĀÅĂĆĢÁÁ
ÎD ĐĎÁÆÁĐĞĞĒĒĒÏÁÉÁĀÅÅĄ ÌĆĀÆĢĀDĄÁÆĆĀBĐÁĆBĎÁÆÁĆĆĀÁÅĄĂÌÁĐĢADÁĀĢ ÁBĢÁÏD ĂÆÁBĂĢĀDÁÆĀĢÁÌĀÁÎ ĂÁ
ÎÆÅ ABĂĀĀÁÆÁĞĒÌÈĢĒÌÈĢĻ ËÁAĄÆÉ Ć ÁÆĀÁ IĀÆÅABĂÁĀIJ ÆĒĆBĎ AÍĀ ÌAÆÉIÁ
Á
ÎÆĒĆBÁ
ÎÆÆBÁÎ ÄÁÎÉÅABĂĀÁ
GĢĻĚ GÅAÆĀĆÁĦD ÇĀĄÁĖĚĒÁ
ÎD ĂÆĆĎÁÂĶÁ ÉĻÁ
ÄIĀÆÅ ABĂĀÁJ ÆĒCB Ď AÍ ÌAÆÁ
Á
ĚĆBĄĢÀ Á
Á
Á

Alex Ampo *AICP*
Senior Planner III, NEPA Pla ing
North America
Engi eering, De ig a d Project Ma geme t

Á+1 512 342 3482ÁÁ

Atkins, member of the SNC-Lavalin Group
11801 Domain Blvd, Suite 500, Austin, Texas 78758



ATKINS
Member of the SNC-Lavalin Group

Company

Á
Á

Ä

Amponsah, Al ander K

From: Amponsah Alexander K
Sent: Thursday, August 13, 2020 3:38 PM
To: P rmits@ o.hays.t .us
Subj ct: Mobility 35 Capita Express South Indirect Impacts Questionnair
Attachments: Capita Express South Indirect Study Area.pdf

Alex Ampo *AICP*
Senior Planner III, NEPA Pla ing
North America
Engi eering, De ig a d Project Ma geme t

1 512 342 3482

Atkins, member of the SNC-Lavalin Group
11801 Domain Blvd, Suite 500, Austin, Texas 78758



ATKINS
Member of the SNC-Lavalin Group

Company

Á
Á

Ä

Amponsah, Al ander K

From: Andre Bet t <Andre.Betit traviscountytx gov>
Sent: Wednesday, August 12, 2020 3:31 PM
To: Amponsah, Alexander K
Cc: Morgan Cotten; Cynthia McDonald; Anna Bowlin; Scheleen Walker
Subj ct: RE: [CAUTION EXTERNAL] Mobility 35 Capital Express South Indirect Impacts Quest onna re

Good Afte oo n Alex,

Morgan fo warded me your request. I didn't know if you knew about the City of Austin Prope ty Profile Web Page. Here is the link:

Ā AÀÁÂÃÄÅĀA ÅĄ AÆÆÆBCĆĈĊČÉ ÅĊÇĈĊÉDĂĐÅ

if oyu ae not familiar with it, on the lowere left the e is a way to contol the ayers you see. Once oyu have those show " eview cases" then turn on the various cases. Be sure to view those labeled *(a) so you see everything. I belive this will give you all the info matiuo you have requested.

If you have any questions, ease fee f ee to reach out to me.

Thanks,

A dré

André Betit, PE
Engineeri g Division Manage
Travis Cou ty TNR Road and Bridge
Physical Address: 700 Lavaca Street; Austin, TX 78701
Mai i g Add ess: P.O. Box 1748; Austin TX 78701-1748
(512) 854-8757
andre.betit@t aviscountytx.gov

From:ÐÐÉĊÆÄÐÆÉÅÅ ÐÈÐÉĊÆÄÅÃÆÉÅÅÉ ĊÄBĂÂÆÉĀÅÇ ĄÃÆBĔĐ
Sen :ÐËÅĒÅ AĒÇĔÐĖĀÆĀĦĘFĔÐGFGÐFĀĢĘĐ Ð
o: ÐĖĀĒĊ ÐĜÅĐÈĖÅĒĊÃĜ É ĊÄBĂÂÆÉĀÅÇĄÃÆBĔĐ
Subject:ÐĜËÀÐGEĢHĆĤĦÐÌ HIÍĦ ÉÎÎÐÐÆÏ ĐĄĢĐ ÐEÄ Ä ĐÐIĄ ĊAÐĈÆĀÐĆÅĊ ÊÐĈ Ä ÊAÐĮĀÅAĂÆÅÅĊ Ð
Ð
And e, looks like they are looking for future travel demands for the planning of the I-35 corridor, ca you p ovide the requested information?

MLC

From:ÐIJĂÄÅÐĀÌĂĊ JÐÈIJĂÄÅÃÍ ÌĂĊÅJÉ ĊÄBĂÂÆÉĀÅÇĄÃÆÆBĐÐ
Sen :ÐHĀÅÅĘĢĔÐĖĀĀÆĐĘĘĐGFGÐĘĢFĴĐĐ Ð
o: ÐEÇÅĀĂÆÐĒÎJÆ ĐĒÐĒEÇĀ ÄÃÐÊIJÆÅÄĐĒĈ BĂÆÉ ÇĄÃÆÆBĔĶÐĖÅÆÐĢĀĐÆĐĒÅ ÃĢÆÉÂĐĒĆÅ BĂÆÉĀÅÇĄÃÆBĔĶÐ
ĈÊĀ ĐÅÅÆÐÄĐĶÆĐĒĈÊĀ Đ ÃĔÄĐĶÅĊÉĊÄBĂÆÉĀÅÇĄÃÆBĔĶÐÉĊÆÄÐÆÉÅÅ ÐÐÆĊÆÄÐÆÉÅÅÉ ĊÄBĂÂÆÉĀÅÇĄÃÆBĔĶÐĊÂÊÐ
ĈÆÊĶÉÅÐÈIĊÄÊĈÆÉĶÉÅÉ ĊÄBĂÆÉĀÅÇ ĄÃÆB ĶÐÍÉÆÅĈĒĐĻĶĀÉĀĢĐÈÉÆÆÅĊÃĮĈÉĀĊÉĊ ÄBĂÆÉĀÅÇĄÃÆÉ ĶÐÈÅĒĊÅÄĀĒĈÅĐĒÐ
ÈÈÅĒĊÅÄĀĈÅĐĒÉ ĊÄBĂÆÉÆ ÇĄÃÆÆBĔÐ

Cc:ÐÍÅÅÄÄÊÄÄÐÐÐ

ĖĀAĂÆĔĐHĴĐ·ĴĬL· Đ
ĎÅĄÃÄ ÆÅAÄÆ ĶĂÅÆĎÄĔ ĎÃÊÆĐ
ĐĐ
ĈĂÆÅĊÅĎĘĔ
ĐĐ

Alex Ampo sah *AICP*
Senior Planner III, NEPA Pla ing
North America
Engi eering, Desig a d P oject Ma ageme t
ĐĐ

Đ1 512 342 3482ĐĐ
ĐĐ

11801 Domain Blvd, Suite 500, Austin, Texas 78758
ĐĐ

ĐĐ

Co

ĐĐ
ĐĐ

This email and any attached files are confidential and copyright protected. If you are not the addressee any dissemination of this communication is strictly prohibited. Unless otherwise ex ress y agreed in w iti g othing stated in this communicatio shall be egally binding. The u timate pare t company of the Atki s Group is SNC-Lavalin Group I c. Registered i Québec Canada No. 059041-0. Registe ed Office 455 boul. René-Lévesque Ouest, Mo tréal, Québec, Canada, H2Z 1Z3. A list of Atkins Group companies registered in the United Kingdom a d locatio s arou d the world can be found at htt ://www.atkinsglobal.com/site-services/grou -company- egistration-details

Consider the e vi onme t. Please don't ri t this e-mail unless you eally need to.

This elec ic mail message, including a y a ttachments, may be confide ial or privileged unde applicable law. This email is intended solely for the use f the individual or e tity to which it is add essed. If you are not the intended recipien of this e ail, you are notified tha any use, disse in ation, distribu ion, c pyi g, disclosure or a y other ac tion taken in relation to the c e of this e ail includi g a y a ttachme ts is stric ly prohibited. If you have eceived this e ail in er , please notify the sende immediately a d pe a e tly delete the original and a y c opy of this e ail, including secure destruction of any printouts.

Appendix I
C mment and Resp nse Mat ix f m ubli Meeting

Documentation of Public Meeting

Project Location
Travis County

I-35 Capital Express South
CSJ: 0015-13-077, CSJ: 0016-01-113

Project Limits
SH 71/Ben White Boulevard to SH 45 Southeast

Meeting Location
Akins High School Cafeteria
10701 S 1st Street, Austin, TX 78748

Meeting Date and Time
Oct. 17, 2019 from 5:30 – 7:30 p.m.

Translation Services
none requested

Presenters
none

Elected Officials in Attendance
Council Member Robert Rizo, City of Kyle

Total Number of Attendees (approx.)
49

Total Number of Commenters
143

Contents

A. Comment/response matrix
B. Notices provided
C. Sign-in sheets
D. Comments received
E. Figures
F. Virtual Open House

#	Name	Date Rec d	Source	Topic	Comment	Response
1	Aaron	10/22/2019	VOH Comment	Support for Project	I think that providing all these additional HOV lanes is wonderful and is a progressive move towards solving todays problems!	Comment noted
2	Adam Greenfield	11/1/2019	VOH Comment	Design	I strongly oppose this project and urge TxDOT not to expand any part of I35. There is no good reason to expand I35. We know that expanding roadways doesn't ease congestion; wider roads merely induces more driving.	Comment noted.
				Safety	We know that wider roads means more crashes, fatalities, and life-changing injuries; I35 through Austin already has an appalling safety record, representing 26% of all fatalities in 2018.	The Capital South project would bring I-35 up to current interstate safety standards and increase safety in the corridor for all users.
				Climate Change	We are also in a climate crisis. How can TxDOT possibly keep going down this ruinous path, laying waste to the lives of future generations?	Improvements to I-35 proposed as a part of Capital Express South are designed to improve safety and mobility and accommodate future growth within the region. For more details on transportation and climate, please see the TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report (https://ftp.dot.state.tx.us/pub/txdotinfo/env/toolkit/725-01-rpt.pdf). This technical report estimates transportation emissions and discloses factors that affect those emissions. In addition, it includes how TxDOT is responding to a changing climate.
				Opposition to Tolled Lanes	Rather than waste another colossal amount of public funds on a worse-than-useless project, TxDOT should take a fraction of the proposed budget and use it for public transportation and bicycle and pedestrian infrastructure (which TxDOT does almost nothing for), which move people far more efficiently than automobiles. And why not also a public information campaign to educate the public that expanding roadways doesn't ease congestion? TxDOT, we are in a crisis. It's too late for 1950s-esque infrastructure projects, which were wrong back then and even more so today. We need you to be part of the solution. Do the right thing!	The project would also enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA).
3	Adelaida Perez	11/1/2019	VOH Comment	Managed Lane Access	There needs to be an express lane exit for Slaughter and/or FM 1626 in order to benefit commuters from these growing neighborhoods.	Entrances and exits are located to provide the optimal benefit to the entire corridor and work with current design criteria.
4	Alan McKendree	11/1/2019	VOH Comment	Design	Looks good in general. I'm not clear on why an HOV lane is preferable to an additional main lane. Is it just social engineering, to reward people who carpool? I do see the advantage to having a managed lane dedicated to trucks.	Additional general purpose lanes are not recommended because drivers who currently use other routes to avoid I-35, would quickly fill these lanes, and they would become congested like the existing general-purpose lanes. Solving congestion by simply adding multiple lanes of pavement is not sustainable and has not proven to be effective in providing reliability and promoting transit. Managed lanes are being implemented around Texas and other states to manage congestion rather than patching the problem just to face the same challenges in a few years.
5	Aldo Fritz	11/1/2019	VOH Comment	Multi-Modal/Transit	It would be great if the project would allow for regional multi-modal transportation that integrates light rail, BRT, and other forms of transportation and laying down the foundation for better connections to San Antonio, and even DFW region.	Comment noted. The I-35 corridor is part of the regional transportation solution and TxDOT is coordinating with City of Austin, Capital Metro, CTRMA, and CAMPO to enhance regional mobility.

#	Name	Date Rec d	Source	Topic	Comment	Response
6	Alex Westermann	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
7	Ali Khataw	10/31/2019	VOH Comment	Support for Tolled Lanes	TxDOT please allow for express lanes — also known as variable priced lanes — instead of HOV lanes on I-35 through north and south Travis County.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
8	Amy Harding	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
9	Andrea Sanchez	10/24/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
10	Andrew D Smith	10/31/2019	VOH Comment	Support for Tolled Lanes	I-35 should not be expanded, it should be tolled.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. Funding sources for Capital Express South are limited for use on non-tolled projects.

#	Name	Date Rec d	Source	Topic	Comment	Response
11	Andrew Grimm	10/31/2019	VOH Comment	Support for Tolled Lanes	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
12	Annetta Petropoulos	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
13	Annette French	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
14	Atul Patel	10/30/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
15	Ben Howell	10/18/2019	VOH Comment	Support for Tolled Lanes	Without tolls, I don't see how these HOV lanes will consistently be free-flowing and allow for an improved transit experience. Mentioning the tiny benefits to transit in your materials is "green-washing" an otherwise environmentally degrading project. I'm not fooled, and I doubt many others are.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Traffic	Based on similar projects (I-10 expansion in Katy) this project will likely not accomplish goals of reducing travel times, and will encourage more development at the fringes of town, further weakening any travel time reductions in the long-term. I bet the rural & suburban landowners are thrilled though, because this amounts to a major cash giveaway to them. And yet most of your revenue comes from cities. You're misusing public funds.	Improvements to I-35 proposed as a part of Capital Express South are designed to accommodate future growth within the region.
				Climate Change	Your plan encourages more climate-damaging behavior. Your agency is culpable for that, and I hope you get sued for the harm your agency is doing to future generations well-being. Cheers.	Improvements to I-35 proposed as a part of Capital Express South are designed to improve safety and mobility and accommodate future growth within the region. For more details on transportation and climate, please see the TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report (https://ftp.dot.state.tx.us/pub/txdotinfo/env/toolkit/725-01-rpt.pdf). This technical report estimates transportation emissions and discloses factors that affect those emissions. In addition, it includes how TxDOT is responding to a changing climate.
				Support for Tolled Lanes	First of all I would like to express how much I would fully endorse Sinclair blacks proposal to bury I 35 through the middle of Austin. I know this would be extremely expensive but I'm willing to have my taxes increase to pay my fair share for the wonderful benefit that this would have on the city of Austin. I understand that this may be a longshot that will ever be achieved but what we can do in the immediate near future is to install manage lanes	Concept of burying IH35 through the middle of Austin referred to is not a part of Capital Express South project. The Capital Express Central Project through the middle of Austin is still in the planning phase and will be open to public comment during public open houses to be held in the future.

#	Name	Date Rec d	Source	Topic	Comment	Response
16	Benjamin Blackburn	10/31/2019	VOH Comment	Support for Tolled Lanes	First of all I would like to express how much I would fully endorse Sinclair blacks proposal to bury I 35 through the middle of Austin. I know this would be extremely expensive but I'm willing to have my taxes increase to pay my fair share for the wonderful benefit that this would have on the city of Austin. I understand that this may be a longshot that will ever be achieved but what we can do in the immediate near future is to install manage lanes	The portion of I-35 to which you are referring is not part of the Capital Express South Project. It is actually part of the Capital Express Central Project that is still in the planning phase and will be open to public comment during public open houses to be held in the future.
					Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
17	Bill Gregory	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. I think more people will pay for a lane rather than carpool. That being the case, why not charge for the lane usage and use the money for this project AND RAIL PROJECTS!	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
18	Brandon Halpin	10/31/2019	VOH Comment	Support for Tolled Lanes	We need to allow for tolling for the managed lanes on this project. We need to move cars faster and not doing so is short sited.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
19	Brianna Frey	11/1/2019	VOH Comment	Support for Tolled Lanes	I highly encourage, even so far as plead, TxDOT staff and legislators to consider utilizing express lanes (variable toll manages lanes) on IH 35, specifically through the central segment of this planning work. The benefits outweigh the benefits of HOV lanes. Thank you.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
20	Brittany Glasschroeder	10/30/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
21	Bryan	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
22	Burnie Burner	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
23	C. Brian Cassidy	11/1/2019	VOH Comment	Support for Tolled Lanes with Transit	The I35 Capital Express Project should be built as 2 variable tolled managed lanes in each direction throughout all segments, including the southern section. Doing so would improve traffic flow, allow the entire project to be built more quickly (because it could be financed using toll revenues), and improve transit utilization since Cap Metro buses would be able to use the managed lanes and see the type of ridership increases that have been experienced on the Mopac Managed Lane. TxDOT should consider this alternative, and at the very least should not use any funding in the current plan (including Proposition 1 or Proposition 7 funds) that would preclude these lanes (or other improvements in the corridor) from being tolled.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
24	Cameron Pawelek	11/1/2019	VOH Comment	Support for Tolled Lanes	The construction of new infrastructure and the legacy costs associated with maintaining existing infrastructure are incredibly expensive and are increasingly becoming a burden. While the actions taken to improve I-35 are encouraging, we need to make decisions that are responsible (fiscally, environmentally, & socially). While the city of Austin code rewrite requires significant work to make the city more equitable for households of all income levels to be able to afford to live near employment and businesses, TxDOT should take steps to think longer-term. Those who use the roads most, must help pay for the roads they use. We cannot continue to subsidize new roads for all that choose (/currently have) to use the roads. Tolled lanes are both fair and fiscally responsible, not to mention will encourage households to find alternative modes of transport or carpool to help offset increased costs, which could reduce traffic and greenhouse gas emission. Let's be responsible in how we think about our future roadways.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. Funding sources for Capital Express South are limited for use on non-tolled projects.
25	Casey Burack	10/30/2019	VOH Comment	Support for Tolled Lanes	Please toll the managed lanes so that we can toll the Central Segment!	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The Capital Express Central Project that is still in the planning phase and will be open to public comment during public open houses to be held in the future.
26	Charles A. Betts	11/1/2019	VOH Comment	Support for Tolled Lanes	Please use the (tolled, reversed pricing) managed lanes for I35. A significant part of the cost could be paid by the toll income. This would also allow the improvements to be built sooner. This has worked quite well on MoPac North with the tolled managed lane.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
27	Chris Wojtewicz	10/31/2019	VOH Comment	Bicycle/Pedestrian Access	all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications -all bike lanes should be fully protected -no slip-lanes, they're too dangerous to pedestrians and cyclists	The Capital Express South project would enhance bicycle and pedestrian options. This includes adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA). By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users, including pedestrians and bicyclists.

#	Name	Date Rec d	Source	Topic	Comment	Response
				Support for Tolled Lanes	any new lanes should be variable priced toll lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	frontage road design speed should be 30 mph or lower reduce the number of entrances and exits -no slip-lanes, they're too dangerous to pedestrians and cyclists	Speed limits are set on TxDOT highways by the Texas Transportation Commission, considering design speed of the facility and the results of a traffic study.
				Environmental	No more climate-destroying, sprawl-inducing, neighborhood-separating, roads	Three of the goals of the Mobility35 program are to: manage traffic better, improve east/west connectivity and improve compatibility with neighborhoods. Improvements proposed as part of this project will help to meet these goals.
28	Cid A Galindo	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
29	Cindy Brummer	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	I am glad to see managed lanes on I-35 are not tolled. I am tired of tolls being on every road. I do not support tolling everywhere, and I support what is expressed in this project.	Comment noted.
30	Clayton Hoover	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
31	Clint Sayers	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
32	Crispin Ruiz	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
33	Curtis Rogers	10/17/19	Comment Form	Support for Tolled Lanes	Managed lane(s) should be toll lanes. Non-tolled lanes will induce demand for more traffic and the area will be worse off, and with no good funding source to pay for it. Not worth doing this expensive project without a funding source. This should be paid for by the people using it, not the rest of Texas.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
34	Dan Keshet	10/31/2019	VOH Comment	Environmental Impact of New Roads	Adding more lanes to I-35 will do more to devastate Texas' natural environment than anything else you could imagine a government rationalizing is "acceptable." It's not just about the land taken for I-35 ROW: it's about the millions of new, polluting car trips taken to land that's currently nature. It's about the hundreds of thousands of new homes set up in places far from current human habitation. No new lanes!	Improvements to I-35 proposed as a part of Capital Express South are designed to accommodate future growth within the region and considers induced demand.

#	Name	Date Rec d	Source	Topic	Comment	Response
35	Dana Hansen	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
36	Dana Hansen (diff email used)	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
37	Dana Harris	10/25/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
38	David	10/30/2019	VOH Comment	Design	You REALLY need to add additional lanes to the 3 regular lanes already in place. Why in the world does Temple get 4 free lanes with no dividers but Austin gets 3? makes no sense. HOV lanes are great but I-35 NEEDS to have 4 free lanes and 2 HOV lanes. I don't care how much you have to widen the road or correct dumb project you already completed but didn't consider future needs. 3 regular lanes is ridiculous. Add regular lanes and HOV lanes if you really want to do this right.	Solutions to increase the number of general purpose lanes are being evaluated for incorporation as the project progresses.
39	David Huter	10/30/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
40	Deborah Ormerod	11/1/2019	VOH Comment	Truck Traffic	A major improvement would be to get the 18 wheeler s off 35. I go 10 exits and counted 118 18 wheelers on one trip. We need all the lanes for cars. nothing else.	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 Program can increase safety and reduce congestion in the corridor for all users including 18 wheelers.
41	Deyla	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
42	Dick Sanger	11/1/2019	VOH Comment	Support for Project	I am highly supportive of this plan and what it can bring to Austin.	Comment noted.
43	Ed Ireson	11/1/2019	VOH Comment	Support for Tolled Lanes	Variable tolled lanes should be utilized, at a minimum for the express/HOV lanes, and to ease congestion at peak hours.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Bicycle/Pedestrian Access	Please also consider include ample safe pathways for human-scale transit - pedestrians and bikes.	The Capital South project would enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA).

#	Name	Date Rec d	Source	Topic	Comment	Response
44	Elizabeth Buongiorno	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
45	Ellen Ruth Sullivan	10/24/2019	VOH Comment	Noise	My home is just west of S 1st at 1626; traffic noise is already a concern, particularly when weather is favorable for noise to travel and bounce. It is quite noticeable, particularly on the second floor, when the windows are open. While I would probably benefit from this change in terms of transportation, I feel that noise will only get worse. And since the noise is primarily from tires on the road, even the advent of electric cars won't really remedy it. This will be even more noticeable for the many homes being built along the highway. And there are studies showing that this noise is harmful. I suggest dense planting of native trees along the highway where possible. Even one line of trees will help somewhat; irregular, soft material helps muffle sound the best.	A noise analysis is being conducted for the project in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011). If it is determined that noise impacts occur to adjacent noise receivers, a noise barrier analysis would be conducted. If a barrier is determined to be feasible and reasonable at abating traffic noise, then a barrier is proposed for incorporation into the project. The decision to build proposed noise barriers is based on a utility evaluation and polling of adjacent property owners.
46	Everardo	10/19/2019	VOH Comment	Project Limits	Why is this only from onion creek to Ben white? While this would put a band aid on the traffic. As someone that drive from kyle to north Austin, it would be better if this would expand to at least Buda. What about Oltorf to 15 street. This part of the highway is also always congested everyday. Also, why is there no improvement on onion creek frontage road. There is still a stop sign, why not add more lanes and a traffic light there.	Capital Express South limits based on logical termini at SH71 and SH45 SE. Transitional areas extending south of SH45SE into Kyle and Buda may be considered as a part of a separate, future project. With regards to Oltorf Street and 15th street, this comment addresses an issue that is outside of the limits of this environmental document. A detailed traffic analysis is being conducted to determine the locations of intersection improvements.
47	Farmer	10/28/2019	VOH Comment	Support for Tolled Lanes	Please consider utilizing variable speed managed lanes (toll lanes) when constructing this project. We need to maximize the number of new lanes and this would be a viable financing mechanism. Thanks for your consideration.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
48	Frederick A Mitchell	11/1/2019	VOH Comment	Opposition to Tolled Managed Lanes	I have been living in Austin for most of my 31 years and I am opposed to putting in toll roads on one of the highest traveled roads in the city. The toll road on MoPac has not eased congestion as lawmakers said it would; the money and work would have been better used in just expanding the road. The amount of space used in the MoPac expansion of 1 extra lane in each direction could have been used for 2 full lanes if not for the toll road separation and I am sure that if an expansion to IH-35 were to happen, there would be ample room to expand the road without making it a toll road and making fewer people able to travel on said expansion.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
49	Glenn Hart	11/1/2019	VOH Comment	Support for Tolled Lanes	Why are variable toll lanes similar to Mopac Expressway not being considered to still allow free flow of transit and also provide a sustaining revenue source?	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
50	Greg	11/1/2019	VOH Comment	Opposition to Tolled Lanes	PLEASE NO toll lanes... HOV lanes are a great idea, but there are too many toll roads lately. We (the public) already own this right-of-way, just reconfigure it to suite our needs. We already fund road projects thru the fuel tax, but government has mis used/allocated the funds to other 'pet' projects. Just use our fuel tax dollars as they were intended and there will be plenty of money to improve and maintain our roadways.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
51	Hal	10/31/2019	VOH Comment	Support for Tolled Lanes	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
52	Henry A Long	10/31/2019	VOH Comment	Environmental	A highway expansion will not solve the congestion on I-35. In all likelihood, it will worsen the problem. Furthermore, it will induce new demand for driving, wrecking the planet and ruining the health of everyone who lives near I-35. This project will make the world measurably worse, and it is absurd to spend billions on it.	Improvements to I-35 proposed as a part of Capital Express South are designed to accommodate future growth within the region and considers induced demand.
53	Heyden Walker	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	*Stop putting humans, people walking or riding bikes, in clear zones *all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications *all bike lanes should be fully protected *no slip-lanes, they're too dangerous to pedestrians and cyclists	Separate and continuous shared-use-paths will be provided along the project for pedestrian and bicyclist mobility Intersection improvements will include smart right turns where feasible to replace conventional slip-lane configurations.

#	Name	Date Rec d	Source	Topic	Comment	Response
				Support for Tolled Lanes	*any new lanes should be variable priced toll lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	*frontage road design speed should be 30 mph or lower *reduce the number of entrances and exits *no slip-lanes, they're too dangerous to pedestrians and cyclists	It is anticipated that by bringing the I-35 corridor up to current interstate design standards, safety would be increased for all users.
54	Jacqueline Dudley	11/1/2019	VOH Comment	Support for Tolled Lanes	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
55	James Cain	10/31/2019	VOH Comment	Support for Tolled Lanes	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region.Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1).I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
56	Jan Fulton	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
57	Janice Hillenmeyer	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). The majority of traffic using this corridor are single occupancy vehicles and trucks. Putting HOV lanes isn't going to help if no one is able to use them because they don't qualify as an HOV.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
58	JD Moore	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
59	Jennifer Todd-Goynes	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
60	Jeri Stone	11/1/2019	VOH Comment	Support for Tolled and Free Managed Lanes	First, thank you for recognizing the critical need for more traffic lanes in Austin, as demonstrated by the I-35 project. Traffic and the lack of capacity for vehicles is increasingly an issue for our business, as many employees are simply unwilling to continue to (or start to) commute to the downtown area. I would encourage you to consider a mix of variable toll lanes and free lanes to allow commuters options to the greatest extent possible. It is also critical that projects to add transportation lanes get underway and completed as soon as possible.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
61	Jerry Frey	10/30/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
62	Jerry Ramos	10/28/2019	VOH Comment	Support for Tolled Lanes	Recommend that TxDOT consider tolling the project in order to expedite construction.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
63	Jessica Grahek	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
64	Jesus Hernandez	10/17/19	Comment Form	Design	*SH 71/US290 Direct Connector should be widened to 2 lanes from STA 3495+00 to 3510+00 because of the bottle neck. *Increase from 2LN's to 3 LN from Toyota to Fiesta. (NB + SB side) *need free flow right turns at Stassney with dedicated lane to move traffic faster. *need exit at 3530+00 NB to get access to SH 71/US 290 Direct Connector. *3 (three) LN FR needed at William Cannon/Stassney Areas to accommodate all driveway exiting traffic. *Do not approve of 11' Lanes because of the amount of truck (18 wheeler traffic) I do not feel safe in 11' lanes, its too fast + congested. *narrow shoulders in HOV lanes looks dangerous. *with HOV addition, there is no area for cars to break down and for EMS/fire to drive on to get to accidents.	* Improvements to SH71/US290 Direct Connectors are being evaluated * Improvements to NB and SB FRs from Toyota to Fiesta are being evaluated * Intersection improvements at Stassney are being evaluated * Improvements to NB SH71/US290 DC are being evaluated * Improvements to FRs at William Cannon/Stassney areas are being evaluated * 11' lanes widths required in some areas to accommodate all project constraints * Shoulder widths established to accommodate all project constraints, including safety * HOV lanes will be separated with pavement markings that emergency vehicles can drive over in emergencies
65	John Andersen	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
66	John Munoz	10/24/2019	VOH Comment	Support for Tolled Lanes	Please allow for variable priced “express lanes” instead of HOV lanes. Not only does this solution speed up the process for construction and secures the financing needed for a project of this size, but it also serves as a congestion management tool and transit solution. Let’s not pass up on this opportunity to make a meaningful positive impact on congestion in this corridor on the tolled and general purpose lanes.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
67	Josh Lickteig	10/31/2019	VOH Comment	Support for Tolled Lanes	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
68	Josh Miksch	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
69	Julia Taylor	11/1/2019	VOH Comment	Support for Tolled Lanes	I applaud the efforts to improve mobility on IH-35, but please utilize express lanes (variable toll managed lanes) in lieu of HOV lanes. I believe this will help improve traffic better than other methods.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
70	Justin Brodnax	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
71	Justin Spillmann	11/1/2019	VOH Comment	Design	The location of the north bound exit ramp just north of Slaughter lane needs to be moved back to where it is now, so that people can access their properties without having to go thru the Slaughter lane stop light. The location of the exit ramp in the proposed plans is too far north and will result in significantly more traffic having to use an already congested Slaughter lane intersection, instead of being able to exit where the ramp is now.	Entrances and exits are located to provide the optimal benefit to the entire corridor and work with current design criteria.
72	Keeley Shrode	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
73	Kelly Ballard	10/31/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
74	Kelsey Nunez	11/1/2019	VOH Comment	Bicycle/Pedestrian Safety	*All bike lanes along frontage roads should be fully protected	The Capital South project would enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA).
				Support for Tolled Lanes	*I feel strongly that new lanes should be variable tolled.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	*there needs to be a reduction in the number of exits/entrances.	It is anticipated that by bringing the I-35 corridor up to current interstate design standards, safety would be increased for all users.

#	Name	Date Rec d	Source	Topic	Comment	Response
75	Kevin Hoffman	10/31/2019	VOH Comment	Support for Tolled Lanes	Please allow for variable priced “express lanes” instead of HOV lanes. Not only does this solution speed up the process for construction and secures the financing needed for a project of this size, but it also serves as a congestion management tool and transit solution.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
76	Kevin Quist	10/31/2019	VOH Comment	Support for Tolled Lanes with Transit	I briefly looked over the schematics and wanted to mention: I would like the managed lanes revenue to be funneled into public transportation funding. As a society and state, we cannot rely on single occupancy vehicles alone! We need to start creating alternative systems that promote transit/walking/cycling. Thanks.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
77	Kim Fernea	10/31/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
78	Kimberly Nordhoff	11/1/2019	VOH Comment	Support for Tolled Lanes	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
79	Krystal A Shaw	11/1/2019	VOH Comment	Non-Tolled Managed Lanes	I applaud the use of non-tolled lanes and encouraging carpooling!	Thank you for taking the time to provide your input.

#	Name	Date Rec d	Source	Topic	Comment	Response
80	Kyle Kerrigan	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
81	Lanc Coplin	10/31/2019	VOH Comment	Support for Tolled Lanes	TxDOT Officials, Our region's exigent mobility challenges require rapid and fiscally sound implementations. While no single solution will solve all of our mobility needs, Central Texans need more options in order to maintain current navigation times throughout the region. Please utilize express lanes (also known as managed variable toll lanes) on Interstate Highway 35 (IH-35). Express lanes will help ease congestion by diverting some traffic onto toll lanes; as driver demand for use of IH-35 increases, managed toll lanes will provide a valuable alternative to the current option of wading through dense IH-35 congestion at nearly all hours of the day. While managed toll lanes represent an imperfect and partial solution, similar lanes have helped to significantly reduce drive times on MoPac Expressway (Loop 1). Historically Central Texans have enjoyed an excellent live/work environment rich with natural amenities, and over the past 20 years we've enjoyed a new level of economic prosperity. Increased traffic congestion is an unfortunate symptom of our success, but there are proven strategies with the potential to solve the transportation puzzle. Managed toll lanes are a key piece of the puzzle. I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
82	Leticia Estavillo	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
83	Lindsay Wood	10/30/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
84	Liza Wimberley	10/31/2019	VOH Comment	Bicycle/Pedestrian Access	*all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications *all bike lanes should be fully protected *no slip-lanes, they're too dangerous to pedestrians and cyclists	The Capital South project would enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA). By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users.
				Support for Tolled Lanes	any new lanes should be variable priced toll lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	*frontage road design speed should be 30 mph or lower *reduce the number of entrances and exits *no slip-lanes, they're too dangerous to pedestrians and cyclists	Entrances and exits are located to provide the optimal benefit to the entire corridor. Intersection improvements will include smart right turns where feasible to replace conventional slip-lane configurations.
				Environmental	No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways	Comment noted.

#	Name	Date Rec d	Source	Topic	Comment	Response
85	Lonny Stern	11/1/2019	VOH Comment	Support for Tolled Lanes	Hello – I would like to advocate for two things:1) Using variable-price tolling lanes (instead of HOV lanes) on I-35	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The Capital Express projects would still allow the City of Austin, or other entities, to potentially fund a "cap" over the mainlanes of I-35 where feasible, if the community wishes to pursue this project.
				Design	2) Reducing the number of cross-streets in the downtown section. The City of Austin will eventually seek to "cap" this section of the highway. We have discussed using that area as park space, but it will be difficult to do that if there is a 45 MPH crossing and turn around every block downtown. Thanks for your help to improve this infrastructure for our community!	This comment addresses an issue that is outside of the limits of this environmental document.
86	Lora Herring	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
87	Margaret Robinson	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
88	Mariah Contreras	10/18/2019	VOH Comment	Design	If I am understanding this correctly, we will expand by 2 lanes in each direction (five total) and then go back to 3 lanes once you get to Riverside-ish region? I understand toll projects are on hold, but wouldn't it make sense to take the four new lanes and make them double-decker through downtown? This is where the congestion is. I know there are issues with Slaughter Overpass to 71 area, but the addition of the lanes there can progress to a doubledecker toll...?	By constructing Capital Express North and South projects first, drivers will have better access to alternatives, such as US 183 and SH 71, to bypass downtown during construction of the Central project. The Central project presents a unique engineering challenge due to the constraints of the corridor's location through the downtown area.
89	Marian Casey	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
90	Mark Tedder	10/17/2019	Comment Form	Support for Project	We welcome the expansion. With the extraordinary growth in our city no doubt needed. We encourage TxDOT to move expeditiously to reach a start date and just as expeditiously to complete the project.	Comment noted.
				Access	This may not be a feasible request but I would encourage you to consider an exit to Stassney Lane northbound to alleviate the congestion at the northbound William Cannon frontage. Thank you.	This area is currently undergoing traffic analyses of various alternatives to determine the optimal configuration.
91	Marvin Chaney	10/18/2019	VOH Comment	Support for Tolled Lanes	Put tolls on those lanes and give discounts to those carpooling. I am also confused about the entrance/exits from these lanes and onto SH 45 and SH 71. Are those proposed to get managed lanes in the distant future? If so, let's see some drawings showing how that fits into the overall scheme.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. There are no current plans for managed lanes on SH 45 and SH 71 at this time.

#	Name	Date Rec d	Source	Topic	Comment	Response
92	Mary Pustejovsky	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	The slip lanes at Slaughter are scary to me as someone who walks and bikes, but also as someone who drives. The crossing for people walking and biking needs to be RAISED to SLOW vehicles down significantly. Ideally there would be no slip lanes at all, but if it is too late to take them out of the project, they need a raised crossing. Slaughter is one of the most dangerous roads in Austin, with many crashes, and many fatalities. We need to design our streets so that people do not die when hit by motor vehicles. This means that all frontage roads need a design speed of 30mph, as recommended by NACTO standards. Also, the bike lanes/shared use paths need significant protection to prevent errant vehicles from coming onto the curb. People have been killed while waiting for a bus stop or walking when drivers lose control of their cars and drive up onto the sidewalks. Especially with the number of large trucks and other vehicles with lift kits, it's easy for them to drive up and strike a person walking or biking. That also means that people don't feel safe walking/biking, and choose to drive instead, increasing pollution, noise, and carbon emissions.	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users.
93	Mary Pustejovsky	11/8/2019	VOH Comment	Pedestrian Safety	Overall I am concerned by the pedestrian hostility of the DDI. I think walking on a path with a concrete barrier between lanes of high speed traffic is extremely uncomfortable. As a woman, I would be concerned for my safety. If someone were to attack me or threaten me while walking, I would have NO escape. These should be on the outside. There are DDIs with outer walkways in other states.	This comment addresses an issue that is outside of the limits of this environmental document.
				Traffic & Transit	I also oppose all projects that seek to increase driving. We need transit, biking, and walking to reduce our CO2 emissions. This project does nothing to decrease that, and only increases VMT.	Managed HOV lanes will be accessible by transit vehicles. Separate continuous shared-use paths are being added along the outside of each frontage road.
94	Matt Desloge	10/31/2019	VOH Comment	Induced Demand	don't expand it, just maintain it - the price of capacity is way too high. Induced demand is real. maybe look at ways of increasing the number of people that travel, not the number of vehicles?	TxDOT does not and cannot monitor or manage induced travel demand. We collect multiple types of traffic data including traffic counts, but that data does not include individual traveler choices such as the purpose of the trip or choice of a route. The relationship between increases in highway capacity and traffic is very complex, involving various travel behavior responses, residential and business location decisions, and changes in regional population and economic growth. The population and economic growth are driven by land use, zoning, and development approval processes that are managed by local agencies (cities, counties, etc.), not TxDOT.

#	Name	Date Rec d	Source	Topic	Comment	Response
95	Matthew Geske	10/25/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
96	Maureen Kelly	10/31/2019	VOH Comment	Support for Tolled Lanes	Please use express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
97	Megan Frey	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
98	Meredith Matthews	11/1/2019	VOH Comment	Opposition to Tolled Lanes; Support for HOV	No more toll lanes! Please add HOV lanes!!	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
99	Michael Aulick	10/31/2019	VOH Comment	Support for Tolled Lanes	Rather than HOV lanes on IH 35, please install managed express lanes with variable pricing. This has worked very well on Loop 1 N. It is also very supportive of express buses, which are very important to permit people to escape congestion. Ridership on CMTA buses which use Loop 1 N has increased 40% since the express lanes were opened. We need this new kind of facility to fight our growing congestion; HOV lanes are much less effective. Thank you.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
100	Michael Fossum	11/1/2019	VOH Comment	Environmental	Preserve as many protected and heritage size trees as possible without impacting their root zones. That is trees 19" or larger (protected) and 24" or larger (heritage). If you preserve protected or heritage trees, protect 1/2 of the critical root zone with fencing, 3/4 of the root zone if possible for heritage trees. Fencing should not be removed by contractor. Impacts in the root zone include soil compaction from driving machinery, digging to remove pipes, trenching to install pipes, regrading, adding soil, storing equipment, parking vehicles, etc. Include penalties to contractor for damaging preserved trees.Design sidewalks and multi use paths to be 3 ft away from trunks, winding around trees if needed. When not possible to avoid the 1/2 critical root zone for sidewalks or multi use paths, dig carefully with shovels and do not cut any root larger than 2" without a certified arborist present. Use the sand technique that the city of Austin uses in these cases, building the sidewalk or multi use path above 2 inches of sand without digging for the portion in the 1/2 critical root zone.Don't leave roots exposed. Don't pile up soil, dirt, rocks, mulch against trunk. Don't cover critical root zone with mulch deeper than 3 inches. Don't regrade critical root zone unless absolutely necessary. Follow TX dot guidelines for care of large trees that were used for the 183 project, gateway oaks.	Environmental studies will address potential impacts to the human and natural environment, and will include assessments of natural resources, such as heritage trees.
101	Michael Fossum (Austin Treen Foundation)	11/1/19	Email	Environmental	Please include the following comments in the official record for the south ih35 project. Preserve as many protected and heritage size trees as possible without impacting their root zones. That is trees 19" or larger (protected) and 24" or larger (heritage). If you preserve protected or heritage trees, protect 1 /2 of the critical root zone with fencing, 3/4 of the root zone if possible for heritage trees. Fencing should not be removed by contractor. Impacts in the root zone include soil compaction from driving machinery, digging to remove pipes, trenching to install pipes, regrading, adding soil, storing equipment, parking vehicles, etc. Include penalties to contractor for damaging preserved trees. Design sidewalks and multi use paths to be 3 ft away from trunks, winding around trees if needed. When not possible to avoid the 1/2 critical root zone for sidewalks or multi use paths, dig carefully with shovels and do not cut any root larger than 2" without a certified arborist present. Use the sand technique that the city of Austin uses in these cases, building the sidewalk or multi use path above 2 inches of sand without digging for the portion in the 1/2 critical root zone. Don't leave roots exposed. Don't pile up soil, dirt, rocks, mulch against trunk. Don't cover critical root zone with mulch deeper than 3 inches. Don't regrade critical root zone unless absolutely necessary. Follow TX dot guidelines for care of large trees that were used for the 183 project, gateway oaks.	Environmental studies will address potential impacts to the human and natural environment, and will include assessments of natural resources, such as heritage trees.

#	Name	Date Rec d	Source	Topic	Comment	Response
102	Mike Kennedy	10/30/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
103	Miles Payton	10/11/2019	Email	General	Is it a strategic choice to only hold open houses on the edges of Austin? There's no way I can get 15 miles north or south after work in rush hour traffic. It seems very clear that you don't want any feedback. For what it's worth, I hate this project, it won't help, and $700 million could buy a lot of trains so we wouldn't need this project.	Comment noted.
104	Monica Luxon	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	I would like to see an HOV lane that is free to HO vehicles but that can be opted in for a toll if the vehicle is not High Occupancy, technology permitting.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
105	Monica Valdez	10/21/2019	VOH Comment	Support for Tolled Lanes	This should be a toll. Why is Austin so opposed to toll Lanes? Houston and Dallas use them and for the amount of people they are moving through the city, they have excellent roadways. On the other hand, San Antonio hates tolls and has horrible roadways. Tolls help to find the projects and for maintenance. Why struggle to raise the money when people that use the toll can find it? I moved to Austin from Houston and the roads are my biggest complaint. Learn from the bigger cities and how they run things.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
106	Monti Jefferson	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
107	N Gordon	10/18/2019	VOH Comment	Design	The managed lanes as designed have far too many ingress/egress points to the point where you may as well make them general travel lanes. Some examples similar to what TXDOT wants to build that have less: The Katy Managed Lanes in Houston. I-96 in the near suburbs of Detroit The Dan Ryan Expressway in Chicago.	Ingress and egress points are located to provide the optimal benefit to the entire corridor.
				Safety	Furthermore, I have safety concerns over the option that has been floated over making these truck-only lanes. How would these lanes, added to the inside of IH-35, mesh with the prohibition on trucks from being in the left-most lanes of that road. I see massive weaving issues, causing congestion and safety concerns from that setup in Buda, Kyle and Round Rock if creative solutions are not utilized.	The managed HOV lanes will be for use by passenger and transit vehicles. The minimum number of occupants is being determined through traffic analysis and may be 2 or more occupants, 3 or more occupants, or more.
108	Najad Baltaji	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
109	Natassia Marie Smith	10/31/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
110	Nicolas Sfeir	11/1/2019	VOH Comment	Non-Tolled Managed Lanes	Hi there, please consider the following for the I-35: Consider adding HOV and Express Lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The managed lanes will be HOV lanes for use by passenger and transit vehicles.

#	Name	Date Rec d	Source	Topic	Comment	Response
				Tolled lanes	Consider adding Toll lane	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Non-Tolled Managed Lanes	Add lanes in Austin Frankly all the above solutions to relieve the congestion.	The Capital Express South project will add 2 non-tolled managed HOV lanes in each direction throughout the projects, and add general purpose, auxiliary, and frontage road lanes in other areas
111	Patrick Rose	11/1/2019	VOH Comment	Support for Tolled Lanes	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
112	Paul D Sistare	11/1/2019	VOH Comment	Design	Need to have additional lanes for traffic, not 4 new lanes for lightly used HOV. Or at least a split with just 1 HOV lane in each direction.	Comment noted
113	Peter Birk	11/1/2019	VOH Comment	Opposition to Tolled Lanes	Please do whatever you can NOT to add any TOLL lanes to I35. I make plenty and can afford tolls, but I will never use them out of principal. It's just not fair to those who cannot afford it. It further segments society into haves and have nots. Austin is supposed to be a progressive city, TOLLS are regressive. HOV is the correct thing to do. Encouraging rideshares is what needs to be done.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
114	Rafael Murray	10/17/19	Court Reporter	Access	I just wanted to comment about the current conditions of Slaughter Creek Overpass in that the light timing and the flow of traffic is off currently. Only about four or five cars are able to go through that intersection coming northbound on the access road, crossing over Slaughter Creek Overpass, headed southbound. Oftentimes, people are left in the middle of – or leave themselves in the middle of the intersection because of that. As well, the way the lanes are separated on top of the overpass, the turn lanes kind of – people tend to merge over and cross over them because part of the problem with traffic on that overpass is that most people are turning left, not going straight into the apartment complex, and so the traffic backs up immediately while the right-hand lane is empty. That's about it.	This comment addresses an issue that is outside of the limits of this environmental document.

#	Name	Date Rec d	Source	Topic	Comment	Response
115	Rafael Murray	10/30/19	Emailed Comment Form	Design	1. We would like to know the measurement of the new property line from the old one 2. We are opposed to any type of curbing involved with installing sidewalks, roadways, or entries. We could submit to a level sidewalk with no curb. We could submit to a level driveway entry without curbs. Curbs would be a danger to pedestrians and motorists as well.	Meetings with affected property owners will begin being held in late 2020 where specific measurements for proposed ROW will be available to be discussed in person. Curbs are an essential component of new frontage road construction that facilitate proper drainage, and improve safety by helping separate vehicles from shared-use-path users. Ramps will be provided for shared-use-path users at driveways and intersections to provide a level path accessible to shared-use-path users.
116	Rafael Murray (Planet K Onion Creek)	10/30/19	VOH Comment	Design	On behalf of the Planet K Onion Creek: 1. We would like to know the measurement of the new property line from the old one 2. We are opposed to any type of curbing involved with installing sidewalks, roadways, or entries. We could submit to a level sidewalk with no curb. We could submit to a level driveway entry without curbs. Curbs would be a danger to pedestrians and motorists as well.	Meetings with affected property owners will begin being held in late 2020 where specific measurements for proposed ROW will be available to be discussed in person. Curbs are an essential component of new frontage road construction that facilitate proper drainage, and improve safety by helping separate vehicles from shared-use-path users. Ramps will be provided for shared-use-path users at driveways and intersections to provide a level path accessible to shared-use-path users.
117	Ramirez	10/17/19	Comment Form	Access	Please reconsider having a managed lane exit for people who exit for FM 1626. At this time the managed lanes do not benefit me. There is a significant amount of traffic currently using FM 1626 & the number will only increase as there is more proposed development along FM 1626 including medical offices.	Reducing entrances/exits would put more traffic through the intersections. Where space is allowed (i.e., Stassney Lane and William Cannon Drive), an intersection bypass lane is being proposed to reduce vehicles at those intersections. A detailed traffic analysis is being conducted to determine the locations of entrance/exit ramps and weave lengths.
118	Ray Salazar	10/17/2019	Court Reporter	General	Interstate 35 -- You will never be able to straighten Interstate 35 out with the traffic that we have now, ever, because of the embargo from Mexico to Canada. We have thousands of trailer trucks going through there every week, 18-wheelers, and you cannot avoid the traffic there. You cannot make it any wider than what it is because it's private property. You cannot do it. You cannot put another lane anywhere else. It's as wide as you're going to go. I had one solution to it, but there was no -- there's not enough money to build it, and that's an upper deck from Buda to Round Rock. And you cannot put a toll road on 35, not in Austin, Texas. We have too many wrecks, and people get killed there on the hour. Yeah. Whoever designed it back in 1960, it was obsolete before they got through with it. Before they even got through with it, there were -- five people got killed on it, when it was under construction. A fire truck caught on fire, yeah. But they don't use the 130 or 45. The trucks were meant to use it, but they don't use it. The toll road, for them, is too expensive. They can't afford to pay it. And they're fixing to go up on it. They're fixing to raise the toll. The City of Austin did an injust to all the Texas people. They should have never, never, never sold it to any private companies. They should have kept it within the City of Austin. Then they could have managed the toll road. Okay? And the fees to the toll road. I, for one, don't use toll roads. I, for one, use 35, but I use it -- when I go	Comment noted.

#	Name	Date Rec d	Source	Topic	Comment	Response
					and drive out of town, I usually go 1:00, 2:00 in the morning, yeah. I don't do it -- I don't go nowhere else – out nowhere after 11:00 in the morning, no. I'm a -- I retired in '95. I'm 100 percent disabled from the Vietnam War. My wife is also a disabled person. The only time we go out is when – to buy groceries or go see a doctor during the day, to do visitations to the medical staff, doctors, or grocery stores. We don't do no sporting arenas. We see everything on television, yeah. And -- But we are tourist people. Yeah, we're tourists. That's why I say City of Austin does an injust to all the people here. They don't cater to the property tax owners. They cater to the homeless only. They don't cater to the traffic. They don't cater to the taxpayer, period. Okay? They forgot about the senior citizens. They are 24/7 only on homeless, nothing else. They've spent millions and millions of dollars on the homeless without the taxpayers' approval of it. They don't have a voice. Taxpayers don't have a voice, you know. And they're fixing to close a dozen elementary schools, and that money is going to be used for the homeless when they sell the property to developers, and that's millions and millions of dollars. They've got a proposition on the board right now, and instead of using it for traffic, they're going to spend almost $70 million on the homeless, and they're going to address individuals with a bonus of $23,000 or more per homeless person. I'm sorry. They break the law every day. They don't give anybody else anything. We come here and bitch and complain. Nobody hears about it. Homeless stays underneath the bridge, drink their whiskey, do their drugs, have their sex, do whatever they want to do, and the City just gives them anything, you know. I've been living here since 1940, in this town. I've seen the good and the bad and the ugly and -- but there's not a solution to anything here in Austin. You know, the people are voted – the City Council is voted in. The mayor is voted in. The governor is voted in. And they just stand by with their hands in their pockets and raise the taxes of everybody here and give it to the homeless. I live in a moderate-type home, 1,345 square feet, and my taxes are over $10,000 a year, and that goes to the homeless, yes. Yeah, like I said, the streets in Austin need lots and lots of repairs, lots of repairs, but they don't repair them because the money is wasted somewhere else. I feel that the kids that are losing their schools are being -- are going to be bused to another school and be overcrowded, and they will not get their education, like they're doing now. The teachers are going to lose their jobs. Where are you going to put all these hundreds of teachers?· And they're on – And in Chicago, they're on strike. I feel that the education for the child here is a No. 1 priority. They should not close schools down. If they need repair, repair them. Take the homeless away from Austin. Use that money to repair your schools and educate the kids. Every year that goes by, you need education. 25, 30 years from today, if you don't have education, you're going to starve to death. You're going	

#	Name	Date Rec d	Source	Topic	Comment	Response
					to be on the streets, like these people are right now. Everything goes up. Everything. Rent goes up. Property tax goes up. Water line goes up. It's terrible. And if they close the schools down, like I said, where are the kids going to get their education from? You can only put so many in a classroom.And traffic-wise, if it's not there right now, it'll never be there. It'll never be there. Times are changing overnight and -- You cannot – You cannot build more lanes downtown, private streets. You cannot build no more lanes on Congress. You cannot build no more lanes on any streets in Austin because, once -- once again, instead of building and making it wide, it takes one or two lanes out and gives them to the bikes or bicycles. Not everybody rides a bike, and they don't enforce the law on bicycles like they do on cars. Okay? There's a reason a lot of these kids -- people that ride bikes get hurt, because they cross the red light. They cross the stop sign. They're not – They don't cooperate with the automobiles. Okay? They're in danger all the time.And another thing, we've got two things now in Austin that we should not have ever gotten. It's making it worse. And they're scooters. My God. People on scooters, they go right through the middle of cars and they don't care. I think I've said enough.	
119	Rhett Bigham	11/1/2019	VOH Comment	Opposition to Tolled Lanes	I feel toll roads just separate the public by discriminating based on financial ability to pay. HOV lanes are good & encourage carpools. However, the best solution that would solve the congestion issue on I-35 going through Austin, San Marcos, New Braunfels, etc., would be for the government to purchase I-130 toll road & make it the free bi-pass expressway around all these congested cities for all vehicles using I-35 for long distance. A large percentage of the traffic has no interest in stopping in these cities nor driving through the heart of them.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
120	Richard Kooris	11/1/2019	VOH Comment	Support for Tolled Lanes	I completely agree with DAA's position, as stated below. We need variable toll revenue from this section of I 35 so that the project can achieve funding and completion ASAP. If free lanes remain, no taxpayer will be coerced into paying a toll for an otherwise "free" state highway system. Please include toll lanes in the plan. Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
121	Robert Burton	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
122	Robert Rizo	10/17/19	Comment Form	Design	I would like to voice my concern about not having two high occupancy lanes. I would rather see on high occupancy lane, and add another lane for all drivers. I travel I-35 from Kyle on a daily basis. I see more single occupancy vehicles driving into Austin. Austin is so spreadout that few will benefit from two high occupancy lanes. Having extra lanes for single commuters would be best for traffic.	TxDOT identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads. Additional general purpose lanes are not proposed because drivers who currently use other routes to avoid I-35 would quickly fill these lanes and they would become just as congested as al the other general-purpose lanes. Solving congestion by simply adding multiple lanes is not sustainable and has not been proven to be effective in providing reliability and promoting transit.
123	Roger Borgelt	10/24/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
124	Roland Pena	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				General	This project seems prudent and safe. I commend TxDot for their work. This project cannot come fast enough. I would encourage a much more aggressive timeline to complete.	Comment noted.
125	Ronda Barton	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	Please continue plans for HOV lanes on I-35 and please DO NOT add ANY toll lanes to I-35.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
126	Sarah Simpson	11/1/2019	VOH Comment	Support for Tolled Lanes	Instead of spending millions of dollars on expanding lanes, all existing lanes should just be subject to variable congestion pricing. Adding lanes ignores the phenomenon of induced demand, where the time and millions of dollars for the construction of these lanes will be wasted as more cars simply pour onto the road to fill them. Variable congestion pricing will reduce congestion immediately without the cost and delays associated with construction. Vouchers / discounts for those within lower income brackets can be provided to relieve undue burden.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Public Transportation Transit	Any new lanes should be created for the dedicated use of public transit, whether that be bus (or in the future rail). Allowing public transit which is carrying more people more efficiently should be given priority vs. single-occupant vehicles.	Capital Metro has been part of the I-35 planning team since TxDOT began studying ways to enhance mobility along I-35 in 2011. The Capital North, Central, and South projects would still allow for some transit enhancements. The project team will continue to work with local transit partners.
				Support for Tolled Lanes	In any scenario, variable priced lanes should be part of the solution to allow for flexible response to demand / congestion and to raise useful funds. HOV lanes that do not require a use fee or do not utilize demand-based pricing are an outdated response to a traffic problem that can only properly be solved with 21st century technology.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
127	Scott	11/1/2019	VOH Comment	Connectivity	Seems limiting Wlm Cannon traffic to two lanes at I-35 ensures future bottleneck. Right turn lanes onto Wlm Cannon unnecessary - should be Wlm Cannon's third lane. (Looks like additional land is available for limited right turn lane onto Wlm Cannon.) Dual left turn lanes from Wlm Cannon to I-35 confusing and dangerous - should include option to proceed east/west. Add sign that warns drivers left lane must turn left onto frontage road. Time lights on Wlm Cannon to facilitate exit from I-35 area. Move bus stops off Wlm Cannon to facilitate traffic away from I-35 area. Wlm Cannon bridge currently stripped for east and west bike lane yet no bike lane exists west of bridge (bike lane to nowhere). Fix the drastic bump on eastbound Wlm Cannon at west side of new I-35 bridge.	This comment addresses issues that are outside of the limits of this environmental document.
128	Shaun Cranston	10/24/2019	VOH Comment	Support for Tolled Roads	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
129	Sheri DeSpain	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	My preference is for an HOV lane. This would encourage car pooling and would be accessible to all, rather than something that adds more cost to the daily commute.	TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
130	Sierra Holloway	11/1/2019	VOH Comment	Support for Tolled Lanes	I think express lanes would be very beneficial along the IH-35 corridor. This would help ease congestion by diverting some traffic onto a single fast-paced lane and discouraging merging in and out of the left lane (slowing down traffic). This has been very beneficial on Mopac/Loop 1, so I think it will also be beneficial on IH-35. Thank you for your work to fund transportation improvements in the central Texas region.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
131	Stephanie Scholten	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	I disagree with this project: *intensifying the amount of polluting high-speed traffic through the middle of a city is highly inappropriate because it is at odds with pedestrians, cyclists, health, and connected walkable communities. *Current frontage roads are unsafe for pedestrians and bicycles--any new/redesigned frontage roads should be designed for 30 mph (or lower) traffic. *As a person who primarily walks and bikes, there should be NO slip lanes like on Slaughter–they are dangerous to pedestrians and cyclists and discourage that type of mobility through fear. *Any ped/bike crossings should be raised and include other safety features recommended in NACTO specifications to slow down cars and make people the priority. *All bike lanes need to be fully protected and comfortably designed for all ages from children to elderly.	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users.
				Support for Tolled Lanes	*That being said, any new lanes should be dynamically-priced toll lanes to discourage induced-demand driving. E18	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
132	Stephanie Voutselakos	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
133	Susan Pantell	10/25/2019	VOH Comment	Design	Managed lanes should require at least three people per vehicle.	When managed lanes require three or more occupants per car, they are underutilized and have excess capacity.

#	Name	Date Rec d	Source	Topic	Comment	Response
134	Sydney Loyed	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
135	Terrence	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
136	Thomas Williams	10/24/2019	VOH Comment	Traffic & Transit	Please integrate this project with transit centers and mobility hubs to maximize transit and HOV usage	Capital Metro has been part of the I-35 planning team since TxDOT began studying ways to enhance mobility along I-35 in 2011. The Capital Express North, Central and South projects would still allow for some transit enhancements. The project team will continue to work with local transit partners.
				Design	* Consider access points and improvements to roads for access to managed lane facility * Consider parallel bike/ped trails in addition to striped lanes on frontage roads	Entrances and exits are located to provide the optimal benefit to the entire corridor. Separate continuous Shared Use Paths are being added along the outside of each frontage road.
				Tolled lanes	* Restrict trucks to outside lanes; provide incentives to trucks to use SH 130	Comment noted.
				Non-tolled managed Lane	* provide incentives/priority use for electric and plug in hybrid vehicles in managed lanes * Implement user fees to manage demand and maintain speeds on managed lanes * Implement incentives (coupons for SOV managed lane use) if user takes transit X number of times	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
137	Tim Thomas	10/31/2019	VOH Comment	Support for Tolled Lanes with Transit	I live right next to this highway. We need to transition away from its use. Any non-transit use of the lanes should be congestion priced and poured into adding transit and active transit to the state. Any new lanes should be paired with bike lanes, trails, and sidewalks.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comment	Response
138	Tom Kolko	10/31/2019	VOH Comment	Support for Project	The highway improvement projects and adding capacity projects are long overdue in the Austin area	Comment noted.
139	Tom Stacy	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
140	Tom Van Pelt	11/1/2019	VOH Comment	Support for Project	The non-tolled managed lanes proposed in this plan would greatly benefit drivers on I-35 South. Congestion will decrease and the flow for bikers and pedestrians will become more efficient.	Comment noted.
141	Truman H Fenton	11/1/2019	VOH Comment	Support for Tolled Lanes	I favor managed HOV lanes for the new lanes. I would also like to see congestion-based pricing for the non-HOV lanes and the toll removed from or reduced on 130 to encourage through traffic to bypass downtown Austin.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
142	Wallace Walker	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	let's get those additional lanes open then see if we still need those managed lanes	Comment noted.
143	Wendy Gonzales	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	Please keep any lanes added FREE for drivers to use.	Comment noted

Appendix J
C mment Mat ix f m Stakeh lde Meeting

Documentation of Virtual Stakeholder Meeting

Project Location
Travis County

I-35 Capital Express South
CSJ: 0015-13-077, CSJ: 0016-01-113

Project Limits
SH 71/Ben White Boulevard to SH 45 Southeast

Meeting Website
Mobility35openhouse.com

Virtual Meeting Date and Time
Thursday, Dec. 3, 2020 at 9 a.m. until Friday, Dec. 18, 2020 at 11:59 p.m.

Translation Services
Spanish Translation - survey, flyer and presentation with script

Total Number of Attendees who Viewed the Virtual Meeting (approx.)
572 visitors to the web address
292 views of English YouTube Video
72 views of Spanish YouTube Video

Total Number of Comments
271

Contents

A. Comment matrix
B. Notices
C. Comments received
D. Figures

Virtual Stakeholder Meeting
Comment Matrix

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
1	**State Delegation Email** Signed by: Sen. Sarah Eckhardt Sen. Judith Zaffirini Rep. Celia Israel Rep. John Bucy III Rep. Sheryl Cole Rep. Gina Hinojosa Rep. Donna Howard Rep. Eddie Rodriguez Rep. James Talarico		12/18/2020	Email	Design Transit Safety	Thank you for your commitment to the redesign and construction of I-35. This project is long-awaited and critical for our constituents' local travel as well as for state, national, and international commerce. The key to a successful future I-35 corridor is maximizing capacity and throughput, balanced with community impact, local mobility, and connectivity. As we reimagine the I-35 corridor for the Austin of 2020 and beyond, we must right the wrongs of I-35 of the 1970s. The I-35 Capital Express South project proposes elevation of managed lanes (to a height greater than the upper decks north of The University of Texas (UT)) between Ben White and Slaughter Lane. This re-creates the wall we hope to remove downtown and north of UT – a wall that for decades has divided East Austin from West Austin; low-income communities from the more affluent; and, in particular, people of color from white citizens. An alternative design that unites all Austinites is needed. We understand that increasing capacity and improving safety in the I-35 corridor are key goals of this project. To maximize the corridor's capacity, TxDOT must intentionally facilitate transit, as moving more people in fewer vehicles is the least expensive and most effective way to maximize safe throughput in the corridor. Usage of our MoPac express lanes indicates many will choose transit over sitting in traffic or driving the toll lanes. On a related note, last month, Austin voters overwhelmingly passed the $7.1B comprehensive transit package known as Project Connect, signaling our community's desire for increased transit connectivity through our region. As the project development continues, we must set high expectations for the backbone of our state's transportation network and create an I-35 that serves Austin's unique needs. This means an I-35 that is equitable, developed with transit assets top of mind, and designed to meet thetechnological and safety expectations of our future. We appreciate your attention to our concerns and urge you to adopt our recommendations.
2	Adam	Hite	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
3	Addie	Walker	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
4	Adrianne	Peterson	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
5	Alan	Coovert	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Virtual Stakeholder Meeting
Comment Matrix

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
6	Amanda	Kennedy	12/16/2020	Email	Bicycle/Pedestrian Access Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	Hello— one of the things I love most about Austin is its walkability and the ability to bike across the city. Rather than widening I-35 let's focus on improved public transportation, walk and bike routes. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
7	Andrew	Glazener	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
8	Andrew	Harrod	12/18/2020	Email	Bicycle/Pedestrian Access Multi-Modal Transit Environment	I did not see a time listed for when comments would no longer be accepted for today, so I inferred it was midnight. When I clicked on the link for the meeting, it was no longer available. I ask that you please add our comment to everyone else's who has commented during this period. My name is Andrew Harrod and I am writing this on behalf of the board for Save Barton Creek Association. We like that one of your program's goals/objectives is to enhance bicycle, pedestrian and transit options. Focusing on active transportation networks will be critical for the feasibility of other means of travel, when there is room specifically left for rail/bike/paths to be added later. As you keep in mind the diverse transportation needs of a changing city, we would like you to look to the City of Austin Urban Trails Master Plan. We would like to see maximum protections at creek crossings with pedestrian access to the streams. These protections should be paramount during construction over Williamson, Onion, and Slaughter Creeks, but also during the design phase; where you should focus on features that limit flooding and excess urban runoff.
9	Andrew	Sinnott	12/15/2020	Email	Multi-Transit Options Safety No new non-managed lanes Crossings	Please consider all forms of transportation (walking, biking, e-scooters, mass transit, and cars) as you evaluate redesigning I-35 in Austin. Just as diversity is beneficial in nature, schooling, corporate culture, etc., I believe diversity of transportation modes would be beneficial in a city of over one million people. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
10	Andy	Jones	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. In other word, build it and they will fill it. Just look at Houston. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Virtual Stakeholder Meeting
Comment Matrix

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
11	Angela	Dion	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
12	Anne	Kinsey	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
13	Annette	Morales	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
14	Anonymous		12/7/2020	Online Comment Form	Support for Project	I look forward to all the road projects to improve travel time in and out of Austin area.
15	Anthony	Whiting	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
16	Ashley	Burke-Muraida	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
17	Barbara	Mahler	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
18	Ben	Thoma	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
19	Brad	Wimberly	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
20	Brandon	Hartshorn	12/15/2020	Email	Bicycle and Transit Infrastructure Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	Adding lanes to the highway won't fix our transportation problem. Many other cities have tried and utterly failed. Austin should be the type of city that learns from other's mistakes. Your constituency has spoken. Give us dedicated bicycle infrastructure and significantly better bus & train infrastructure! I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
21	Brandon	Mulder	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
22	Brandy	Savarese	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
23	Brendan	Wittstruck	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
24	Brian	Nunnery	12/17/2020	Email	Safety Traffic Innovation Lanes Environment	I'm concerned about the proposal to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. The concept of induced demand - that building more lanes creates more traffic - is widely known, and has been studied since the 1960s. Expanding freeways not only fails to alleviate traffic (making it a worthless investment) - it essentially induces urban sprawl, which we know damages the environment and our regional economy. There are many ways for solve for transportation needs in a way that increases equity and supports sustainable growth - you just need to think bigger than the traditional approaches we've taken in the past (more lanes, more cars, more lanes, more cars // expand, sprawl, expand, sprawl). These are not the solutions equipped to lead us through challenging future decades, and as leaders, your reputation will be more appreciated by supporting bigger, broader solutions. Remember: the best solutions are the hardest. The most complex solutions have the most impact. If you're listening to TxDOT tell you to do the same thing they've always done - you're going to be having this same conversation again, in 2030. I urge you to break the cycle. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
25	Brian	Seales	12/4/2020	Online Comment Form	Support for Tolled Lanes	I'd prefer an express/toll rather than HOV, or somehow both. Especially though downtown.
26	Brigitte	Edery	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
27	Brigitte	Brieschke	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
28	Cade	Ritter	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
29	Calandra	Lindstadt	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
30	Carl	Michel	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
31	Carolyn	Dyer	12/18/2020	Email	Traffic Crossings	I, Carolyn Dyer, serve on the Onion Creek HOA Board and my responsibility is Traffic Control for our neighborhood. I have had a number of people calling wanting to know how this project will affect Onion Creek Parkway overpass. With all the different housing developments taking place on both sides of I-35 to the south of Onion Creek people are worried about the increase of traffic on the N & S service roads. Anytime there is a wreck between Buda and Slaughter Lane it becomes extremely difficult to get out or into the Onion Creek neighborhood. Are there any plans to expand the Onion Creek Parkway overpass by adding more lanes, traffic signal system, turn arounds etc.? I would very much appreciate your sharing any information you might have with me.
32	Cassidy	Shea	12/19/2020	Email	Safety Multi-modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	Austin does not need more lanes on I-35! I'm extremely concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
33	Cecily	Foote	12/18/2020	Email	Safety Environment Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am completely alarmed, confused and concerned about the proposals to expand the freeway in South Austin, even wider than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. As a transportation professional, I know very well that widening highways DOES NOT WORK to solve congestion issues and in fact often has the opposite impact, inducing demand and exacerbating travel times. On top of that, I-35 is already one of the DEADLIEST highways in the nation and widening it will only deepen safety threats to residents and visitors. And that doesn't even include emissions and climate concerns, which we need to be aggressively addressing. Transportation is one of the top sources of greenhouse gas emissions as well as a host of other environmental pollutants like micro plastics from tires. Our climate is rapidly deteriorating and we need to be amending our city to encourage non-vehicle modes of travel such as biking, walking, micromobility, and transit. These other modes also support physical activity and social connection, which are both critically declining in people's lives across the country. This is a non-negotiable if we want to have a livable city in the future. I was born and raised in Austin and I just moved back from the Bay Area, where I went to Stanford and then worked in sustainability and transportation. I planned to move back before the pandemic, eager to re-root and invest my whole self into a public service career focused on improving mobility for this city that raised me. If the DOT proceeds with this widening, frankly I'm not sure I can stay here after all. I also endorse everything my colleagues have written below, so I'll leave that in the text. Thank for reading and please, please, please consider this with the utmost gravity. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at
34	Charles	Arnone	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	Let me start with - I live 5 blocks east of I35, and my law office is 10 blocks west of I35. I am opposed to any widening of it. IF you completely cover it, or route it outside of Austin, I would be supportive. Anything less I will help fight. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
35	Chase	Coffield	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
36	Chirag	J	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
37	Chris	Riley	12/16/2020	Email	Opposition to non-tolled Managed Lanes Safety Environment	Please do not add any non-managed lanes to this corridor. The terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Our focus should be on ending traffic deaths, reducing carbon emissions, and mending our cities. The proposal you're considering will only exacerbate the deadly problems we're facing.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
38	Christina	Minich	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
39	Christine	Vincent	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
40	Christopher	Norton	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
41	Clarke	Heidrick	12/18/2020	Email	Design Transit Support for Tolled and Free Managed Lanes	My name is Clarke Heidrick. My interest in this project if through my service as Chair of the Transportation Committee of Austin Area Research Organization. While AARO has vigorously supported the entire IH35 project , this email is my own view and not that of AARO or my law firm. The project overall is very necessary , and the key value is maximizing throughput. Elevating the managed lanes from Ben White to almost Slaughter Lane re-creates the wall we hope to remove in both downtown and north of UT . Please look for options to eliminate these elevated lanes. Please consider lowering them and price this as an option. Transit priority or direct access ramps are essential to maximizing ridership, overall throughput and managing congestion. Though we are presently in a non-tolled environment, and I support the project on that basis, I would be just as supportive were the proposal to be changed at some point to provide for tolled managed lanes with dynamic pricing. Tolling might enable TxDOT to consider lowering the managed lanes on the South portion (or at least eliminate the elevated lanes) and enable other projects that had to be sacrificed to make the numbers work in a non tolled way. Thanks very much for opening this up to the public and for providing an opportunity to comment.
42	Colby	Simpson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
43	Colin	Ingarfield	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
44	Corinne	Wong	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
45	Cynthia	Wong	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
46	Dan	Cheetham	12/3/2020	Online Comment Form	Noise	As a resident of Travis Heights I am extremely concerned that I do NOT see reduced noise pollution as a critical goal in this project. Any potential scenarios should be evaluated with this consideration as the current noise levels are extreme and negatively impact quality of life for our central Austin neighborhood. I would like to be able to speak to someone on the design team about these concerns that myself and all of my neighbors share. Please respond to let me know how to engage in dialogue about this important issue.
47	Dana	Dreinhofer	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
48	Darcy	Phillips	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. PLEASE CONSIDER A MORE EQUITABLE, SAFE, EFFICIENT OPTION THAN WHAT HAS BEEN CURRENTLY PROPOSED. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
49	David	Grabbs	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
50	David	Page	12/19/2020	Email	Opposition to Added Lanes	I'm disgusted by your plan to further expand the I-35 dinosaur trail through South Austin. Are Houston and Dallas jealous that Austin is not a paved-over hellscape like they are? Has any TXDoT highway expansion ever actually solved a transit problem? (hint: no they just encourage more single occupancy vehicle transit and exurb development, and are clogged again within a few years).
51	David	Wilson	12/18/2020	Email	Support for Tolled Lanes Design	I use I35 daily as I live in Onion Creek I35 should become a toll road and 130 should be free. That way all through traffic would go around the city. To widen I35 would cause years of disruption! Please do whatever is necessary to implement this suggestion. Thank you for your consideration
52	Dean	Palm	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
53	Debra	Steidel	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
54	Diana	Esteves	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
55	Diana	Gerson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
56	Doug	Ballee	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
57	Doug	Dyer	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
58	Drake	Hampton	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
59	Drew	De Los Santos	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
60	Ed	Ireson	12/15/2020	Online Comment Form	Opposition to Added Lanes Support for Tolled Lanes	We should not spend hundreds of millions expanding I-35. Instead, we should be directing through traffic to bypass Austin by tolling I-35 and making alternatives free.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
61	Eddie	McKenna	12/15/2020	Email	Design Safety Opposition to Adding Lanes	Please consider alternative proposals to improve the freeway, anything that avoids adding lanes. Designating High-Occupancy Vehicle (HOV) lanes, for example, would cost far less in tax money, freeing it up for other uses, and result in far better traveler mobility options. Please also consider proposals that incentivize use of 130, instead of I35, for travelers and commercial vehicles that do not want to access these areas of town and just want to get past them. Please also prioritize safe, non-vehicular crossing options. Again, the main message of this feedback is that adding lanes would only bring new negative impacts. Recommended further reading: https://www.houstonchronicle.com/local/gray-matters/article/Why-TxDOT-s-upcoming-project-won-t-reduce-12287710.php Thank you for considering this feedback!
62	Elaine	Betterton	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
63	Elizabeth	Eliot	12/15/2020	Online Comment Form	Opposition to Added Lanes Design	Further widening the highway between downtown and east Austin is the last thing that we need. I-35 already splits the historically segregated East Austin from the Urban Core and prevents both cultural hubs of downtown and the east side.
64	Elsie	Aton	12/15/2020	Email	Traffic Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I live 6 blocks from I-35. I see it every day. I hear it every day. I cross it every day to go to and from work. I do not believe adding more lanes can possibly solve the current issues we face. I also have lived in Dallas and seen the plans to widen 75/Central Expressway fail to solve the connections issues there. More lanes does not solve traffic; it never can. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
65	Emily	Hampton	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
66	Emily	Kaye	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
67	Eric	Galloway	12/18/2020	Email	Opposition to Adding Lanes Design Bicycle/Pedestrian Access	Highway widening is always a bad idea because of induced demand. Every time a freeway is expanded all it succeeds in doing is very quickly adding more cars without reducing traffic. And the OPPOSITE holds true too - removing lanes improves traffic! We should have a long term plan of removing our downtown highways or at least putting them underground like in downtown Boston. I know the waste of resources with the big dig in Boston was obscene. But i also know, at the end, it produced a beautiful greenway and a highway-free downtown. It's now gorgeous and it brought neighborhoods together. People naturally like downtowns that are pedestrian and bike friendly. No pedestrian or cyclists likes anything about highways . . . not going under them, not crossing them, certainly not getting on them. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
68	Eric	Kaufman	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
69	Eryn	Yetts-Teeling	12/17/2020	Email	Traffic Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I lived in Austin for many years, and am deeply concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. Traffic and the subsequent traffic issues has grown exponentially recently, and this is not the solution. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
70	Faith	Reed	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
71	George	Eco	12/4/2020	Online Comment Form	Design Transit Opposition to Added Lanes	Momentum seems to be gaining ground to divert many traffic and lanes onto a loop system at 290/71 intersection. This feedback should mean that the south portion of the project should have substantial design change at that intersection with 35 so that traffic can loop. Tunneled express/local lanes should start at the 290/71 intersection with 35 going north with a combination of local limited access points and limited access express lanes. Then a boulevard style road and partnership with CapMetro should start at that intersection of 290/71 to install a park and ride and rapid rail or bus service along the boulevard through downtown and terminate at the other end of the loop 290/71 highway. TxDot's current 35 south designs do not allow solve the transit issues facing Austin and must take into consideration induced demand by continuing to add new lanes. These designs should be edited to show the need to drastically loop traffic around downtown via the 290/71 loop as well as adopt a terminal for transition to boulevard style starting at 290/71. CapMetro would be grateful to collaborate on the surface boulevard portion of project while txdot can create new 6 lane tunnel highway with entry starting at 290/71 intersection and access points at oltorf, downtown, ut, airport and return to surface at northern terminus at 35N &290/71. To recap: 1)Divert portion of 35 traffic to a loop 290/71 (non Austin bound traffic) 2)Build 6-8 lane limited entry tunnel along 35 starting at 290/71; this will continue through Austin downtown to northern terminus where it would combine with 290/71 loop once again. 3) build boulevard style surface road in partnership with local transit authorities. This should include transit transfer center and park and ride at 35 and 290/71 intersection. Collaborate with CapMetro on mass transit services to run along new boulevard. Please do this to actually solve traffic rather than just kick the can down the road by pouring more concrete that will need excessive maintenance and expansions into perpetuity! Thank you! George

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
72	Grace	DeLucia	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. As a bike commuter, this expansion would make the city even more inaccessible and dangerous to me and everyone not in a car. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. What's more, further separating the city will contribute to modern day segregation, harming communities that are on the "wrong side" of the highway. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
73	Gregory	Keefer	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
74	Gwen	Jewiss	12/16/2020	Online Comment Form	Noise Support for Tolled Lanes	What is being planned regarding noise abatement? The traffic from 35 already penetrates well into the adjacent neighborhoods & will be much worse with the addition of elevated lanes. I would welcome your email reply. Also- Having tolls on 130 & 183 only increases the truck traffic on 35, as the companies do not typically reimburse drivers for tolls. If through trucks were tolled for 35 usages, we'd all be better off!
75	Heyden	Walker	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
76	Holly	Brewster	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
77	Humberto	Leandro	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region
78	Isabella	Vick	12/15/2020	Email	Opposition to non-tolled Managed Lanes Design Safety Crossings	Please not add any additional non-managed lanes to this corridor. Adding lanes does not improve the traffic situation! Plus, this makes the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.
79	Isabella	Vick	12/15/2020	Online Comment Form	Opposition to Added Lanes Traffic Bicycle/Pedestrian Access Safety	Hi TxDOT! I am writing to oppose the expansion of I35 in the south part of the Capital Expressway. Expanding highways does not help with traffic! Please work with Reconnect Austin to follow their suggested guidelines. If I35 absolutely must be expanded, please do so in a way that keeps Project Connect, bike mobility, and pedestrian safety in mind. Thank you.
80	Jacob	Barrett	12/8/2020	Online Comment Form	Frontage Roads Traffic	I support the managed lane installation but not the expansion of the frontage roads to three lanes. The third land will introduce unneeded merging from other drivers and will increase congestion and be a detriment to safety outcomes. Please only keep the frontage roads at two lanes.
81	James	Howison	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
82	James	Howison	12/17/2020	Online Comment Form	Expand Comment Period Design Noise Safety Bicycle/Pedestrian Access	First, the comment period is too short, it takes time to make people aware of plans and to organize feedback. This short period feels pro-forma and insincere. Second, elevated roads divide the community further, creating wasted space underneath that apparently no one has the responsibility to manage. Elevated roads are both ugly and loud. Studies should include detecting how much further they spread pollution and noise (including noise as the section joints are traversed). Safe and navigable intersections and local roadways and paths should undergo real engineering effort. In consultations I have attended before there are zero figures on how intersections work for pedestrians, including the elderly and disabled, especially during hot summers. You engineer the road design, but simply assume that cars stop at cross-walks; those things should be tested. If they don't work due to behaviors of drivers, then they don't meet the specs of the project and cannot satisfy the requirements of the project.
83	James	Tompkins	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
84	Jamey	Swope	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
85	Jane	Norwood	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
86	Janet	Bezner	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
87	Jared	Beu	12/18/2020	Email	Traffic Safety Design Opposition to Added Lanes Noise Multi-modal/Transit	While I'm glad to see a serious interest and effort to alleviate congestion and safety issues on I-35, I have substantial concerns over the long-term viability of this project. It appears we are removing the disastrous deck-split from North-Central and just moving it South. Given the historic and current negative ramifications both for thru-traffic, decreased E-W neighborhood connectivity, and damage to the urban/social fabric, the possibility of a new split in a rapidly developing and densifying part of town lacks hindsight and leaves open the need for a future massive redevelopment of the highway. The project as proposed offers no additional E-W connections to help lessen the imposition of the highway on neighborhoods, and hence will not help residents in the area who are not using the highway. While the goal of the interstate is to move long-distance traffic, the redevelopment should also include the needs of travelers in the immediate vicinity who are impacted by the roadway, even if they don't rely on it directly. It seems prudent that TxDOT would consider ways to lessen the local impacts of large roadways following improvement. The considerations downtown for a depressed roadway to accommodate a future cap is an effort in this direction, but no efforts seem to have been made South as the road is expanding both out and up. The project as proposed creates further barriers for local connectivity while inducing greater demand with more traffic on the interstate and adding unmitigated noise pollution from the new upper deck. Upon completion, traffic and safety will undoubtedly be improved for a short time, but every historic highway expansion has demonstrated induced demand. If this is to be an ultimate fix for I-35, the solution needs to make it safer for current drivers while providing alternatives for future drivers that don't harm or hinder local communities. The solution as proposed seems to be a recipe for more and worse traffic on a much larger and imposing roadway that permanently divides communities. I would encourage more conversation with the city and CapMetro in pursuit of full-mobility solutions instead of expensive fixes that will be outdated before completion and (while improving safety) do not improve mobility. Take care and thanks for considering my comments!
88	Jared	Beu	12/19/2020	Email	Traffic Safety Design Opposition to Added Lanes Noise Multi-modal/Transit	While I'm glad to see a serious interest and effort to alleviate congestion and safety issues on I-35, I have substantial concerns over the long-term viability of this project. It appears we are removing the disastrous deck-split from North-Central and just moving it South. Given the historic and current negative ramifications both for thru-traffic, decreased E-W neighborhood connectivity, and damage to the urban/social fabric, the possibility of a new split in a rapidly developing and densifying part of town lacks hindsight and leaves open the need for a future massive redevelopment of the highway. The project as proposed offers no additional E-W connections to help lessen the imposition of the highway on neighborhoods, and hence will not help residents in the area who are not using the highway. While the goal of the interstate is to move long-distance traffic, the redevelopment should also include the needs of travelers in the immediate vicinity who are impacted by the roadway, even if they don't rely on it directly. It seems prudent that TxDOT would consider ways to lessen the local impacts of large roadways following improvement. The considerations downtown for a depressed roadway to accommodate a future cap is an effort in this direction, but no efforts seem to have been made South as the road is expanding both out and up. The project as proposed creates further barriers for local connectivity while inducing greater demand with more traffic on the interstate and adding unmitigated noise pollution from the new upper deck. Upon completion, traffic and safety will undoubtedly be improved for a short time, but every historic highway expansion has demonstrated induced demand. If this is to be an ultimate fix for I-35, the solution needs to make it safer for current drivers while providing alternatives for future drivers that don't harm or hinder local communities. The solution as proposed seems to be a recipe for more and worse traffic on a much larger and imposing roadway that permanently divides communities. I would encourage more conversation with the city and CapMetro in pursuit of full-mobility solutions instead of expensive fixes that will be outdated before completion and (while improving safety) do not improve mobility. Take care and thanks for considering my comments!
89	Jason	Hoffman	12/15/2020	Email	Traffic Design Innovation	Instead of flattening our city for the sake of ever more cars and parking, why don't we bring people to the city by legalizing density and focusing on moving people in stead of cars. It's well known that this type of expansion only exacerbates traffic. What kind of future do we want for Austin? One for cars? Or one for people? Judging by our growing sprawl, it seems we're heading toward the latter. Expanding I-35 is a 1950s era solution to a 1950s era problem. The US's economic competitors, knowing the value of cities and mobility, are taking different approaches that put our transportation circus to shame. Instead of listening to cronies like Bruce Bugg and the TXDOT board, who simply want to enrich their developer friends, let's build our transportation infra based on fiscal responsibility and the expertise of the urban planning/mobility community.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
90	Jay	Blazek Crossley	12/18/2020	Email	Design Safety Crossings Multi-modal/Transit Bicycle/Pedestrian Access Opposition to Non-Tolled Managed Lanes Environment Noise	Hi, Please accept these comments. Thank you so much for your contributions to the effort to fix the broken I-35 corridor and for the opportunity to submit public comment on the substantially changed proposals for this section of I-35. My comments below are critical of many elements of the proposal and I believe that substantial changes in design are still needed, but I am aware that a lot of people have done a lot of good work to get this project to where it is today. I appreciate your service to the people of Texas and hope that my comments help improve this project. Too many people die on I-35 main lanes and frontage roads in Austin. Too many people suffer serious injuries just trying to get back home from HEB or taking their kid to school and using I-35 in Austin. Too many people die trying to get across the freeway on foot where there is no safe way to travel East to West for miles, in the middle of one of the fastest growing cities in the nation. The problem of traffic crashes is by far a bigger problem than the perceived problem of congestion or the desire to slightly reduce long-distance travel time. The correct number of people who should die on the newly rebuilt I-35 is zero. I don't want any member of my family to die on I-35. I don't want any member of your family to die on I-35. The Texas Transportation Commission adopted Minute Order 115481 on May 30, 2019, adopting a goal of ending traffic deaths statewide by 2050 and cutting traffic deaths in half by 2035. That minute order instructs the TXDOT Austin District to "develop and implement strategies required to reduce the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050." This is the main point of your work. I don't think that the current proposal gets us to where we need to be on the road to zero. I sent the following questions to TXDOT Austin staff on December 4th, the second day of this virtual open house, hoping to use any responses to help me participate effectively in this public process. I received no responses to any of the explicit safety questions, but will note after listing these questions some responses to some helpful dialogue about the freeway design. I still would like to have answers to these questions. I still believe that the concepts I present should be used to improve this project. 1. How was the FHWA guidance on Self Enforcing Roadways and USLIMITS2 used in the proposed design of the entire facility? If they were not used, is there still time to consider how the project could be improved through this guidance? FHWA Self Enforcing Roadways: https://www.fhwa.dot.gov/publications/research/safety/17098/005.cfm USLIMITS2: https://safety.fhwa.dot.gov/uslimits/ 2. What FHWA proven safety countermeasures have been considered for this project? What FHWA proven safety countermeasures will be used in this project and how? If they were not used, is there still time to consider how the project could be improved through this guidance? https://safety.fhwa.dot.gov/provencountermeasures/ 3. Was there an attempt to ensure safe pedestrian crossing at least every 1/2 mile? Did this result in the addition of any planned crossings? What factors were used to choose to include safe crossing at least every 1/2 mile or not? If there was not such a process, is there still time to consider how to achieve this goal of a safe pedestrian crossing every 1/2 mile? To be clear, a safe, multimodal street using modern urban design guidelines and 30 mph design speed is the ideal way to provide safe pedestrians crossings, but the worst case scenario should be to provide pedestrian bridges or tunnels every 1/2 mile. 4. Did TXDOT consider using City of Austin street design guidelines for all elements of the project that are not controlled access freeways? Did TXDOT consider using NACTO guidelines for all elements of the project that are not controlled access freeways? Did TXDOT consider using the most recent edition – which I believe to be the 2018 17th edition – of the AASHTO Green Book street design guidelines for all elements of the project? For all of these questions, is there documentation of why or why not and to what extent City of Austin street design guidelines, NACTO guidelines, or the most recent AASHTO guidance will be used in the final design? 5. What are the proposed design speeds to be used for each element of the project? Will design speed be based upon target speed based upon context sensitive determination of the appropriate operating speed for a multimodal, urban environment such as this? 6. Will all pedestrian crossings of slip lanes be raised crossings? If not, why? Similarly, but separately, have raised pedestrian crossings been considered for all crosswalks in the project? If not, why? Second email focused on the proposal to add significant greater capacity than previously proposed in 2019:

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
						I noticed right away that the drawings presented yesterday are significantly different than those presented to the public in 2019, specifically in terms of adding additional feeder lanes and "free" main lanes. I will be unequivocally articulating opposition to adding any additional non-managed lane capacity to any of the South, Central, or North corridors, and expect there is broad community support for that concept. Can I have access to any documentation explaining and presenting the reasoning for this decision to propose this additional capacity between the 2019 and 2020 proposals presented to the public? Also, is there analysis of how these changes might impact operating speeds, severe traffic crashes, induced demand, community and environmental justice impacts, and various environmental factors, such as noise and air pollution and greenhouse gas emissions? And can I see any such analysis? The response that I did receive was enlightening. The value engineering process showed that it collector distributor type lanes (I'm not sure if I am getting that term right, but the kind of thing you find at the intersection of I-10 / 610 / 290 in Houston) could really help reduce congestion around the major intersections. Also, I was told in my personal meeting with TXDOT Austin staff that the reason to add an additional frontage road lane to 3 lanes was just to ensure consistency throughout the project. I strongly support the use of smart design that the collector distributor type lanes can provide. I support the idea that consistency of frontage and main lanes can improve safety. Please make this project have no more than two frontage lanes in each direction, but make them consistent, while also making them designed with design speeds for a mixed use, multimodal, dense urban setting. Please improve the flow of traffic through this area with managed lanes and collector distributor type lanes, but do not add non-managed lane capacity. If collector distributor lanes will achieve better flow, replace existing poorly functioning "free lanes" with those. Please please reconsider the horrible idea of rebuilding this freeway without ensuring safe, pedestrian crossing at the very least every half mile. Please optimize this entire project for transit, I propose using the amazing thinking happening at TXDOT Houston in the REAL project on how we should envision all freeways as having a network of connected managed lanes that include dedicated lanes that go exactly to the most dense activity centers. Please change all rhetoric on this project to reflect the reality that traffic deaths are a much larger problem than congestion or speed of travel. Please do not use the term "fast lane" to refer to the left hand lane of the main lanes. Please do not prioritize speed of travel above 45mph for any element of this project. Achieving consistent 45 mph flow for the managed lanes and main lanes of this project would be a significant improvement in access. Any speeds above that have no public benefit. Thanks for all that you do to improve the quality of life for the people of the Austin region.
91	Jay	Crossley	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
92	Jeni	Lyon	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
93	Jenn	Inaustin	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
94	Jennifer	Johnston	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
95	Jeremiah	Belanger	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
96	Jesse	Bernal	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
97	Jill	Bailey	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. I live right off of I-35. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
98	Jim	Porter	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
99	Jim	Ross	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
100	Jim	Ross	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
101	Joey	Trimyer	12/15/2020	Email	Traffic Opposition to Adding Lanes	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. A large percentage of I35 traffic is composed of through traffic, including large trucks. Wouldn't a better solution include diverting that traffic to a widened SH130? Keeping through traffic out of downtown would be a great step toward eliminating congestion and improving the quality of life of Austin's citizens. The bottom line is that we need to think about solutions that don't involve massive expansion projects that create years of construction and the frustration that comes with it and seem doomed from the beginning. One only needs to look to the Katy freeway expansion to understand the concerns of many Austinites. Thank you for your time and attention. As a 30+ year resident of Austin I look forward to hearing a new, better proposal to fix I35 without making the situation worse.
102	John	Eagan	12/7/2020	Online Comment Form	Design Bicycle/Pedestrian Access Crossings	How many times will TxDOT continue with the same failing policies and approaches to highway management before they realize this is not working? Making a 20 lane highway will not work! If you must move forward with this plan that will utterly fail to fix congestion, at least do the bare minimum from an equity perspective: reconnect east and west sides for pedestrians! We need additional safe pedestrian crossings. We should never have to walk or bike more than a half mile to get to a safe crossing. It's ridiculous that TxDOT does not acknowledge this with safe design and more crossings. You're just repeating mistakes for the past 60 years!
103	John	Berry	12/19/2020	Email	Traffic Opposition to Added Lanes Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. My personal opinion is that all through traffic should be diverted to Texas 130 rather than go through Austin at all. This would be healthier for both the population and the city itself, and will also make access to the new Tesla Factory and other new businesses in that area much easier for the workforce. I further believe that if you increase the capacity of part of i-35 you will eventually be forced to increase the capacity of the whole route, at enormous expense. It has been shown over and over again that if you build a highway, the vehicles will come, so that you never get ahead of congestion. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
104	John	Koonz	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
105	John	Stansell	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
106	John	Worley	12/15/2020	Online Comment Form	Opposition to Added Lanes Multi-modal/Transit Support for Tolled Lanes	If you add new lanes, they'll fill up in no time. You'll spend billions and get very little relief. How about adding a rail line on each side of I-35 instead? Or expanding 130, making it free, and turning I-35 into a toll road with tolls collected where 130 connects to I-35 north and south? Or do both?
107	Jonathan	Gros	12/15/2020	Email	Safety Bicycle/Pedestrian Access Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. Our culture's obsession with the automobile and unchecked reverence to it is killing us, our loved one and our children and we don't care. We say we care, but when it comes time to make real change and decisions, we don't care. For god's sake we need non-profit organizations to advocate to adults in leadership positions to provide safe routes for people (kids) on bikes and those who walk. Thank about that. My god what have we done? And if for some reason you dare to care, you are automatically labelled as some outsider radical or anti-car, A connection that is such a damning incitement on our failure as a society. • Want your kid to bike to school – Anti-car • Want your senior mother to walk to the store – Anti-car And these narratives are fueled by people in council who thrive on divisiveness. We have decided that the speedy movement of vehicular traffic is all that matters. This has been shown time and time again in our policies, our infrastructure, the narrative at city councils and the constant politicization of all movement outside of the car. Then it happens, a life is ripped away from us and we hear the same old rhetoric about thoughts and prayers around this horrible "accident" well these aren't accidents, these are results. These horrifying murders are the result of years of willful negligence. Years of voting down motions to make things safer. Years of opposing human centric design, years of politicizing all movement outside the car, years of limited regulation on vehicles, years of failed enforcement, years of a culture of rush and speed and years of unquestioned allegiance to the automobile. These aren't accidents, these are results created by a broken and failed system that preys on the most vulnerable on our roads. But despite all these massive obstacles, our cities still have a choice to make things better, but they continually choose not to. Our city could've chosen life, but they chose cars. We need to make change now on our streets, no matter what the cost. As so many families have found out what the cost of not making real change is and it's incalculable and unimaginable, they've paid the ultimate irreplaceable price. It's on you city councilors and others in leadership, you know who you are. The safety of our children, your children and our collective community is 100% in your decisions. These aren't accidents these are the results of our willful negligence. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
108	Jonathan	Gros	12/3/2020	Online Comment Form	Opposition to Added Lanes	Please don't build this. This will only further segregate southeast Austin.
109	Jordan	Janes	12/18/2020	Online Comment Form	Opposition to Added Lanes Multi-Modal/Transit	I think widening I-35 will be a detriment to the city of Austin. The city has long been overdependent on mobility via car, and spending hundreds of millions of dollars on I-35 will not result in the change Austin needs. Austin need multi-modal transportation, and should invest in getting more cars off of the road, instead of spending millions to add a few lanes.
110	Joseph	Cahill	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for this design, not an add-on only if it is affordable. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed. In unflawed demand forecasting there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Back to the safety priority, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Individually, people die trying to cross the gulf in between the provided crosswalks, so the design needs to provide pedestrian & bike crossings (suitable for children and elderly) much less than 100 yards apart. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
111	Josh	Miksch	12/3/2020	Online Comment Form	Support for Tolled Lanes Design	I welcome the addition of managed lanes to the I-35 south corridor, however, the addition of upper level decks from SH-71 down to Slaughter seems to be a step in the wrong direction. If IH-35 through central Austin between MLK and Airport Blvd. has taught us anything, it is that building a freeway even higher creates numerous issues for the surrounding areas. How will the upper level decks cross the Stassney and William Cannon intersections? Would they go up and over the newly re-built overpasses, which would cause the new upper level decks to rise well above the grade of the adjacent frontage roads in areas where the current main lanes are depressed below grade?

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
112	Joshua	Devries	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
113	Joshua	Rudow	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
114	JuanRaymon	Rubio	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
115	Kate	Mason-Murphy	12/15/2020	Email	Climate Change Opposition to Adding Lanes Environment Bicycle/Pedestrian Access	It is so obvious to me that the Texas' short-sighted commitment to the almighty automobile and the infrastructure that supports it is flawed at the root assumption that we will be driving single occupant vehicles in the future. We won't. Sure the State GOP "wants it to be so" so the power structure around the energy industry maintains the status quo. The planet be damned! That is the first and MOST OBVIOUS reason why TxDot should not invest in expanded road systems in our cities. Second, the overt and systemic RACISM that a barrier like the one proposed on 1-35 cannot continue, let alone EXPAND. With more and more and more and more impervious cover in and around "flash flood alley", who do you think will flood out? Where do you think this water is going to go? It won't be the wealthy. It will be communities who struggle disproportionately already, those with low income residents, poor schools, poor parks, missing sidewalks, lack of public transit and high flood risk. I still have faith that leaders in the great state of Texas will PRIORITIZE the great people of Texas, no matter where they live, the language they speak or the color of their skin. That prioritization need to happen NOW! If TxDot would focus on making life "great" for the most marginalized populations, EVERYONE wins. Walk-ability, Bike-ability and CLEAN public transit should be the focus. Not cars! How many years have we gone without a traffic fatality on the roads YOUR DEPARTMENT built? Almost 20 years!!! So Exxon Mobils profits are more important than the lives of Texans? If we continue to make crappy infrastructure choices, we will exacerbate our climate justice problems. More importantly, we will miss this opportunity to PIVOT for the greater good while maintaining a high level of economic success. Continuing to "prop up" a failing, polluting, degrading and destructive industry will be our ultimate downfall. This is a "duh" moment. Why can't you see that?

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
116	Katharine	Sucher	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
117	Katherine	Schroeder	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
118	Kathryn	Johansen	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
119	Kelsey	Balaban	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassable, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
120	Ken	Booser	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
121	Ken	Jacob	12/18/2020	Online Comment Form	Access Transit	1. Please devote attention to the rapid development all along IH-35 South with special attention to FM1604 where a major traffic problem already exists due to major development of multi-family housing from Slaughter south to SH-130. This applies especially to all exit and on ramps from Slaughter Creek Overpass to beyond SH-130 and will be affected by both northbound & southbound traffic. 2. We also ask that you work closely with CAP Metro in early development of plan for proposed Park & Ride at Southpark Meadows. We at South Austin Neighborhood Alliance (SANA) are familiar with the area and prepared to help in any way we can.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
122	Kim	Meyer	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
123	Kimberly	Levinson	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
124	Kimberly	Levinson	12/18/2020	Email	Opposition to Adding Lanes Design Transit	This whole project is deeply ill-conceived. Adding this many lanes, and destroying the east-west connectivity and the walkability of Austin just when car usage is likely to drop, as more people work from home and new transit options arise, is utterly short-sighted. Please go back to the drawing board and cut this by at least a third. - Vice President, Downtown Austin Neighborhood Association
125	Kimberly	Smith	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
126	Kristi	Roen	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
127	Larry	Murphy	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
128	Laura	Cottam Sajbel	12/15/2020	Email	Innovation Safety Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Multi-Modal/Transit Crossings	As this city just passed two huge, expensive transportation bonds to lessen car traffic, please set aside the idea that we need an obscene Katy Freeway running through Austin. Give these forward-thinking mass transit ideas a chance to work and bring the city together, rather than creating I wider, louder, more pollutive 20-lane highway that will only enable MORE cars on the road. Start thinking smart. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. In the past, this freeway created a nearly unbridgeable divide between races and between levels of economic income. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Better yet, lean on public transportation and implement more innovative approaches to resolving the problems the highway already causes. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
129	Laura	Cuervo	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Bicycle/Pedestrian Access	I would like to start off with wishing everyone a happy holidays. I know these emails are coming to y'all at a busy time. I am unhappy with the new proposals to build an wider freeway in South Austin than what was proposed last year. I beg y'all to consider a more equitable, safe, efficient option than what is being discussed right now. The city of Austin and other Urbanists have proposed many great plans that would keep Austin better connected and reduce traffic that don't include widening the freeway, which has been proven to actually increase traffic. First, ending traffic deaths and serious injuries needs to be the top concern. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. I currently live right off and to the east of I-35, and while I love biking, it is too dangerous for me to bike into the city by crossing 35 like I would love to do. Freeways have always been created as a form of segregating two sides of the city, and we cannot continue to allow it to do so. When I want to bike ride in central Austin or anywhere on the west side of i-35, I have to drive my bike to the west side, adding to the traffic and taking up valued parking space. We could drastically reduce our traffic in Austin if i-35 would be updated to be friendlier to pedestrians, bikers, and other forms of transportation besides driving. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
130	Laura	Freeman	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
131	Laura	Morrison Pibel	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
132	Laurie	Doran	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
133	Leah	Mesches	12/3/2020	Online Comment Form	Noise	As a resident of Travis Heights I am extremely concerned about increased noise pollution in this project. The current noise levels are extreme and we can hear traffic all day and night. It sounds like the potential elevated lane would make noise even worse.
134	Leila	Melhem	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Time and again we see lanes added to roads, and then cars fill up those extra lanes until we're back where we started, just with more lanes. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
135	Leo	Anderson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Fourth, our air quality will continue to deteriorate. We need to reduce traffic and use other modes to transport goods and people. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
136	Linda	Fields	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region. I am a long-time Austin resident and value this city's history, culture and livability. Please do what you can to preserve Austin!

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
137	Lora	Menter	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	Hello there and thank you for your work! I am writing about the proposed widening of Highway 35 in South Austin (where I live). Please, please, please (!) don't widen the road and just build more and more highway. I truly don't think it's what we need as a community. Also, as a resident who largely bikes and walks to get around, I would love to see I-35 become more friendly to my family and me as we move around the city. I support and amplify the thoughtful, community-focused recommendations of Farm&City, The Downtown Austin Alliance, and Our Future 35. Some of their points are as follows: First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Let's build something truly innovative and forward-thinking together! We can do it! Thank you for your time.
138	Lyman	Labry	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
139	Madeline	Acri	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
140	Mary Lou	Bell	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am a long time resident of South Austin and I implore you not to approve this horrendous widening of I35. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
141	Mary	Pustejovsky	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
142	Mateo	Scoggins	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin. Please consider a more equitable public engagement process that may result in a more robust project for the Austin community. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multi-modal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
143	Matthew	Bey	12/15/2020	Online Comment Form	Transit	Is there room in the elevated section or along the median, for a light rail line, like they have in Chicago?
144	Matthew	Hauser	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
145	Mehdi	Mohades	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
146	Michael	Moritz	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Innovation	I am a Houstonian, but I am in South Austin a fair bit, and I know this highway well. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. We need a safer and more equitable solution. Subsidizing automobile dependency has to end in this state. I-35 is a symbol of our racist, city dividing past and it must be reconfigured in a way that elevates all people of all backgrounds and neighborhoods. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. The Texas Transportation Commission (governing board of TXDOT) has agreed to reducing the number of roadway fatalities by 50% by 2035, and entirely by 2050. These promises must be the primary driver of new highway design. We need more robust local and regional transit, prioritization of neighborhood connecting pedestrian and bicycle infrastructure, and reduced speed limits. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Highways are ugly, hot, and no one actually enjoys driving on them. Let's build a road that people will enjoy using while riding transit. I-35 can be a model for a new way of thinking with urban freeways. Please value people and the sustainable ways we move. TXDOT engineers have to realize single occupancy vehicles are horrendously inefficient uses of energy and space. Design a highway that is makes efficient transportation options (bike and transit) the priority. Thank you.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
147	Michael	Smith	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
148	Michelle	Betz	12/17/2020	Online Comment Form	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
149	Mihnea	Dumitrescu	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
150	Monika	Mulder	12/16/2020	Email	Opposition to Adding Lanes Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please review research on widening roads which shows that traffic only increases, this is not the way this city should be thinking we need more mobility and travel options to move traffic in different roadways so they don't all clog up the same roads. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
151	Morgan	Witthoft	12/18/2020	Online Comment Form	Opposition to Added Lanes	NO WIDENING PLEASE All research shows that widening NEVER helps with congestion. Ever. All prior experience with cities all over the USA shows the same. WIDENING DOES NOT HELP. A huge mess, destruction of land, massive expense, no benefit. Don't do it.
152	Nathan	Stevens	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
153	Nevin	Durish	12/15/2020	Online Comment Form	Design Design Alternatives	Cramming more lanes to push more traffic through the center of downtown is not the answer to Austin's traffic problems. No project alternatives were presented in the materials provided, contrary to the spirit of NEPA, so the public cannot properly evaluate the proposed work and compare it to other options. Having through-traffic bypass the heart of central Austin by expanding access to SH 45 and SH 130 is clearly a better alternative for the city rather than making south Austin an even greater expanse of concrete and stopped traffic.
154	Niki	R	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	What can you be thinking? Or do you at all? We here just endured years of construction. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
155	Noah	Maze	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
156	Parker	Blackiston	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
157	Patricia	White	12/7/2020	Online Comment Form	Design Crossings Bicycle/Pedestrian Access	It is ridiculous that after all the talk from TxDOT over the years about reconnecting the east and west sides of IH 35, this once-in-a-lifetime project comes around and does nothing to make this reconnection happen. This project NEEDS additional pedestrian crossings of the highway. Without them, this is just a continuation of the equity problems that IH 35 created. There are numerous locations where a pedestrian crossing would be essential for helping those of us who can't afford cars reach nearby destinations. Teri Road is one such street that is cut off by IH 35, but there are many more. Please, accommodate additional pedestrian bridges. We will be discussing this as an item on our agenda at the next Friends of Riverside Neighborhood Association meeting. We intend to create a letter from the NA opposing this project if it can't do the bare minimum for pedestrian connectivity.
158	Paul	Gottuso	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
159	Paul	McGuffey	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	What can you be thinking? Or do you at all? We here just endured years of construction. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
160	Paul	Woodruff	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region. I am a long-time Austin resident and value this city's history, culture and livability. Please do what you can to preserve Austin!
161	Paula	Cox	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
162	Peter	Beck	12/17/2020	Email	Traffic Opposition to Adding Lanes Design	I am writing to oppose the current plan for dramatically expanding I35 south of Austin. This is going to dramatically worsen traffic and make it more dangerous over the extended period of construction and then when it is finally completed, there will so many more cars on the road, that it will not make a difference in reducing congestion. Unless you think the 16 lane Katy Freeway has eliminated congestion, it's clear to everyone that adding more lanes just adds more cars and does not solve congestion problems. Secondly, please reconsider the proposed elevated lanes. The elevated lanes are being taken down going through downtown Austin, why would they be considered a good idea here? It's time to spend money on highway alternatives instead of endless expansion and endless congestion.
163	Peter	Blum	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
164	Philip	Thompson	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
165	Phyllis	Owens	12/17/2020	Online Comment Form	Design Traffic	What annoys me is that there are 2 HOV lanes in each directions where only cars and trucks with 2 or more passengers can drive. As I travel through Dallas it always annoys me how often the HOV lanes are empty, and that is only one lane in each direction. I believe a much better approach would be to have only the one HOV lane in each direction, then add 1 lane to the general traffic lanes and RESTRICT trucks to that one extra lane. All of the IH35 truck traffic adds a huge load to IH35 through Austin.
166	Pix	Howell	12/15/2020	Online Comment Form	Design General	The proposed improvements will only satisfy traffic needs for the short term. Without a robust western loop from IH35 to US183 to IH35 north, IH35 alone can never be built big enough. Without a cooperative economic development model or shared tax base agreement between Austin and surrounding jurisdictions, there will always be an overwhelmed hub traffic dilemma.
167	Rachel	Carneglia	12/15/2020	Online Comment Form	Opposition to Added Lanes Design Transit Bicycle/Pedestrian Access	I really don't think adding even more lanes to I-35 is the solution, especially through downtown, or on this southern segment. We've seen what adding more lanes did in Houston. Going underground, finding more options for public transportation, and more options for truly walk/bikeable transportation should be a higher priority. The current proposed 10ft pathway next to even more high speed lanes seems dangerous at best.
168	Rachael	Cook	12/18/2020	Email	Opposition to Adding Lanes Environment Design Increasing Comment Period	This proposal to expand I-35 to more lanes ignores so many known facts about highway expansions falling well short of their intended "improvement" of transportation. This expansion is simply wrong. Even I learned over a decade ago while studying Urban Planning at UT Austin that instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. I ask that the health impacts, especially for nearby poorer communities, be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries. I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35. Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home. Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans. TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.
169	Rachael	Sperling	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
170	Reid	Echols	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
171	Rob	Parsons	12/3/2020	Online Comment Form	Design	Please develop an option for managed lanes to be at grade or below grade. Above grade options may be cheaper but it creates just the kind of barrier that is now having to be removed in the central 35 section.
172	Robby	Robinson	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
173	Robert	Crump	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
174	Robert	Gilliland	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
175	Rose	Glinka	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
176	Ross	Smith	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
177	Ryan	Contino	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
178	Samantha	Ráez	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
179	Sarah	Arvey	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
180	Sarah	Simpson	12/15/2020	Online Comment Form	Design Opposition Added Lanes Cost Traffic	The cross sections currently proposed for this project sadly demonstrate once again TXDOT's inability to integrate current sustainable transportation knowledge and solutions into this department's projects. As presented today, this undertaking will be just one more failed highway expansion project that will recklessly expend taxpayer dollars and come up short in actually addressing the objectives for the project, namely congestion management and priority access for transit. I urge you to reassess the project based on current knowledge and sustainable transportation principles and instead of progressing the alternatives as presented, please integrate the following: - Do not add any lanes to the existing condition as this additional capacity will only lead to increased traffic and VMT - Do not elevate lanes as this is an unnecessary and costly undertaking that represent irresponsible use of funds - Convert existing lanes to managed HOV lanes as needed - Start prioritizing moving humans not vehicles - Review the Congestion Con Report: https://t4america.org/maps-tools/congestion-con/ One of the primary objectives of this project is to manage congestion, however, the proposed cross sections will only surely result in increased congestion and perpetuate the unsustainable cycle of build / exceed / build that DOTs have trapped American cities in. Over the past several decades, research has and continues to increasingly prove that more lanes fails to deliver long-term solutions and generally equates to more traffic - to the tune of billions of dollars. This is an incredibly irresponsible use of taxpayer dollars and will lead to exponential misuse of funds if similar solutions are proposed for other stretches of I-35 in central Texas. For this particular project, funds dedicated to lane expansion and elevated lanes must be reinvested in solutions that prioritize the movement of people, not cars themselves. In closing, please abandon the current proposal. Do not increase the number of vehicular lanes; abandon the elevated lanes; convert existing lanes to managed HOV lanes; and commit to moving people not cars. Don't perpetuate old solutions that waste taxpayer dollars to the sole benefit of concrete contractors. Listen to the research and stop chasing congestion.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
181	Scot	Salmon	12/15/2020	Email	Traffic Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I've been living in Austin, and before that Houston, long enough to see that widening highways does not seem to make traffic better. Traffic just expands to fill the space available. We need other options, not just a wider highway. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
182	Scott	Biggs	12/17/2020	Online Comment Form	General Cost	What studies show that HOV improves traffic? And if there is improvement, how much improvement? Where is the data on cost/benefit analysis of HOV lanes (including the negative benefit of reduced traffic flow during construction)?
183	Scott	Lelievre	12/8/2020	Online Comment Form	General Design	This section of road has been under construction for YEARS! When is it going to stop? Why not let the latest improvements sit for a bit before tearing up the road and gnarling traffic again instantly? Why does the center of austin have to bear the brunt of north/south traffic through the state? It is just dividing the city. Make improvements to 45/130 to move traffic out of the heart of the city.
184	Sean	Compton	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
185	Sean	Pollard	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
186	Shayne	Calhoun	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
187	Sinclair	Black	12/15/2020	Email	Design Increase Comment Period	Probably the most effective tactic employed by all DOT's is a policy known as the "Sunk Cost theory". If you start two projects at a distance from each other the argument then becomes, "well we spent all that money and now we have to connect the projects". Of course, that's exactly what TxDOT is doing with their three-part I-35 rebuild. Since there is little opposition north of Central Austin or south, TxDOT purposes to move as fast as possible on both ends to justify the central segment project. TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments. Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
188	Sinclair	Black	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
189	Sofia	Shapiro	12/10/2020	Online Comment Form	Design Bicycle/Pedestrian Access Opposition to Added Lanes	Hi, My name is Sofia. I live in Austin, Texas use I-35 frequently, and I am writing in regards to the Capital Express Central project. I-35 was a structure placed strategically at its inception to segregate the East and West sides of the city. It has since made pedestrian and bike connection from one side of the city to the other dangerous, hostile, or just impossible at most points, while also devaluing property on the east side and contributing to the current gentrification crisis. The best plan for the Austin community would be to put I-35 underground in a tunnel, as many other growing cities have like Dallas and Boston. This would allow for park land on top and for the return of pedestrian accessibility to the otherwise unusable land. Furthermore, it has been mathematically modeled and proven time and time again, that adding lanes to a highway eases congestion for a small amount of time, but fills back up to comparable levels of congestion in almost no time. The concept is called Induced Demand. So this is simply not an acceptable solution for our communities. (https://www.wired.com/2014/06/wuwt-traffic-induced-demand/) Please make a plan to put I-35 underground and make the land more accessible to pedestrians and bikers once again, while working to reduce the original impacts of this highway's racist design. Thank you!
190	Sophia	Fleshman	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
191	Star	Salzman	12/18/2020	Email	Opposition to Added Lanes Safety Environment Multi-Modal/Transit Support for Tolled Lanes	The new proposal to expand I-35 is a serious step in the wrong direction for South Austin. The city does not need more expanded roads that make it even more difficult to get around safely on foot or by bus. We already have a serious problem with traffic accidents and deaths that this expansion would only worsen. That is not even considering the impact on the environment, and the likelihood that it would lead to even more traffic long-term. We need to build a city that prioritizes transit, walkability, community, safety and environmental sustainability. We need to discourage driving, and implement congestion pricing lanes, not simply make it easier for giant trucks to blow through our city at 90 mph. Thank you for your consideration.
192	Stephanie	Molnar	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Traffic	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. This is not only important for people but for WILDLIFE. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Appropriate wildlife crossings, such as the kind being implemented in San Antonio, are also important. COVID-19 is going to permanently impact traffic, as more people understand the feasibility and effectiveness of work-from-home situations. Please do not make dire mistakes during this time as we seek to understand how virtual work will impact traffic patterns. "Improvements" may not even be needed at this time. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
193	Stephen	Cooey	12/16/2020	Email	Support for project Noise	First off happy with the approach and results in the changes to I35 south... My wife and I live at 700 Corral lane (78745) and are approx 60ft from the frontage road.(small storage facility between us and the frontage road... we purchased knowing about the sound levels, but to have an acre we were willing to make the trade.. We have patiently waited for this past 3-5 years of construction to be completed...(sorry not 100% which year it started) the noise level during construction has been fine at times and horrific at times... there was a hammering few weeks at night that shook all of our windows and now they are laying pavement which the drive asphalt truck beeps every 7-10 seconds. Also while we are sleeping... My concern isn't only the construction so much in the next 3-5 years it's the new noise levels in our home and yard from the raised platform you are planning on building... traffic wise it makes sense, but as a tax paying resident this would put us at 5-10 years of construction noise and a lifetime of added Decibel levels in and around our home... We are one of the only homes this close to I-35 and is there any options available ?? Sound wall on our property line ?? This way the storage facility isn't blocked?? Again if you look at the map I'm not asking for sound walls down 35. (Would disrupt businesses too much) but this home and neighborhood has been here sense 50's and our home is effected the most... Thank you for reading, looking for some help...?? Would love a sound wall for Christmas!!!
194	Stephen	Gonzalez	12/18/2020	Online Comment Form	Noise	As someone living in Hyde Park in Austin, within half a mile of the proposed construction, what/ how will TxDOT develop guidelines for work hours, noise levels, etc.? This construction is sure to hamper quality of life for the surrounding neighborhoods and it is imperative that TxDOT have a very clear dialogue on these impacts with the families that are going to bear the brunt of the inconvenience.
195	Stephen	Graham	12/16/2020	Email	Opposition to Adding Lanes Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am deeply worried about proposals to force an even more massive freeway into South Austin than has been discussed previously. As you doubtless know, highway widening has never helped resolve any congestion in Austin. On the contrary, it has added more congestion by inducing demand, and discouraging all forms of movement but private, single-occupancy cars. And it wastes massive amounts of our tax dollars. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
196	Steve	Lucas	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
197	Steve	Prather	12/15/2020	Email	Traffic Cost	This proposal will turn I-35 in Austin into the Katy Freeway. Also a similar project was done on I-75/85 in Atlanta (expansion to 18 lanes) and within one year it was completely filled up with bumper to bumper traffic. It will stimulate further development and sprawl in this corridor. This plan is a costly mistake. Look at other alternatives that make sense!
198	Steven	Pierce	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
199	Susan	Pinsonneault	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
200	Thomas	Ates	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
201	Tiffany	Duening	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
202	Tim	Dombeck	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
203	Tim	Loudermilk	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
204	Travis	Hyzak	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
205	Travis	Young	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
206	Tyler	Markham	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. The future is not larger highways. Even Greg Abbott has said as much. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
207	Tyler	Markham	12/18/2020	Online Comment Form	Opposition to Added Lanes Safety	Please do not expand the number of frontage roads or the number of general lanes. We don't need more sprawl in South Austin. We need more connections across I-35 to improve mobility Austin residents. We need sidewalks. We need barriers to stop pedestrians from trying to cross 35. We need safety, not more lanes.
208	Tyler	Markham	12/18/2020	Online Comment Form	Design	Please place the frontage roads on top of the buried portion of I-35 from Lady Bird Lake to Dean Keaton. This is a once-in-a generation chance to reconnect Austin, improve the livability of downtown, and create tremendous economic value.
209	Van	Wilson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
210	Victoria	Taylor	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin. Please consider a more equitable public engagement process that may result in a more robust project for the Austin community. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multi-modal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
211	Willa	Staats	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
212	William	Atkinson	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
213	William	McClure	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
214	Xavier	Apostol	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
215	Zach	Allen	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
216	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
217	Unknown		12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
218	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
219	Unknown		12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
220	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
221	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
222	Unknown		12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
223	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
224	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
225	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
226	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
227	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
228	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
229	Unknown		12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
230	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. Please do not continue to exacerbate high vehicular use of our city and focus on alternatives that bring about quality of life outcomes. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
231	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
232	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
233	Unknown		12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
234	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
235	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
236	Unknown		12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
237	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
238	Unknown		12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
239	Unknown		12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
240	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
241	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	Hi all- DO NOT widen this highway. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
242	Unknown		12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
243	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
244	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
245	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
246	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
247	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
248	Unknown		12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
249	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
250	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
251	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
252	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
253	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
254	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
255	Unknown		12/15/2020	Email	Opposition to Adding Lanes Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I do not support the proposed lane expansion. Simply read the book The Power Broker to see how this fails. We have enough lanes, although they are not maintained professionally. Focus on that. Make the existing road safer. And get more people to use I-45 loop. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
256	Unknown		12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
257	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
258	Unknown		12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
259	Unknown		12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
260	Unknown		12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
261	Unknown		12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
262	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
263	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
264	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
265	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
266	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
267	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
268	Unknown		12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
269	Unknown		12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.
270	Unknown		12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

#	First Name	Last Name	Date Rec d	Source	Topic	Comment
271	Unknown		12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.

Appendix K
Comment and Response Matrix from Public Hearing

Documentation of Public Hearing

Project Location
Travis County

I-35 Capital Express South
CSJs: 0015-13-077 & 0016-01-113

Project Limits
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast

Hearing Location
Virtual Public Hearing: My35capex.com
TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744

Hearing Date and Time
Virtual Public Hearing: April 27, 2021 at 9 a.m. through May 26, 2021 at 11:59 p.m.
In-Person Option: April 27, 2021 from 8 a.m. – 8 p.m.

Translation Services
Spanish

Presenters
N/A

Elected Officials in Attendance
N/A

Total Number of Attendees (approx.)
Virtual Public Hearing: 486
In-person option: 7

Total Number of Comments
78

Contents

A. Comment/response matrix
B. Public hearing certification
C. Notices provided
D. Sign-in sheets
E. Comments received
F. Figures
G. Virtual Public Hearing

A.

Comment/Response Matrix

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
1	Aaron Barker	4/28/2021	Online Comment Form	Additional Lane/Expansion Opposition	I am writing to oppose the I-35 Capital Express South Project. The current plan to add additional lanes will only increase traffic, pollution, greenhouse gas emissions, and further divide the city along racial and class lines. I-35 must be completely reimagined to reconnect Austin by either diverting traffic around the city entirely or a cap and stitch arrangement. I am opposed to an elevated roadway between Slaughter Lane and Ben White, and I am opposed to increasing the number of lanes from 10 to 18 south of Slaughter Lane. I-35 is already a blight on the city and it must not be made even worse. These plans are shortsighted and evidence a complete lack of forward-thinking vision with respect to transportation issues. More concrete and more cars is not the answer!	Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic operations, traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR study estimated the project would save 15,980 hours per day of time travel compared to the existing I-35 corridor. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2 percent crash rate reduction. The CTR team also assessed whether the project would create EJ impacts that disproportionately impact the local community. Based on materials reviewed, including census data that indicated the location of low income and communities of color who live along this segment of I-35, CTR concluded that the community would not be divided, displaced, or have reduced access to services as a consequence of constructing the Capital Express South project. In response to concerns brought forward on the elevated managed lanes, the CTR study concluded that the surrounding community would not be divided, displaced or have reduced access to services as a result of the proposed Build Alternative. The proposed project includes additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. It includes additional sidewalks and SUPs which would increase access across I-35 and make it easier for pedestrians and cyclists to access services and community resources. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35. Also, during the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible. Regarding lanes, just like a toolbox has different tools for different jobs – a hammer versus a saw, lanes on a highway project have different jobs as well. There are lanes that address safety – bypass or auxiliary; lanes that allow entrance and exits from the local network – ramps; lanes that address local

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
						access – frontage roads; and lanes that are existing today that move people and goods – mainlanes. Managed lanes with restrictions on their use will provide a less congested route with reliable travel times for carpools, vanpools, and transit. Also, it should be noted that managed lanes and their connections support increases in transit, carpool, and vanpool options. SUP, sidewalks, bike/ped support active transportation and connectivity to transit. TxDOT prepared a greenhouse gas (GHG) analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." EPA's Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.
				Environment	Please scrap this plan and work with the city and environmental groups to devise a transportation solution that unites all Texans with a green and sustainable future.	Thank you for your comment. The proposed project includes additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. It includes additional sidewalks and SUPs which would increase access across I-35 and make it easier for pedestrians and cyclists to access services and community resources. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35. Also, during the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
						surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
2	Austin Bicycle Advisory Coalition (sent by Laura Dierenfield, attested by Briana Cohen)	5/18/2021	Email Comment	Bicycle/Pedestrian	WHEREAS, the purpose of the Austin Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles. WHEREAS, the Texas Department of Transportation (hereafter "TxDOT") is responsible for the planning and execution of the My35 Capital Express Central project. WHEREAS, TxDOT is a key partner in building Austin's All Ages and Abilities Bicycle Network. WHEREAS, the proposed improvements include improving/adding bicycle and pedestrian paths with approximately 13 miles of new shared-use paths in addition to 3 miles of recently constructed shared-use paths. WHEREAS, the preliminary proposed I-35 design includes a 10' shared use path between Stassney Ln & William Cannon Dr and South of Slaughter Lane. WHEREAS, geographic barriers, such as controlled access highways with few crossing streets, prevent bicycle and pedestrian connectivity. WHEREAS, Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek are within the project area. WHEREAS, TxDOT and City of Austin agreed upon shared-use path recommendations for the I-35 corridor, and these recommendations in Version 7.0 released May 24th, 2016 are available via https://bit.ly/2S4UCAe; WHEREAS, the portion of the project from Onion Creek northward is within an urbanized area and the entire project scope will be within an urbanized area during the lifetime of the project, thus creating substantial bicycle and pedestrian activity throughout the project corridor. WHEREAS, highway infrastructure along I-35 was just imploded after years of funding and right-of-way obstruction. THEREFORE, BE IT RESOLVED, the BAC recommends that TxDOT prioritize bicycle and pedestrian connectivity across and along the I-35 corridor for all ages and abilities. BE IT FURTHER RESOLVED, the BAC recommends that TxDOT include 12' wide or greater shared-use paths along all frontage roads, with a physical barrier constructed or organic, for expected high volumes of bicycle and pedestrian traffic and per the city of Austin Transportation guidance, and that any design exceptions (i.e. less than 12' SUP width) be	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. The design of the I-35 Capital Express South project preserves the ability to make the connections. During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible. Yes, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. East-west crossings at creek locations are being evaluated at Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek as a part of detailed design. The Capital Express South project will not be precluding the crossing at Bergstrom spur. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					specified by location and be posted publicly and shared directly with the BAC; BE IT FURTHER RESOLVED, the BAC recommends that in order to provide local access to destinations and not create additional barriers to bicycling and walking, TxDOT create dedicated pedestrian and bicycle at-grade crossings along i-35 (Level 5 Street) to reduce crossing density below ½ mile in accordance with the city's proposed guidelines to the Transportation Criteria Manual update (Section 4). BE IT FURTHER RESOLVED, the BAC recommends that TxDOT perform more in-depth studies on the impacts of construction to the four creeks within the project area and establish protections against pollution impacts from infrastructure improvements; BE IT FURTHER RESOLVED, the BAC recommends that TxDOT release detailed plans for construction and implementation regarding east-west at-grade crossings, including accessible infrastructure for individuals biking or walking, throughout the project area; BE IT FURTHER RESOLVED, the BAC recommends that TxDOT not move forward with the elevated sections for the managed lanes. BE IT FURTHER RESOLVED, the BAC recommends that all creek crossings include a shared-use path underpass, connecting across I-35: BE IT FURTHER RESOLVED, the BAC recommends that any improvements in the vicinity of the Bergstrom Spur support and allow for a future grade-separated crossing for bicycle and pedestrian traffic, connecting across I-35; BE IT FURTHER RESOLVED, the BAC recommends that any new lanes be dynamically tolled, which will allow all drivers the freedom to travel in lanes with less traffic and help fund ongoing maintenance for this project. Tolled lanes will also result in higher utilization than HOV lanes, as well as fewer law enforcement officers needed to monitor compliance.	
3	Alex Kachkine	4/28/2021	Online Comment Form	Opposition to Project	I don't have many words to describe how absurd this whole project is, or how furious I am that this taxpayer-funded decision was not put through any kind of public vote by taxpayers. However a colleague of mine, upon learning that a few miles of highway expansion would cost two times more than a mission to Mars, had to say the following: "This is a worse use of taxpayer money than the Holocaust. I hope spiders infest your [redacted]. May there always be a	Thank you for your comment. Comment noted.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					lego under your supple unsuspecting foot. May your children visit Kevin Spacey's house. [redacted] you in your fat [redacted]."	
4	Alexander Smythers	4/28/2021	Online Comment Form	Design	1) The traffic light at the 35 NB Frontage road and Slaughter Lane is poorly timed for the amount of traffic it sees during the day. Myself and other residents on the east side of 35 have to sit through four (4) cycles of this light during all reasonable hours of the day to get from the east side of 35 to the west side and to Southpark Meadows. This is unacceptable and will get worse with time if no action is taken as more land is developed along east Slaughter and more folks move into the area. This is by far my biggest complaint, as it nearly always takes me 15 minutes of sitting in stopped traffic just to get past 35 when leaving my neighborhood in Goodnight Ranch to go anywhere else. 2) The left turn lane from Slaughter (East of 35 heading west) to turn onto the SB Frontage road is not long enough and the signal is delayed behind the straight through green light, which results in traffic backing up into the leftmost straight through lane and backing up traffic. The lane should be made dedicated or signal timed differently to improve flow. This probably also contributes to the congestion that requires folks to sit through so many cycles of this light. 3) We need a right turn lane on the 35 NB Frontage road at the Slaughter intersection. Right now there is a combination straight and right turn lane with a hard shoulder to the right and drivers bunch up on the shoulder to attempt to make right-on-red turns. A dedicated right turn lane will improve traffic flow and make this safer. 4) The 35 SB Frontage road following the Slaughter exit is in terrible condition and needs resurfacing. 5) The 35 SB Frontage road following the Slaughter exit is effectively reduced to one lane as the left lane merges back onto 35 at an inconvenient place. There is often traffic turning into the apartment complexes and residential areas, which slows down and backs up traffic on the frontage road.	Thank you for your comment. The Capital Express South project includes intersection improvements at Slaughter Lane and the I-35 frontage roads. Signal timing and traffic flow will be addressed as part of these improvements. The improvements proposed as a part of the Capital Express South project include a final overlay of the frontage roads at this location. The Capital Express South project will add additional lanes in this area to reduce congestion for all users.
5	Anne Marie Beard	4/28/2021	Online Comment Form	Opposition to Project	I live right by the proposed expansion of lanes for I35. I am not in support of adding more lanes to this congested highway. It will still funnel down into 3 lanes in the city interior and traffic will again back up. We need less, not more cars on the road.	Thank you for your comment. Proposed improvements to the I-35 Capital Express South Project will bring the corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public. The section of I-35 through downtown is being studied through the separate Capital Express

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
						Central project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.
6	Benjamin Cavanaugh Berg	4/28/2021	Online Comment Form	Multi-Modal/Transit	I believe that expanding I-35 in Austin is a terrible idea. This is money that could be better spent towards public transportation that actually gets people off the streets, and is more cost-effective. Due to the length of time it takes to even expand highways, the growth of Austin's population will have outdone the new capacity that I-35 holds. Thus, continuing the need for expanding the highway. If we were to divert this money towards public transportation, we would be creating a economically viable alternative that is better for the environment, easier to adjust for population growth, and is less detrimental to the environment/travel times when under construction. If anything, robust public transport will enhance the driving experience for those that NEED to drive because it will take cars off the road.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. Finally, the Capital Express South project would not only enhance safety, but also increase connectivity for all modes. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.
7	Blake Burch	5/27/2021	Online Comment Form	Design	It's not entirely clear how the proposed changes would affect each of the main roads entrance/exit ramps. My biggest concerns are: - William Cannon exit consistently backs up onto the highway, causing unsafe conditions because the exit ramp feeds into the two left-hand turn lanes - the two most trafficked lanes. There needs to be a better approach to this exit. Perhaps lengthening it and starting further back? - While not directly related to the highway, Slaughter lane is a nightmare when it comes to the I-35 overpass. Both sides have to wait through 3-4 light cycles to get through and that will only continue to increase. Getting onto the highway when turning left (either direction) or going straight results in too much traffic congestion. Providing easier access to the entrance ramps and potential new underpass lanes would likely help. It's my understanding that improvements here would fall under the TxDOT jurisdiction.	Thank you for your comment. The southbound exit to William Cannon Drive will be accessible via the new southbound bypass lanes. The new configuration eliminates the existing weaving and conflict points that occur where the traffic entering from the SH71/US290 flyover merges with traffic attempting to exit to William Cannon Drive. This is expected to greatly reduce congestion on the southbound I-35 mainlanes. In the area around Slaughter Lane, frontage road operational improvements, such as additional auxiliary and turning lanes, are being proposed to enhance operations at the intersection. The city of Austin is developing a project to enhance operations along Slaughter Lane near the frontage road intersections that is expected to help address some of these concerns.
8	Bob Fitzner	4/27/2021	Online Comment Form	Design	Is it possible to narrow the ROW footprint & limit the property acquisition if the Shared Use Path (SUP) is moved outside the DOT ROW limits? Are there any options for the SUP location via Jurisdictional Agreement(s)?	Thank you for your comment. It is TxDOT's preference to build and maintain facilities within state right of way, including shared-use paths. Additionally, the Capital Express South team looked at ways to not only minimize ROW footprint, but to also minimize property acquisition. As such, the proposed project does not displace any residences or businesses.
9	Bryan Burdock	4/28/2021	Email Comment	Additional Lane/Expansion Opposition	I firmly oppose the expansion of I-35. This will due little to ease congestion, it will creat more sprawl, and will cost hundreds of millions.	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
10	Brian Spencer	5/22/2021	Email Comment	Design	Hi, Thank you for improving the safety congestion and mobility along this critical Austin corridor . I would like to submit the following comment: 1. How will this project be working together with the Corridor Program Offices Slaughter C5 improvements between I35s NB frontage roads and Cullen Ave? It does not appear that the proposed CPO improvements which will occur prior to this project will align based on the proposed project layout. Would you recomend CPO amend their Slaughter projects limits to exlude any improvements within the LOC of the CapExSouth project for best use of Taxpayer dollars? Thank you, Brian	Thank you for your comment. TxDOT and the city of Austin coordinate regularly on projects, including those proposed as part of the Corridor Program. Your comment has been shared with the project team.
11	Cade Ritter	4/29/2021	Online Comment Form	Additional Lane/Expansion Opposition	I-35 is a scar on our city. You don't propose anything other than adding more lanes, after people have been demanding public transit, burying the roadway, replacing it with a boulevard... this is all TxDOT can come up with? Go back to the drawing board, because this terrible and Austin will not accept it.	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public. The proposed design of the managed lanes will support increases in transit, carpooling and vanpooling. The shared-use paths support active transportation and connectivity to transit.
12	Charlie Smith	5/26/2021	Online Comment Form	General	I think its very telling on Austin and Texas that you want to put the toll roads of IH- 35 in the most congested and most working class area to which the people that live in Southeast Austin have to use that road to get to work. When updates were being done before, you should have thought about bring this to the table instead of basically tearing out what was just completed a year or two ago, making them live through and more drive time to their travel time.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects and is looking for ways to add more capacity and reduce congestion without the use of toll roads. The Capital Express South project will elevate the managed lanes from SH 71 to Slaughter Lane, to ensure that existing work completed on the I-35 from Stassney Lane to William Cannon Drive project remains intact.
13	Curtis Rogers	5/11/2021	Online Comment Form	Support for Tolled Lanes	The planned HOV lanes will requite significant law enforcement resources to guarantee compliance, and will have lower utilization for the investment. Because drivers will have a free road option, this should not hold TxDOT back from making the managed lands tolled. This would remove the law enforcement resources needed for HOV, AND help fund the project for all drivers (even those using the free 35 lanes.	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					Please give all drivers the option to pay to use the managed lanes when they need to travel faster.	
14	D Mor	5/22/2021	Online Comment Form	Design	Make as many managed lanes as you want...but PLEASE build 4 free regular unmanaged lanes. Every highway in Austin is a pathetic 3 lanes. Every highway in Dallas and Houston is always 4 lanes. After all the damn 18 wheelers 3 lanes is not enough.	Thank you for your comment. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion would be reduced and safety would be increased for all users.
15	Daisy Torres	4/30/2021	Online Comment Form	Support for Project	Yes! to the addition of two lanes in the 8mile stretch of IH35 from 71 and 45. I think this expansion of IH35 should've been done a long time ago already.	Thank you for your comment. Comment noted.
16	Daniel Neal Zell	4/27/2021	Online Comment Form	Support for Project	I support the raised HOV lanes and anything that can be done to reduce congestion and conflicts	Thank you for your comment. Comment noted.
17	Daniel Woodroffe	5/26/2021	Email Comment	Design	As an East Austin resident, downtown business owner and A landscape architect I urge txdot to maximize the cap potion of this project. Building the infrastructure to enable the cap is an essential piece of infrastructure and must not be value engineered out. Additionally, the rationale for taking the highway underground is to maximize open space and dynamically change the at-grade condition. I urge txdot to reconsider adding more frontage road lines. This project has the capacity to be a game changer for the city and state but to do that it must pivot away from traditional transit engineering methodologies and place pedestrian and human comfort first.	Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/. The proposed design of the managed lanes will support increases in transit, carpooling and vanpooling. The shared-use paths support active transportation and connectivity to transit.
				Environment	Lastly, Hi encourage text Todd to raise the importance and necessity of having a strong sustainable solution that looks and considers climate, carbon sequestration, innovative storm water management and human comfort.	Thank you for your comment. The I-35 Capital Express South project environmental assessment included analyses of: air quality, biological resources, community impact, water resources and traffic noise. A part of the design process is to review storm water runoff drainage from the standpoint of both quantity and quality. For a project of this nature, there are industry design standards that are required to be met. These standards have been complied with on this project in addition to including features to minimize silt and erosion during and after construction including the use of temporary silt basins, silt fencing, temporary seeding, and temporary storm water control features. Provisions to preserve and protect existing vegetation, natural channels and the surrounding environment will be a part of the final design for the proposed improvements. Overviews of these analyses are available online at: https://my35capex.com/events/i-35-capital-express-north-project-notice-of-draft-environmental-assessment-and-virtual-public-hearing-with-in-person-option/.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
18	David Butler	4/27/2021	Online Comment Form	Bicycle/Pedestrian	Too much emphasis on bicycles. people drive CARS on the freeway, not bicycles	Thank you for your comment. It is the goal of the TxDOT team and the Mobility35 Program to enhance safety and improve mobility for all users of I-35. The proposed managed lanes are being implemented to manage congestion. TxDOT believes that managed lanes will incentivize carpooling and transit use, and also provide reliable travel times through the corridor for all vehicle types, including emergency services. The eastbound and westbound SH71 to southbound I-35 flyover is being extended further south and the entrance ramp north of Stassney Lane is being converted into an intersection bypass system. These design changes will improve safety and mobility along the frontage road by reducing merging between traffic entering and exiting I-35. Improvements are proposed to the Slaughter Lane intersection such as additional auxiliary and turning lanes to reduce overall congestion, along with the addition of a new auxiliary lane between the northbound entrance and exit ramps south and north of Slaughter Lane to allow northbound frontage road traffic traveling through the Slaughter Lane intersection to bypass the intersection without having to fully merge with mainlane traffic. All of these improvements together lead to an overall reduction of congestion and increase safety throughout the corridor.
19	Guadalupe Lancon	4/28/2021	Email Comment	Design	Hello my suggestion would be Adding Traffic meters like to calculate the amount of traffic and also adding pedestrian Bridges for people who might be tempted into crossing the middle of the Highway and also adding Digital speed limit signs thanks	Thank you for your comment. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.
20	Hannah Turner	4/28/2021	Online Comment Form	Additional Lane/Expansion Opposition	Yikes. I do not think TXDOT's proposal for I-35 is well thought out. I-35 travels right through the heart of Austin. It's already too big and noisy and hard to cross. It should not be made bigger. People who study traffic patterns have determined that adding lanes to a highway doesn't actually solve traffic issues–it just creates more traffic as additional cars fill in the additional lanes. So under this proposal, instead of 6 lanes of gridlock we will have 12 lanes of gridlock. And an even bigger mega-highway cutting right through the city. TXDOT's plan is bad in terms of aesthetics and the feel of the city, and it will not even help the traffic issue. It also takes us the wrong direction in terms of climate change. I oppose this ill-considered project and hope it does not happen.	Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic operations, traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR study estimated the project would save 15,980 hours per day of time travel compared to the existing I-35 corridor. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2 percent crash rate reduction. TxDOT prepared a greenhouse gas (GHG) analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called “fuel-cycle emissions.” EPA’s Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
						technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.
21	Harris Stephens	4/28/2021	Online Comment Form	Multi-Modal/Transit	Austin does not need more vehicular traffic funneled through its core. Adding more lanes for more cars will only result in increased accidents, worse respiratory health for those living near the highway, and increased carbon emissions. A light rail system could move far more people into downtown with far less pollution and congestion. Building more highway has yet to solve the problem of congestion in Dallas or Houston. Try something new in Austin.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. While final Project Connect rail plans and ultimate location are not yet decided, TxDOT is coordinating with CapMetro to ensure proposed project improvements do not preclude planned CapMetro projects.
22	Hector M. Amaya	4/28/2021	Online Comment Form	General	To me it looks like the decision has already been made. Here is my comment anyway. I just moved here from California and unfortunately this is part of the area's growing pains. With all the housing construction in the area there is no other choice.	Thank you for your comment. Comment noted.
23	Heyden Black Walker	5/26/2021	Online Comment Form	Safety	I am concerned about safety in this corridor. Not just safety for people in cars and trucks, but also safety for people walking, biking, rolling. Design speeds are too high to impart real safety. Speed kills. This project, as noted in the EA, is through urban and suburban areas. 70 mph on the mainlanes and 50 mph on the frontage roads are too high and will never support TxDOT's goal of getting to zero traffic deaths. Shared use paths are great, but should NOT be located in clear zones. Locating SUPs in clear zones is immoral and that practice needs to STOP. A curb is highly unlikely to stop a vehicle moving at 50 mph and does not provide meaningful safety for humans using those SUPs. ADA compliance is noted and appreciated, too much of this corridor is disconnected and fails completely to provide ADA access. All multimodal access and SUPs should tie into existing and planned active transportation networks. Increasing #s of lanes increases the barrier created by this highway. There should be substantially more places for humans outside of vehicles to cross this corridor, at least every 1/2 mile. TxDOT needs to be thinking about access, especially for the EJ communities and populations living in poverty. Those people are unlikely to be able to afford a car and need to be able to safely and comfortably navigate along and across this corridor by foot, wheelchair, bike, scooter, etc.	Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2 percent crash rate reduction. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
24	Jackson Hurst	4/29/2021	Online Comment Form	Support for Project	I approve and support TxDOT's I-35 Capital Express South Project. The aspect that I love about TxDOT's I-35 Capital Express South Project is that 2 Managed Lanes will be added to I-35 which will help reduce congestion on I-35.	Thank you for your comment. Comment noted.
25	Janet Harwell	5/3/2021	Online Comment Form	Design	Please include access roads that go under the crossover bridges so people do not have to wait through the light to go directly through the intersection. Like at 183 and MLK. Genius idea and helpful for the environment too eliminating idling at intersection! Also please avoid having multiple entrances and exits and lanes ending at the same spot like some incompetent designer put where 71 east and west bound come together into one lane to go south and dump all that traffic where people are getting off for Stassney. How could you have not foreseen that traffic disaster???	Thank you for your comment. Intersection bypass lanes are being added along southbound I-35 from Stassney Lane to south of William Cannon Drive. This will allow traffic to bypass frontage road traffic signals at cross streets while maintaining local access. The eastbound and westbound SH71 to southbound I-35 flyover is being extended further south and the entrance ramp north of Stassney Lane is being converted into an intersection bypass system. These design changes will improve safety and mobility along the frontage road by reducing merging between traffic entering and exiting I-35.
26	Jason Roth	4/29/2021	Online Comment Form	Design	Please cap i35 as much as possible downtown. It's the best long term investment	Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.
27	Jen Wireman	5/26/2021	Email Comment	Multi-modal/Transit	As a resident of South Austin near Slaughter Lane, I think this money would be better spent on investment in high speed rail. We need to move away from individual cars and highways, and towards green public transportation. This proposed project is wasteful and will disrupt highway traffic for YEARS while it is being completed. By the time it is finished, we will need more lanes. It is time for Texas to think bigger towards the future. Invest in high speed rail, not outdated highways for cars.	Thank you for your comment. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion will be reduced, and safety will be increased for all users. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. While final Project Connect rail plans and ultimate location are not yet decided, TxDOT is coordinating with CapMetro to ensure proposed project improvements do not preclude planned CapMetro projects.
28	Jesus Varela	5/27/2021	Email Comment	General	I would like more information on this project. I want to know where the money will go and I want to know who will be held accountable to make sure we meet milestones and stay within budget.	Thank you for your comment. The Texas Transportation Commission approved 2020 Unified Transportation Program (UTP) allocates funding for the I-35 Capital Express South project. The funds will be used to construct the proposed improvements. TxDOT has numerous project controls in place to ensure projects stay on schedule and within budget.
29	John Foster	4/28/2021	Email Comment	Support for Managed Lanes	I 35 - HOV lanes don't work. Express lanes like MOPAC work.	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP,

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
						tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.
30	Jonathan Coffman	4/28/2021	Online Comment Form	Support for Project	I believe this project is worthwhile to continue pursuing. We need serious plans to relieve congestion, have better transportation infrastructure and to enable further growth in the community.	Thank you for your comment. Comment noted.
				Support for Tolled Lanes	HOV and Tolled lanes can and should be part of the equation since those also provide for better public transportation options.	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.
31	Justin P Morgan	5/21/2021	Online Comment Form	Support for Project	It all looks very nice, and I am in favor of the project,...	Thank you for your comment. Comment noted.
				Design	.... as long as the managed lanes that are elevated aren't elevated too high. I don't want them to look unsightly.	Thank you for your comment. The height of the managed lanes would vary from 20 to 40 feet above the existing mainlanes.
32	Justin Spillmann	5/27/2021	Email Comment	Access	My name is Justin Spillmann and I have comments about the I-35 south realignment. The removal of the existing northbound exit ramp near the Home Depot just north of Slaughter lane is a mistake. By moving this exit ramp further north, you are going to drastically increase the amount of traffic at the already burdensome Slaughter and I-35 intersection. There are at least six apartment complexes and 30+ acres of currently undeveloped land that users will end up having to go thru the light at Slaughter to access because of the closing/relocation of the exit ramp. Please consider how this impacts the traffic and keep this ramp location open or provide alternate means of access to these properties without having to go thru the light at Slaughter lane..	Thank you for your comment. Entrance and exit ramps are proposed to provide the most mobility benefits with the least right-of-way impacts. Maintaining existing entrance and exit ramps in this location would require extensive right-of-way impacts. Relocating the exit ramp north of Slaughter Lane was required to facilitate other enhancements within this area to improve the overall mobility within the corridor. Additionally, our traffic studies indicate only a portion of the vehicles accessing the properties along the northbound frontage road between the existing and proposed exit ramp locations north of Slaughter Lane are using the existing exit ramp to access the properties today. Many of the users are approaching from the north and are using the south to north U-turn lane at Slaughter Lane, and are not using the existing exit ramp. Another portion of drivers are accessing these properties from Slaughter Lane east and west of I-35 and are not using the exit ramp. Only a small portion of the vehicles accessing the properties between the existing and proposed exit ramp locations are using the existing exit ramp today. To minimize the impact on these vehicles, improvements are proposed to the Slaughter Lane intersection such as additional auxiliary and turning lanes to reduce overall congestion, along with the addition of a new auxiliary lane between the northbound entrance and exit ramps south and north of Slaughter Lane to allow northbound frontage road traffic traveling through the Slaughter Lane intersection to bypass the intersection without having to fully merge with mainlane traffic. All of these improvements together lead to an overall reduction of congestion and increase safety throughout the corridor.
33	Kathleen Myers	4/29/2021	Online Comment Form	Multi-Modal/Transit	I grew up in Austin and still visit frequently. Austin is in DESPERATE need of viable public transit options between downtown, suburbs, and exurbs and within the downtown area. If these options existed, far fewer cars would need to be on the road. Expanding 35 is an expensive bandaid for	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. The project is

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					Austin's congestion problem. I'd like to see TxDOT reallocate some money from roadway expansions to public transit so that existing planned railways can be operational ahead of schedule.	fully funded under UTP, a 10-year plan to guide transportation project development.
34	Kristofor Langlais	5/14/2021	Online Comment Form	Additional Lane/Expansion Opposition	I strongly oppose this project and expansion of I-35 lanes.	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
35	Marvin Cole-Chaney	4/28/2021	Email Comment	Design	I would like to submit a comment regarding the south I-35 improvements. I am in favor of the overall design schematics of the managed lanes and have no comment on its environmental impacts. My only negative comment is in regards to the reconfiguration of exit ramps south of Hwy 71. Currently, drivers on Hwy 71 (both EB and WB) that take the direct connectors to SB I-35 are able to take the William Cannon exit ramp. Based on the provided schematics, that is no longer an available route. While there may be limited WB Hwy 71 traffic that is looking to exit at William Cannon, the same is likely not true for EB Hwy 71 traffic. I live in Easton Park and when traffic is not totally backed up on the direct connector will use this route as a faster alternative to weaving through Montopolis, Burleson, and McKinney Falls Pkwy. Those streets already have tremendous traffic and even when (if) Pleasant Valley is fully connected, the volume of traffic that street can handle would not be sufficient as this part of SE Austin continues to develop. Furthermore, should the schematic be implemented as designed, the only opportunity an EB Hwy 71 driver using the direct connector to SB I-35 would have to make a U-Turn would be at the Slaughter Lane intersection. I ask that this configuration be reconsidered to maintain the current access to William Cannon afforded to these drivers.	Thank you for your comment. In the future configuration, eastbound and westbound SH 71 traffic will merge onto the southbound I-35 bypass lane, which will allow them to exit to William Cannon Drive.
36	Mary Sanger	4/29/2021	Email Comment	Alternate Route/Trucks	Do the correct plan for IH 35 and prevent 18 wheelers going through Austin to take State Highway 130 and make it toll free for truckers.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. 8.3% of traffic on the project portion of I-35 is truck traffic, and that percentage will remain unchanged. Trucks will not be permitted in the managed lanes. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion would be reduced and safety would be increased for all users. Additionally, I-35 is part of the Texas Freight Highway Network.
37	Michael Galdo	4/29/2021	Online Comment Form	Design	Please do not widen I35 in its existing route. We should keep I35 at its current size, but drop it down and cap it, then create a loop around the city (maybe 130?). We can't widen	Thank you for your comment. A variation of the Capital Express South Project Alternative 1 with the managed lanes in a tunnel below grade was studied. This was found to not be viable due to a conflict with existing drainage

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					the highway, creating even more divide in the city. Why is the only major north-south route directly through the heart of our city?	systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is near the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps. The I-35 Capital Express Central project is being studied as a separate project. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.
38	Michael Kiel	4/28/2021	Email Comment	Additional Lane/Expansion Opposition	My name is Michael Kiel and I am a graduate student at the LBJ School of Public Affairs. I am an avid biker and urbanist. Peer-reviewed research demonstrates that expanding highways does not improve congestion, but simply incentivizes use and heavy development along said highways.	Thank you for your comment. It is the goal of the TxDOT team and the Mobility35 Program to enhance safety and improve mobility for all users of I-35. The proposed managed lanes are being implemented to manage congestion. TxDOT believes that managed lanes will incentivize carpooling and transit use, and also provide reliable travel times through the corridor for all vehicle types, including emergency services. Additionally, the I-35 Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
				Culture	I-35 also represents the racial history of segregation in Austin. Please tear it down instead.	Thank you for your comment. The proposed project underwent a community cohesion analysis. The analysis determined that the proposed project would not negatively impact community cohesion in the project area. Additionally, an independent analysis conducted by the University of Texas Center for Transportation Research (CTR), based on materials reviewed, including census data that indicated the location of low income and communities of color who live along this segment of I-35, CTR concluded that the community would not be divided, displaced, or have reduced access to services as a consequence of constructing the Capital Express South project. CTR also conducted an analysis of traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2 percent crash rate reduction. The CTR team also assessed whether the project would create EJ impacts that disproportionately impact the local community. Based on materials reviewed, including census data that indicated the location of low income and communities of color who live along this segment of I-35, CTR concluded that the community would not be divided, displaced, or have reduced access to services as a consequence of constructing the Capital Express South project.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
39	Michael Whitney	5/26/2021	Online Comment Form	General	I object to this plan. This stretch of I-35 has been under construction continuously for up to 15+ years, with no end in sight. What has all that work and taxpayer money been for if you're only to rip-up and rebuild what's been completed to date? Will the recently completed new bridges and adjacent access road improvements be scrapped in this project? Who pays for all that waste? We don't need an elevated highway in S. Austin when we're talking about taking down the elevated lanes in Central/Downtown Austin.	Thank you for your comment. The Capital Express South project will elevate the managed lanes from SH 71 to Slaughter Lane, to ensure that existing work completed on the I-35 from Stassney Lane to William Cannon Drive project remains intact. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about $20.6 million per year. During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
40	Dr. M.L. Sloan	5/12/2021	Email Comment	General	WHY THE HELL WAS THIS NOT DONE WHILE IH35 WAS ALREADY TORN UP FOR THE PAST SEVERAL YEARS YEARS TO MAKE "IMPROVEMENTS" UP NEAR THE IH35 / HWY71 (BEN WHITE) INTERCHANGE? POOR PLANNING. BLOATED BUREAUCRACY. THIS IS A DISGRACE. HAD I MANAGED MY COMPANY LIKE THIS, I WOULD HAVE BEEN FIRED AND REPLACED BY SOMEONE COMPETENT.	Thank you for your comment. Comment noted. Projects first go through planning, environmental clearance and then letting for construction. This project is in the planning phase and will first need environmental clearance before it is advanced to the construction phase. Additionally, TxDOT advances projects as funding becomes available. Regarding the timing of improvements, those currently under construction would serve the community in the immediate future. Improvements that are now in the planning phases would be open to traffic by 2026.
41	Nikolai Tangdit	4/28/2021	Online Comment Form	Multi-Modal/Transit	I do not want i35 to expand. I think it will be a waste of tax payer money. If we expand i35 the traffic will continue to be bad. Because of induced demand there will always be cars on the highway. I would prefer if we spent our money either fixing the roads we already have or invest in other modes of transportation.	Thank you for your comment. The existing frontage road and intersection improvements currently being constructed from Williamson Creek through Stassney Lane and William Cannon Drive and at Breeza Lane will be preserved and incorporated into the I-35 Capital Express South project.
42	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	Below are the Red Line Parkway Initiative's comments for the I-35 Capital Express South project virtual public hearing closing today, May 26th, 2021:	Thank you for your comment. The I-35 Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					TxDOT should prioritize bicycle and pedestrian connectivity across and along the I-35 corridor for all ages and abilities: Ensure that there is an all-ages-and-abilities pedestrian and bicycle crossing across I-35 at least every half-mile. The crossings can be as part of a multi-modal crossing or as a bike-and-ped-only crossing.	current transit options within the project corridor. The existing frontage road and intersection improvements currently being constructed from Williamson Creek through Stassney Lane and William Cannon Drive and at Breeza Lane will be preserved and incorporated into the I-35 Capital Express South project. These projects currently under construction will serve the community in the immediate future, while those in the planning phases now would begin construction in 2022.
43	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	The proposed shared-use paths will be a great addition to the corridor. These should be on both sides of the highway and should extend the entire length of the corridor to cover any missing gaps.	Thank you for your comment. The Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs will be present on both sides of the highway, will cover all gaps, and will be continuous from SH 71 to SH 45SE. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
44	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	I-35 bridges over major creeks should include shared-use path connections under the I-35 bridges on both the north and south sides of each creek: Onion Creek, Slaughter Creek, Williamson Creek. These additional shared-use paths should connect with the shared-use paths along the corridor.	Thank you for your comment. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
45	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	Any improvements in the vicinity of the Bergstrom Spur (immediately south of SH 71) should support and allow for a future grade-separated crossing for bicycle and pedestrian traffic and for transit, connecting across I-35. For more information on the future of the Bergstrom Spur, visit https://www.austintexas.gov/BergstromSpur	Thank you for your comment. The Capital Express South project will not be precluding the crossing at Bergstrom Spur. The project would provide for a wider at grade shared-use path (SUP). TxDOT will continue to coordinate with the City of Austin regarding bicycle and pedestrian facilities within the corridor.
46	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	All shared-use paths should be at least 12' wide to allow safe and usable two-way traffic and mixed traffic. This project is within the City of Austin, which has a design standard of 12' for shared-use paths, with allowances for wider paths in some areas.	Thank you for your comment. Shared-use path (SUP) width is maximized everywhere that there is available space. There are areas where a reduced width is required, but they have been maximized as much as they can be given the constraints throughout the corridor.
47	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	Since the observed speeds on the frontage roads are generally greater than 35 mph, the shared-use paths should be protected from the frontage roads by using a physical barrier, e.g. jersey barrier, trees, guardrails, etc.	Thank you for your comment. The Capital Express South project will meet the TxDOT Bicycle Accommodation Design Guidance.
48	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	The pedestrian and bicycling accommodations should meet or exceed the TxDOT Bicycle Accommodation Design Guidance released April 2nd, 2021. For reference: https://ftp.txdot.gov/pub/txdot-info/ptn/bike-acco-design-guide.pdf	Thank you for your comment. The I-35 Capital Express South project will meet the TxDOT Bicycle Accommodation Design Guidance and TxDOT design standards. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
49	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	The elevated lanes will create several problems, especially that the elevated structure will preclude pedestrian and bicycle bridges over I-35 that would help create crossings every half-mile or less.	Thank you for your comment. East-west crossings at creek locations are being evaluated at Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek as a part of detailed design. The Capital Express South project will not be precluding the crossing at Bergstrom spur. TxDOT is coordinating

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
						with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.
50	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Safety	Ending traffic deaths and serious injuries needs to be among the top concerns in this project. For any managed lanes and controlled access lanes, please use safe urban design speeds appropriate for a dense urban freeway setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.	Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about $20.6 million per year.
51	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Design	Ensure that the project is compatible with existing local plans. The public has already approved plans by the City of Austin and other local government entities, such as the Austin Strategic Mobility Plan (ASMP) and the voter-approved Project Connect. TxDOT should help accomplish those plans.	Thank you for your comment. TxDOT and the city of Austin coordinate regularly on projects, including those proposed as part of the Corridor Program. Your comment has been shared with the project team.
52	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Multi-modal/Transit	The project's proposed motor vehicle lane capacity needs to be reevaluated in the context of the November 2020 passage of Austin Propositions A and B, which will result in substantial build out of the transit, pedestrian, and bicycling networks. These networks are projected to dramatically shift future, potential automobile trips to other travel modes.	Thank you for your comment. Local and regional long range transportation and comprehensive plans were consulted in preparation of the EA. Imagine Austin is the comprehensive plan for Austin. The City of Buda Transportation Master Plan Update and 2030 Comprehensive Plan are planning documents that state the goals and objectives for development in and around Buda. The CAMPO 2045 Regional Transportation Plan is the overarching plan for the region. All of these have plans have input from local governments, planners, transportation departments, citizens and interest groups. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits. East-west crossings at creek locations are being evaluated at Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek as a part of detailed design. The Capital Express South project will not be precluding the crossing at Bergstrom spur. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.
53	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Environment	The project needs to mitigate its environmental impacts, including climate change impacts. Those climate change impacts will affect people locally and globally, and those	Thank you for your comment. TxDOT prepared a greenhouse gas (GHG) analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					impacts need to be mitigated in an amount much greater than the pedestrian, bicycle, and transit components that have already been included in the project. Greenhouse gas emissions should be based on a baseline year during the life of the project, e.g. 2030, and TxDOT's analysis should state its assumptions about that year's motor vehicle fleet energy usage (e.g. what greenhouse gas emissions are produced by the vehicles using I-35).	emissions." For further detail on this analysis, it's assumptions and methodology, the report is available at: https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf. This report also discloses that future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to changes that are not yet known associated with: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements that are not yet known. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.
54	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Environment	The regional growth forecasting process and travel demand models do not adequately reflect a need for additional motor vehicle lanes for this corridor. The case needs to be more solid for such a large investment and such a large negative local and global environmental impact.	Thank you for your comment. The I-35 Capital Express South project is needed because the capacity of I-35 between US 290W/SH 71 and SH 45SE is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and reduced safety. For a further discussion of supporting data please see Section 3.0 Need and Purpose in the EA at https://my35capex.com/projects/i-35-capital-express-south.
55	Robin Weatherl	5/7/2021	Online Comment Form	Multi-Modal/Transit	Hello, I am writing to express my concerns about the TxDOT Capital Express South project to expand I-35. In summary: I am against this proposed project as it stands today. I believe that major increases in public transportation services would better respond to the need to expand transportation in Austin in anticipation of major population growth. And I think that we can all agree: the car-centric characteristics of Austin (and all Texas cities) is problematic for several reasons, most notably in the context of the climate change crisis. While public transportation is somewhat available in Austin, it's network is severely lacking, and work on expanding of the network of MetroRail and other such services has been very slow. 20 years is too long for the proposed capmetro expansions, especially compared to I-35 expansions that occur in half that time, or less. Expansion of public transportation services, especially MetroRail to serve the entire city would serve a much larger portion of the population than would expansion of services. I realize that TxDOT has given grants to capmetro to help expand these services, but the 50 million dollar grant in 2019 is peanuts compared to the 300 million dollar estimate for the proposed expansion of I-35. Please, please consider diverting these funds to improve	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. The Capital Express South project is funded with Texas Clear Lanes funding - it is specific to this project - the State funding for transit is limited and the rules for using the funding this project that do not allow the funds to go to transit. Transit will have to look for federal or local funding for any additional transit projects. However, we are coordinating with CapMetro on transit facilities within the project corridor.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					public transportation services in Austin. Not only would this help to respond to the climate change crisis, but it would increase mobility for the disabled and low-income communities. There are so many areas in Austin where travel time from point A to point B is 10 minutes by car, and 45 minutes to an hour by bus or rail. In 2021, in a large city like Austin, that is ridiculous. Thank you for accepting comments from the public, and please reconsider the TxDOT I-35 expansion project.	
				Bicycle/Pedestrian	The increased bike lanes and pedestrian walkways that are part of the proposed TxDOT project are grossly inadequate, especially given that many people live too far from their work places to walk or even bike. I realize that capmetro has lots of expansion projects in the pipeline for the next 20 years, but they are slow and inadequate compared to the rate of population growth in Austin.	Thank you for your comment. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion would be reduced all users. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
56	Robert Spillar	5/5/2021	Email Comment	Aesthetics	**Austin Transportation Department Comment #1 (also includes image attachments):** Dear Tucker, As I have indicated previously, the future design of the I-35 corridor through Austin will have profound long-term impacts and benefits on our community. One of the specific areas of discussion I would like to encourage with your office and with your NEPA environmental teams is the use of art and aesthetic elements as part of the design process to address specific operational needs of the corridor. I know that TxDOT Austin has already conducted some work related to the future design elements of the corridor, but I want to specifically engage on the larger issue of incorporating art into the design process moving forward, especially where that art can be used to positively address specific pedestrian and bicycle experiences crossing the corridor. The current I-35 corridor employs a range of architectural features throughout the corridor, including faux limestone rock imprints on retaining walls, UT/longhorn motifs on columns near SH71, Egyptian motif columns near US 183, and a variety of landscaping and other architectural add-on elements throughout the corridor. I believe the potential of the future I-35 corridor to include a more appropriate series of artistic installations that better represent Austin, Central Texas, and the historical importance of this corridor to be	Thank you for your comment. TxDOT districts are encouraged to develop corridor-specific plans to coordinate the aesthetic properties of materials, colors, textures, patterns, and form, particularly within key urban corridors of the district. Coordinating these issues with the City is ongoing.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					great. At the same time, the corridor also needs to address certain design elements that are critical to making this corridor more pedestrian friendly and inviting. Use of art on underpass columns and artistic lighting have been designed throughout the country to make hot urban sidewalks more enjoyable for non-auto users. Pedestrian bridges and crossings need not be utilitarian but can be designed architecturally to attract positive activities. Based on a quick search of images on the internet, I have collected a handful of ideas used in Texas and in other national/international locations to better meet the needs of pedestrians (see attached images). These include murals on freeway columns in San Antonio and Toronto; sculpture and lighting displays in San Antonio, Birmingham, and Austin; sound wall designs from Arizona; innovative pedestrian bridges and pedestrian shade structures from a variety of locations. My experience in other locations is that incorporating art and aesthetics during the design and NEPA process allows for a very cost effective inclusion of such elements into the design, helping to make the art look part of an integrated project as opposed to an afterthought. This is important to help encourage sustainability of both the artistic elements as well as the freeway overall. As for the NEPA process, I believe incorporating art and aesthetics in the current discussion (or parallel to the current discussion)gives the community a focal issue to engage on. In terms of NEPA, art and aesthetics can give the surrounding community a tangible element of the project to work on, making the overall project more palatable to the adjacent neighborhoods. The City of Austin has a strong Art in Public Places program that can assist with curating the specific artists. The Austin Transportation Department has an Urban Place Making division that I can bring to bear to assist with a focused art and public space discussion. I request that a discussion to incorporate art into the I-35 project be initiated, specifically as it relates to helping make the I-35 corridor more sustainable. I request that we define the need for a corridor aesthetics plan as part of the on-going I-35 design process. If such a corridor plan exists, I request that you provide a copy of that plan and that we review that	

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					plan together to determine if we can reopen that plan to incorporate some of the concepts presented with this letter. Please include this request as part of your evolving NEPA documentation on the Central Section, as well as the North and South sections of the roadway. I know that the South public hearing is currently open for comment. I look forward to hearing back from you. I know that several City of Austin Council Members are likewise interested in these issues, especially where we can use these techniques to improve the pedestrian experience walking along the future I-35 Corridor.	
57	Robert Spillar	5/25/2021	Email Comment	Community Engagement	**Austin Transportation Department Comment #2 (also includes image attachments):** Dear Mr. Ferguson and Mr. Cho: Thank you for the opportunity to comment on the I-35 Capital Express South project. The Austin Transportation Department appreciates the efforts of TxDOT staff on this project that would improve safety and the movement of people and goods along this crucial corridor. The Austin Transportation Department (ATD) supports the State's plan to reconstruct this section of the I-35 Capital Express Project. We recognize that the project presents an opportunity to improve safety and mobility in South Austin. We offer the following comments for the I-35 Capital Express South Project public hearing to further advance the mobility and safety needs of the city and region on both design and future operational plans: Community Engagement: The aerial concepts, direct-connect ramps, bypass lanes, and collector-distributor lanes all represent a significant change from how the corridor presents today. Please assure that these concepts have a thorough public vetting before assuming full support from the community and area stakeholders. Please make sure that these design elements do not repeat the harms that similar structures through the central section of IH-35 have historically created (i.e., creating a barrier between communities of color east of I-35 and employment opportunities in Central/West Austin). The City requests TxDOT coordinate with the City and community to assure sufficient connectivity across the corridor, improved safety, reduced noise impacts, and attractive aesthetics through	TxDOT will continue to coordinate with the City throughout the design process and will continue to address comments and concerns from the surrounding community as the project continues to move forward. Community involvement is essential to this project's success. To further engage the community on the I-35 Capital Express South project, TxDOT hosted a virtual stakeholder meeting in December 2020. The meeting provided an update on the project design since the October 2019 public open house. The South virtual stakeholder meeting was visited by 572 community members TxDOT hosted a virtual public hearing with an in-person option from April 27 through May 26, where 493 community members attended.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					design and construction materials is achieved. Specifically, please consider using art and aesthetics as a point of engagement with the community, helping those most affected by the future corridor to take ownership in its design and presentation within their neighborhood.	
				Multimodal/Transit	Multimodal Crossings: Plans for the South segment currently propose no new east-west crossings. The City has transmitted requests to TxDOT for additional pedestrian and bicycle crossings in letters dated January 4 and January 19, 2021. Many crossings are included in the City's adopted Urban Trails and Park master plans. These crossings would reduce connectivity gaps, remove mobility barriers for lower income populations, and mitigate hot spots for pedestrian-involved crashes. The City requests continued coordination with TxDOT to assure the design of the Capital Express South project does not preclude or complicate these proposed future crossings. A map of these proposed crossings for the Capital Express South project is attached. The Austin Transportation Department is interested in partnering with TxDOT to bring these proposed crossings to fruition. Transit Access: Transit access between the managed lanes and critical intermodal transit facilities, transit stations, park-and-ride facilities, and primary destinations is critical to meeting Austin's adopted goal of achieving a 50/50 modal split by 2030 per the Austin Strategic Mobility Plan. The City, along with Capital Metro is evaluating opportunities to construct a park-and-ride facility near Slaughter Lane and Ralph Ablanedo Dr., adjacent IH-35. ATD provided TxDOT this information in our previous comments for the South project, and Project Connect has included this facility in its 15% design plans for the Orange Line. TxDOT's latest South project plans do not include this facility and the City again requests TxDOT continue to work with Capital Metro and the City to either provide this direct transit connection or preserve the ability to accommodate it as Project Connect is constructed.	Multimodal Crossings: TxDOT will continue to coordinate with the city of Austin regarding the request for additional bicycle and pedestrian crossings along I-35, as mentioned in the Jan. 4 and Jan. 19 letters. Further analysis of the corridor has shown that an overhead bicycle/pedestrian bridge at Teri Road-Colonial Park Boulevard is not feasible due to the alignments of existing and proposed roadways and utilities, and right-of-way constraints. With the exception of the Teri Road-Colonial Park Boulevard bridge, TxDOT believes the other crossings mentioned in the two letters can be accommodated and included within in the I-35 Capital Express South project, or through a project design that will not preclude construction at a later date. Transit Access: TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
				Support for Managed Lanes	HOV/HOT Managed Lanes: The addition of managed High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lanes could help the city achieve the mode-split goals enumerated in the Austin Strategic Mobility Plan (ASMP) adopted in 2019. Managed HOV lanes would make carpooling and transit use more attractive, thereby reducing demand on the region's roadway network. Currently, TxDOT is assuming HOV operations of the managed lane additions to the corridor. The	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					Austin Transportation Department is on record for requesting that toll-management remain an option in the development of these assets. Because of demand, many HOV lanes in Texas can be seen to operate at sub-optimal conditions when occupancy requirements remain defined as transit and 2+ vehicles only. Likewise, demand on many Texas HOV lanes is not sufficient to sustain a vehicle criterion of transit and 3+ operation throughout the day. Moving the most people through the corridor while maintaining a sustainable investment is a priority for the City. We request TxDOT consider combining the operational concept of HOV and toll management, operating the future managed lanes as HOT (HOV and Toll managed lanes).	
				Safety	Signalized Intersection Safety: Signalized intersections should be designed with safe crossings for pedestrians and bicyclists. Signalized intersections between frontage roads and cross streets are typically the least safe for vulnerable users due to high-speed conflicts with motor vehicles. Improvements include yield-controlled merge points enforced through innovative designs, including smart right-turn lanes and raised crosswalks. These design patterns should be the default configuration for slip lanes to improve crossing safety and comfort. The Federal Highway Administration (FHWA) has documented the effectiveness of these designs for improving safety for vulnerable users. The City's draft Transportation Criteria Manual also recommends the use of smart rights and raised crosswalks and we have partnered with TxDOT on installation of such designs here in the Austin District. Driveway Access and Reducing Conflict Points: Driveways along frontage roads should be reduced in number and reconstructed with standardized widths, radii, and shared-use path setbacks to manage vehicle speeds, reduce length of conflict exposure, improve crossing safety and comfort, and preserve the quality of the shared-use paths. The City recommends minimizing driveway radii, allowing 10' setbacks for the shared use path (no less than 5'), and 24'-30' driveway throat widths to reduce pedestrian exposure and improve vulnerable user safety.	Signalized Intersection Safety: TxDOT is regularly meeting with the city of Austin to discuss intersection design and safety. City of Austin design staff are being given the opportunity to review and comment on the construction plans. Smart-right design is a part of TxDOT's design criteria and is being considered at intersections that are being improved as part of this project. TxDOT will continue coordinating with the city of Austin and will seek to incorporate their recommendations to the extent possible. Driveway Access and Reducing Conflict Points: Driveways along the project are being designed in accordance with TxDOT design and safety requirements. TxDOT will identify driveways that may have radii or widths that exceed current design criteria and determine if reductions can be implemented. TxDOT will also look for opportunities to eliminate or combine driveways, though these actions may require the cooperation of and additional coordination with property owners. TxDOT is seeking to provide shared-use path setbacks of five feet, though will vary in consistency due to right-of-way constraints throughout the corridor.
				Design	Frontage Road Design: Frontage roads should be designed to target speeds appropriate for our urban environment to improve safety and address multi-modal conflicts. Techniques to lower design speeds include narrowing frontage road lanes to 10 feet, providing high-quality shared-use paths instead of standard narrow sidewalks, use of	Frontage Road Design: Frontage roads are being designed in accordance with TxDOT design and safety requirements. The city of Austin will have the opportunity to review and comment on the final construction plans. The proposed improvements include replacing intermittent, narrow sidewalks with continuous shared-use paths in both directions of the I-35 frontage roads for the length of the project corridor. Space for roadway features,

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					appropriate street trees and landscaping, and allowing on-street parking. The Austin Transportation Department is eager to partner with TxDOT on these and other appropriate techniques to humanize frontage road travel speeds and effectively operate grid-level assets. Local Cross Streets: Local cross streets, intersecting frontage roads at both signalized and unsignalized intersections, should be constructed with standardized widths, radii, and shared-use path setbacks. These design choices would manage vehicle speeds, reduce length of conflict exposure, improve crossing safety and comfort, ensure ADA accessibility and preserve the quality of the shared-use paths. The City's Transportation Criteria Manual update recommends minimizing turn radii to reduce pedestrian exposures at intersections and increase the opportunity for drivers to detect the presence of vulnerable roadway users in their path. The City recommends 10' setbacks of the shared-use paths (no less than 5'), and cross street widths reduced to the extent possible while maintaining the appropriate number of lanes. At cross street intersections where slip lanes are proposed, Austin Transportation requests constructing the turn lanes as smart-rights with raised crossings for the shared-use paths to improve crossing safety and comfort.	including on-street parking, trees and landscaping will be limited due to right-of-way constraints along the corridor. Local Cross Streets: TxDOT is regularly meeting with the city of Austin to discuss intersection design and safety. City design staff is being given the opportunity to review and comment on the construction plans. Additionally, TxDOT is considering the design of smart rights at intersections that are being improved and requiring facilities to be ADA accessible and compliant. TxDOT will continue ongoing coordination with the city of Austin and will seek to incorporate their recommendations to the extent possible.
				General	Next Steps: Although the Central I-35 portion of the Capital Express project has received the most attention, each section of the corridor is critical to improving safety and the movement of people, goods and services through and within the Austin region. The City of Austin welcomes TxDOT's efforts to improve this corridor and strives to collaborate productively with the agency to deliver a project that meets the mobility needs of the city, region, and state. The Austin Transportation Department stands ready to assist TxDOT in achieving this grand vision for the I-35 Corridor. We recognize the importance of this corridor today, carrying somewhere between 200,000 and 300,000 vehicles per day. While it is vital to our economy, it is also a barrier to a safer and more connected Austin and needs replacement. The current safety attributes of the corridor are not acceptable to achieving our shared Vision Zero goals (eliminating fatalities and serious injuries due to mobility crashes). We recognize that with replacement, we must improve the efficiency, safety, and carrying capacity of the	Thank you for your comment. TxDOT looks forward to continuing to collaborate with the City of Austin on this project.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					facility, emphasizing the movement of people, goods and services through and across the corridor, in preference to vehicle trips.	
58	Ron Binkley	4/29/2021	Online Comment Form	Support for Project	I have lived in Austin for 36 years and have been praying for some major relief on I-35 for 36 years. If I had lived here for 45 years years I would have been praying for that long too. FINALLY we have a plan to improve I-35, the environment and the barrier that the highway has served from the east side since it was built. I suggest we find a way to stifle the NAYSAYERS that think they know everything about building a super highway that will relieve so much congestion. The NAFTA highway is at it's worst running through downtown Austin. We now have a good plan. Let's get it going!!	Thank you for your comment. Comment noted.
59	Royce Williams	5/26/2021	Email Comment	Multi-Modal/Transit	No, no, no! This a treat the symptom not the problem project. Money would be better used I a public project that would actually cut congestion and emissions. A rail that runs north to south in the city would be awesome. Also using tax dollars to fund this and then turn and charge the very same citizenship money to drive on it is a ridiculous notion. HELL NO!	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
60	Russell Coleman	4/28/2021	Online Comment Form	Additional Lane/Expansion Opposition	DO NOT add any more lanes to I-35. It will not reduce congestion at all at this level of demand - this is a fundamental principle of urban design. The city and the state need to consider alternative strategies such as Reconnect Austin's plan for I-35.	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
				Bicycle/Pedestrian	Turning the highway into a walkable boulevard or burying it underground and building parks on top are infinitely better and worth every dollar spent. This plan, on the other hand, is a complete waste of taxpayer money, will bring no real benefit to the citizens, and should be immediately abandoned. The only parts of this plan that should stay are improvements in pedestrian and bike access, but that is not worth the price of taxpayer dollars funding more lanes on this terrible, terrible road.	Thank you for your comment. A variation of Alternative 1 was studied that involved placing the managed lanes in a tunnel below grade. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is in the vicinity of where the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.
61	Russell Coleman	4/28/2021	Email Comment	Additional Lane/Expansion Opposition	We can't let I-35 become the Katy Freeway. After adding more lanes, there, congestion *increased*. No taxpayer dollars should go to adding more lanes on 35. As a resident of 21 years, I am begging you to stop this plan. Urban design experts agree that building more lanes on such a heavily congested road like this will not have the effect of reducing travel times, and real-life proof of this abounds (again, see Katy Freeway). With all due respect, if this plan passes, it will	The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about $20.6 million per year. During the design process, all aspects were taken into consideration including the elevation of

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					be one of the greatest wastes of taxpayer money in Austin's history.	the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
				Design	The city and state should consider Reconnect Austin's plan for 35, or even just turning I-35 into a walkable boulevard, and increase transit capacity along the corridor. These are the only ways to bring about actual improvements to the people who use the road every day like I do.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.
62	Russell Coleman	4/28/2021	Verbal Comment	Additional Lane/Expansion Opposition	Hi, my name is Russell Coleman and i have been a Austin resident for 21 years and I strongly oppose this expansion of I-35. This is a complete mess. I do not think that we should be adding anymore lanes. This will not help us reduce congestion at all. I don't know why the City and State have not considered better alternatives. There have been proposals out there to turn I-35 into a walkable boulevard, to place I-35 underground and a cap over it like the big dig in Boston and many other projects, so we can have parks. I-35 is a complete blight on the urban environment and it separates east and west Austin in unacceptable ways. This plan that i read on your website is just terrible. I think taxpayer money being spent on this is a disaster. I do not know why the State has not considered these alternatives, such as Reconnect Austin's plan for 35. I think that the State just loves highways. I would think that these funds could be spent on pretty much anything else. I think that improving Project Connect or adding more light rail lines. I say this as someone who drives I-35 every day through this area and knows how bad it is in this area. I know that this is not the	Thank you for your comment. A variation of the Capital Express South Project Alternative 1 with the managed lanes in a tunnel below grade was studied. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is near the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about $20.6 million per year.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					way to solve it. I mean, urban planners and urban designer experts know one thing for certain and that is adding more lanes like this to a place that there is already far more demand than there is supply will not help. It will not increase travel times or decrease travel times. This is just a complete waste of taxpayer money. It is shocking to me that the city is considering this.	During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible. Finally, the I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.
63	Russell Taylor	4/29/2021	Online Comment Form	Additional Lane/Expansion Opposition	Do not expand or take any other measures to increase the capacity of IH35 to carry automobile traffic. The highway is an unnecessary blight on our city, and expanding the southern part of it is incompatible with shrinking it in the central region. We should be working to remove the environmental and social damage this road has had during its lifetime, deconstructing it to unite and heal the city, while rerouting through traffic around instead of through Austin.	Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.
64	Sarah Simpson	5/12/2021	Online Comment Form	Additional Lane/Expansion Opposition	I strongly oppose this project for the following reasons. - Widely available research shows that adding more non-tolled lanes is NOT a solution to CONGESTION. Adding almost twice the existing number of lanes!!! will lead to an overall increase in single occupant vehicles on the road and contributes to a costly, fiscally irresponsible cycle of highway expansion that wastes taxpayers dollars. - Widely available research shows that adding more non-tolled lanes is not a solution to safety. More lanes leads to increased passing and speeding and generally unsafe behavior. - Elevated lanes are costly, fiscally irresponsible and demonstrate the corrupt linkage between TXDOT projects and precast concrete company contracts. .	Thank you for your comment. Managed lanes and restrictions on their use will provide a less congested route with reliable travel times for carpools, vanpools and transit. A value engineering study was conducted as part of the planning process for the I-35 Capital Express South project to help find cost effective solutions and be good stewards of public funds. That study showed that elevated managed lanes would not only provide more reliable travel times for all users (HOV, carpool, vanpool, busses and emergency services), but also save money and preserve recent improvements to the corridor. During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
						sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
				Support for Tolled Lanes	I urge you to abandon the current proposal and move to the following: - Conversion of existing lanes to managed and /or tolled lanes with congestion pricing to actually reduce congestion with a solution that actually has research proven results. - Conversion of existing lanes to bus priority lanes to focus on moving PEOPLE NOT CARS. Spending over $300 million dollars to implement an outdated, sure-to-fail solution is a crime. Please abandon this proposal and go back to the drawing board	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The proposed project does allow transit to access the managed lanes. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
65	Sarah Simpson	5/12/2021	Email Comment	Additional Lane/Expansion Opposition	I strongly oppose this project for the following reasons. - Widely available research shows that adding more non-tolled lanes is NOT a solution to CONGESTION. Adding almost twice the existing number of lanes!!! will lead to an overall increase in single occupant vehicles on the road and contributes to a costly, fiscally irresponsible cycle of highway expansion that wastes taxpayers dollars. - Widely available research shows that adding more non-tolled lanes is not a solution to safety. More lanes leads to increased passing and speeding and generally unsafe behavior. - Elevated lanes are costly, fiscally irresponsible and demonstrate the corrupt linkage between TXDOT projects and precast concrete company contracts. .	Thank you for your comment. Managed lanes and restrictions on their use will provide a less congested route with reliable travel times for carpools, vanpools and transit. A value engineering study was conducted as part of the planning process for the I-35 Capital Express South project to help find cost effective solutions and be good stewards of public funds. That study showed that elevated managed lanes would not only provide more reliable travel times for all users (HOV, carpool, vanpool, busses and emergency services), but also save money and preserve recent improvements to the corridor. During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
				Support for Tolled Lanes	I urge you to abandon the current proposal and move to the following: - Conversion of existing lanes to managed and /or tolled lanes with congestion pricing to actually reduce congestion with a solution that actually has research proven results. - Conversion of existing lanes to bus priority lanes to focus on moving PEOPLE NOT CARS.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The proposed project does allow transit to access the managed lanes. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					Spending over $300 million dollars to implement an outdated, sure-to-fail solution is a crime. Please abandon this proposal and go back to the drawing board	Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
66	Sean Johnson	5/2/2021	Online Comment Form	Multi-Modal/Transit	Instead of widening 35 and inducing more demand, TXDOT needs to shift its focus more onto mass transportation. That's the only way we are going to be able to build ourselves up to meet the demand to meet our population growth.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
67	Sean Johnson	5/2/2021	Email Comment	Multi-Modal/Transit	Instead of widening 35 and inducing more demand, TXDOT needs to shift its focus more onto mass transportation. That's the only way we are going to be able to build ourselves up to meet the demand to meet our population growth.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
68	Suzanne Whatley	4/28/2021	Email Comment	Environment	I'm writing to voice my opposition to an above ground expansion of IH35 due to noise pollution and air pollution.	Thank you for your comment. Comment noted. An environmental assessment for the I-35 Capital Express South project did not find significant noise or air pollution impacts. A variation of Alternative 1 was studied that involved placing the managed lanes in a tunnel below grade. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is in the vicinity of where the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.
				Design	Please consider adding the new lanes underground.	Thank you for your comment. Due to the existing underground conditions (drainage, existing structures, utilities, etc.) adding lanes underground would be unfeasible.
69	Tatum Troutt	4/29/2021	Online Comment Form	Additional Lane/Expansion Opposition	Please, no more highway lanes. They solve nothing, are horrible for the environment, and divert attention from the investments we really need. TXDOT knows this and has the capacity to be a leader in this field yet continues to choose options that do nothing. At some point, all of Austin will just look like highway lanes, and there will STILL be traffic!	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
70	Tiffany Michelle Little	5/27/2021	Online Comment Form	Multi-Modal/Transit	We need to invest now in our growing city. We cannot wish away the fact that Austin continues to be the fastest growing city in the States. Please invest this money in greener public transportation like high speed rails instead.	Thank you for your comment. The Capital Express South project is funded with Texas Clear Lanes funding - it is specific to this project. State funding for transit is limited and the rules for using the funding for this project do not allow the funds to go to transit. Transit will have to seek federal or local funding for any additional transit projects. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
						Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
71	Unknown	4/28/2021	Online Comment Form	Multi-Modal/Transit	building more lanes makes traffic worse for everyone. txdot should focus more on public transit options and less on paving our cities over with concrete.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
72	Unknown	5/23/2021	Email Comment	Support for Managed Lanes	This project is a total waste of our tax dollars unless the managed lanes have variable tolling (like on MoPac); otherwise these are just HOV lanes and won't fix anything from a traffic perspective. Build the right project (tolled managed lanes) or don't waste our tax dollars!!! HOV lanes don't work.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
73	Unknown	5/24/2021	Online Comment Form	Support for Managed Lanes	This project is a total waste of our tax dollars unless the managed lanes have variable tolling (like on MoPac); otherwise these are just HOV lanes and won't fix anything from a traffic perspective. Build the right project (tolled managed lanes) or don't waste our tax dollars!!! HOV lanes don't work.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
74	Unknown	5/27/2021	Online Comment Form	Alternate Route/Trucks	The definition for "local" traffic does not align with a common sense definition of the term. I recognize that Buda to Manor is considered "local" but this is not a sensible definition. Please consider routing trucks around I35. Until TXDOT give this serious evaluation rather than outright dismissal, you will keep getting this ask. In all of my years of commuting through central Ausitn I have only 1 time seen a truck exit (during the "workday"). Let's free up ALL available real estate on those lanes and re-route the big trucks.	Thank you for your comment. Trucks use I-35 because it is part of the Texas Freight Highway Network. 8.3% of traffic on the project portion of I-35 is truck traffic, and that percentage will remain unchanged. Trucks will not be permitted in the managed lanes.
75	Unknown	5/27/2021	Online Comment Form	Aesthetics	Please keep the sound barriers SIMPLE. Or please hire architects for this visioning task or maybe even coordinate with the Austin AIA and members to collaborate on a SINGLE consistent design (I recognize that these must be designed by civil engineers, but civil engineers are not trained on aesthetics in any demonstrable way). The Mopac sound barriers are hideous aside from their structural failures. Sound barriers should not look like bad imitations of classical architecture with fake stone textures. Please keep them simple, and have them look like concrete. Also please consider allowing vines to grow on them.	Thank you for your comment. TxDOT districts are encouraged to develop corridor-specific plans to coordinate the aesthetic properties of materials, colors, textures, patterns, and form, particularly within key urban corridors of the district. Coordinating these issues with the City is ongoing. That being said, the final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
76	Unknown	5/27/2021	Online Comment Form	Access	Please eliminate ALL driveway access to properties on the frontage road in favor of access from an adjacent perpendicular "collector". The difference between frontage road speeds and driveway speeds are quite dangerous. In liue of this please dedicate a "turn only" lane on the access road.	Thank you for your comment. Driveways and frontage roads along the project are being designed in accordance with TxDOT requirements. TxDOT will look for driveways that may have radii or normal driveway widths that exceed current TxDOT design criteria and determine if reductions can be made. TxDOT will also look for opportunities to eliminate or combine driveways, though these actions may require the cooperation of property owners, which TxDOT may not be able to obtain. TxDOT is seeking to provide shared-use path setback of 5-feet, though constrained right of way does not allow this consistently through the project limits. In terms of frontage roads, the City is being given the opportunity to review and comment on the final construction plans. The proposed improvements include replacing intermittent narrow sidewalks with continuous shared-use paths along both frontage roads for the project length, but the constrained right of way within the corridor does not allow for features like on−street parking, and space for trees and landscaping along the frontage roads.
77	Waldo	4/28/2021	Online Comment Form	Support for Project	I think this project is essential to help accommodate the continued growth of the city. Austin texas is set to keep growing in the coming years and if that area of the city is left as is with its rate of growth the traffic issue in austin will get much worse as when that area is packed drivers seek other paths and jam other parts of the city. This could help alleviate traffic city wide. Or at the very least lessen the impact of Austin's continued growth in terms of traffic around the city.	Thank you for your comment. Comment noted.
78	William Schwartz	4/29/2021	Online Comment Form	Design	I drive the section of I-35 from Onion Creek Parkway to Hwy 290/71 everyday and it is not nearly as dire as the proposed plan would have you believe. A few simple adjustments of the existing roadway will make the improvements that would increase safety and decrease travel time. A simple, restriping project to enable more of the, already in place, main lane roadway to be used for merging traffic. Namely at Slaughter Lane and William Cannon Drive on the northbound side. And Slaughter Lane on the Southbound side. This may require additional paving but the amount of new paving for this work would be exponentially less expensive, invasive, and disruptive than the current proposed project. Additionally, fix the southbound frontage road intersection North of William Cannon Drive and North of Slaughter Lane to allow traffic to flow better off of the main lanes of I-35. Please, do not attempt to correct the traffic issue of I-35 in South Austin by installing an elevated deck. The real issue is	Thank you for your comment. The proposed southbound I-35 bypass lane would be a one-way road next to and separate from the mainlanes and frontage roads that allow entering and exiting traffic to merge without disrupting mainlane traffic. They allow traffic to bypass frontage road traffic signals at cross streets while maintaining local access, in this instance to access to William Cannon Drive and Slaughter Lane. By allowing southbound traffic to bypass each intersection, we will greatly reduce the volume of traffic at each intersection and improve mobility for east and west travelers.

#	Name	Date Rec d	Source	Topic	Comments (Verbatim)	Response
					the bottlenecks created by merging oncoming and exiting traffic, which can be corrected with much less expensive and much less invasive methods.	

----------. 2021g. I-35 Mobile Source Air Toxics Report. March 2021.

----------. 2021h. I-35 Species Analysis Form. January 2021.

----------. 2021i. I-35 Species Analysis Spreadsheet. January 2021.

----------. 2021j. I-35 Tier 1 Site Assessment. January 2021.

----------. 2021k. I-35 Traffic Noise Analysis Technical Report. March 2021.

Texas Parks and Wildlife (TPWD) TxDOT MOU BMPs 2017 Revision. https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/300-01-pa.pdf. Accessed January 2021.

----------. 2020. Texas Parks and Wildlife Department Natural Diversity Database Search Results within a 5-mile Radius. Annotated County List of Rare Species: Travis County. https://tpwd.texas.gov/gis/rtest . Accessed January 2021 and May 2021.

University of Texas Center for Transportation Research. 2021. I-35 Mobility Study.

USA.com 2020. Austin, TX Population and Races. http://www.usa.com/austin-tx-population-and-races.htm#PopulationGrowth. Accessed January 2021.

US Census Bureau. 2000. USCB Profile of General Demographic Characteristics. http:// https://data.census.gov/cedsci/. Accessed January 2021.

----------. 2010. USCB Profile of General Demographic Characteristics. https://data.census.gov/cedsci/. Accessed January 2021.

----------. 2019. "American Fact Finder." 2015-2019 American Community Survey 5-Year Population and Sex. https://data.census.gov/cedsci/. Accessed January 2021.

US Fish and Wildlife Service. 2019. Travis and Williamson Counties Karst Zones and Salamander Critical Habitat Mapper. https://www.arcgis.com/home/item.html?id=953ab0462a0c4f2f870c3524e5f12b8e Accessed January 2021.

----------. 2021. Information for Planning and Consultation (IPaC). https://ecos.fws.gov/ipac . Accessed January 2021 and May 2021.

US Geological Survey. 2016. National Land Cover Database. https://www.usgs.gov/centers/eros/science/national-land-cover-database?qt-science_center_objects=0#qt-science_center_objects . Accessed January 2021.

11.0 Names and Qualifications of Persons Preparing the EA or Conducting an Independent Evaluation of the EA

Name and Title	Years of Experience	Subject
Texas Department of Transportation – Austin District		
Sonya Hernandez, Environmental Program Manager	17	Project Coordination, QA/QC
Shirley Nichols, Environmental Supervisor	31	Project Coordination, QA/QC
Matthew Cho, P.E., Transportation Engineer, Advanced Project Development Section	6	Project Coordination, QA/QC
Texas Department of Transportation – Environmental Affairs Division		
Lindsey Kimmitt, Environmental Specialist	20	Project Coordination, QA/QC
Doug Booher, Director	28	Document Approver
AECOM		
Ryan Ingram, Mobility35 GEC Environmental Lead	14	Project Coordination, QA/QC
Jacobs		
Angela McMurray, AICP, Mobility35 GEC Environmental Lead	15	Project Coordination, QA/QC
Andrew Cooper, Mobility35 GEC Environmental Lead	28	Project Coordination, QA/QC
Tricia Bruck-Hoyt, AICP, PMP, Mobility35 GEC Environmental Lead	18	Project Coordination, QA/QC
Atkins		
Alexander Amponsah, AICP, Senior Planner III	16	Project Coordination, Document Preparation, Induced Growth, QA/QC
Michelle Empleo, Engineer II	5	Air Quality
John Kemmey, Senior Scientist I	9	Biological Resources
Lauren Kotwal, AICP, Senior Planner I	10	Land Use, Community Impacts, Document Preparation, QA/QC
James Lowe, Division Manager	25	QA/QC
Krista McClanahan, Senior Scientist II	15	Historic Preservation
Anastasia (Stacie) Mogilevski, Scientist I	2	Biological Resources
Janna Rosenthal, AICP, Senior Planner I	8	Noise, Document Preparation, QA/QC
M. Kelley Russell, Senior Scientist II	19	Historic Preservation
Kathryn Saucier, Senior Scientist	7	Hazardous Materials

Katherine Turner-Pearson, RPA, Principal Investigator Archaeologist/Geoarchaeologist,	30	Historic Preservation
Ruben Velasquez, PE, Senior Engineer	32	Air Quality
Nancy Ledbetter & Associates		
Mitzi Ellison, Public Involvement Specialist	15	Public Involvement

12.0 Appendices

Appendix A – Project Location Map

Appendix B – Project Photos

Appendix C – Schematics

Appendix D – Typical Sections

Appendix E – Plan and Program Excerpts

Appendix F – Resource-Specific Maps

Appendix G – Resource Agency Coordination

Appendix H – ICI Questionnaire and Response

Appendix I – Comment and Response Matrix from Public Meeting

Appendix J – Comment Matrix from Stakeholder Meeting

Appendix K – Comment and Response Matrix from Public Hearing