Final Environmental Assessment

I-35 Capital Express North Project, Austin District

Project limits: From SH 45N to US 290E

CSJ Numbers: 0015-10-062 & 0015-13-389

Travis and Williamson 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.

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List of Abbreviations and Acronyms

AADT	Annual Average Daily Traffic
ACM	Asbestos-Containing Materials
ACT	Antiquities Code of Texas
APE	Area of Potential Effects
AOI	Area of Influence
BMPs	Best Management Practices
CAAA	Clean Air Act Amendments
CAMPO	Capital Area Metropolitan Planning Organization
Capital Metro	Capital Metropolitan Transit Authority
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CO	Carbon Monoxide
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CWA	Clean Water Act
CRZ	Critical Root Zone
DDI	Diverging Diamond Intersection
DPM	Diesel Particulate Matter
EA	Environmental Assessment
EFH	Essential Fish Habitat
EJ	Environmental Justice
EMS	Emergency Medical Services
EMST	Ecological Mapping Systems of Texas
EO	Executive Order
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPIC	Environmental Permits, Issues, and Commitments
ERLT	Emission Rates Lookup Table
ESA	Endangered Species Act
ETC	Estimated Time of Completion
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FWCA	Fish and Wildlife Coordination Act
GHG	Greenhouse Gas
GWCC	Groundwater Contamination Case
HOV	High Occupancy Vehicle
I-	Interstate Highway
IBWC	International Boundary Water Commission
IHWCA	Industrial Hazardous Waste Corrective Action
IPAC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
ISA	Initial Site Assessment
KAST	Kills and Spills Team
LCP	Lead-Containing Paint
LEP	Limited English Proficiency
LOS	Level of Service
LPST	Leaking Petroleum Storage Tank
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
MMT	Million Metric Tons
MPH	Miles Per Hour
MSA	Magnuson-Stevens Fishery Conservation and Management Act
MSAT	Mobile Source Air Toxics
MS4	Municipal Separate Storm Sewer System

NAAQS	National Ambient Air Quality Standards
NATA	National Air Toxics Assessment
NEPA	National Environmental Policy Act of 1969
NHD	National Hydrography Dataset
NHPA	National Historic Preservation Act
NOA	Notice of Availability
NOI	Notice of Intent
NOT	Notice of Termination
NOV	Notice of Violation
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
NWP	Nationwide Permit
PA	Programmatic Agreement
PCN	Pre-construction Notification
PM	Particulate Matter
POC	Point of Contact
POM	Polycyclic Organic Matter
PS&E	Plans, Specifications, and Estimates
PSL	Project-Specific Location
PST	Petroleum Storage Tank
ROW	Right-of-Way
RTEST	Rare, Threatened, Endangered Species of Texas
RTP	Regional Transportation Plan
SAL	State Antiquities Landmark
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
STIP	Statewide Transportation Improvement Program
SUP	Shared-Use Path
SW3P	Storm Water Pollution Prevention Plan
TAQA	Traffic Air Quality Analysis
TCEQ	Texas Commission on Environmental Quality
TCMP	Texas Coastal Management Plan
TDM	Travel Demand Management
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TMDL	Total Maximum Daily Loads
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSM	Traffic System Management
TSS	Total Suspended Solids
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
TxDOT-ENV	TxDOT Environmental Affairs Division
TxDOT ENV-HMM	TxDOT ENV Division Hazardous Materials Management
US	United States Highway
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
VPD	Vehicles Per Day

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) is proposing improvements to Interstate Highway 35 (I-35) from State Highway 45 North (SH 45N) in Williamson County to U.S. Highway 290 East (US 290E) in Travis County, Texas. The proposed improvements would add one non-tolled managed lane in each direction, reconstruct intersections and bridges to accommodate the additional lane and increase east/west mobility, reconstruct the Wells Branch Parkway interchange to a diverging diamond intersection (DDI), change ramp configurations to accommodate proposed mainlane improvements and improve traffic operations, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. The project length is approximately 11.5 miles. **Appendix A** shows the project location in relation to Williamson County, Travis County and the cities of Austin and Round Rock. **Appendix B** contains photographs of the project area.

The purpose of this environmental assessment (EA) is to study the potential environmental consequences of the proposed project and determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). Because the proposed project would be funded in part by the Federal Highway Administration (FHWA), this EA complies with FHWA's National Environmental Policy Act (NEPA) regulations as well as relevant TxDOT rules for environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA. 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. Code (27 and a Memorandum of Understanding (MOU) dated December 9, 2019, and executed by FHWA and TxDOT.

A public hearing was held on May 10, 2021, to present the findings of this EA and the proposed design to the agencies and public, and to receive agency and public comments. In recognition of the COVID-19 pandemic, the public hearing for this project was held virtually, with an in-person option held on May 10, 2021. Written comments were solicited through the public notice and public hearing process. All comments received have been thoroughly considered by TxDOT.

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.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

I-35 within the proposed project limits is a controlled access interstate highway. The facility typically has three to four, 12-foot wide general purpose mainlanes (concrete barrier separated) with 2 to 10-foot wide inside shoulders, 4 to 10-foot wide outside shoulders, and two, 11 to 12-foot wide frontage road lanes with 1 to 2-foot wide inside and outside shoulders in each direction. Auxiliary lanes occur along the mainlanes between the following ramp pairs:

- Southbound
  - Entrance ramp from SH 45N and exit ramp to Grand Avenue Parkway
  - Entrance ramp from Grand Avenue Parkway and exit ramp to Howard Lane
  - Entrance ramp from Wells Branch Parkway and exit ramp to Parmer Lane
  - Entrance ramp from Parmer Lane and exit ramp to Braker Lane
  - Entrance ramp from Yager Lane/Tech Ridge Boulevard and exit ramp to Rundberg Lane
  - Entrance ramp from Braker Lane and exit ramp to US 183
  - Entrance ramp from US 183 and exit ramp to US 290E
- Northbound
  - Entrance ramp from US 290E and exit ramp to US 183
  - Entrance ramp from US 183 and exit ramp to Braker Lane
  - Entrance ramp from Rundberg Lane and exit ramp to Yager Lane/Tech Ridge Boulevard
  - Entrance ramp from Braker Lane and exit ramp to Parmer Lane
  - Entrance ramp from Parmer Lane and exit ramp to Wells Branch Parkway
  - Entrance ramp from Howard Lane and exit ramp to Grand Avenue Parkway
  - Entrance ramp from Grand Avenue Parkway and exit ramp to SH 45N

Auxiliary lanes occur along the frontage roads between the following ramp pairs:

- Southbound
  - Exit ramp to Wells Branch Parkway and entrance ramp from Grand Avenue Parkway
  - Exit ramp to Howard Lane and entrance ramp from Wells Branch Parkway
  - Exit ramp to US 183 and entrance ramp from Rundberg Lane
- Northbound - exit ramp to Rundberg Lane and entrance ramp from US 183

Sidewalks exist intermittently throughout the project area between the frontage roads and adjacent businesses and around the intersections. No shared-use paths (SUP) are located in the project area. See **Table 3-2** for a listing of transit accommodations in the corridor. Drainage along the roadway (mainlanes and frontage roads) is provided primarily by open ditches. The existing right-of-way (ROW) width is typically 300 feet but widens at the interchanges. Existing permanent drainage easements (13.5 acres total) are located at creek crossings. 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.

2.2 Proposed Facility

The proposed I-35 facility would be concrete barrier separated and would consist of three to four, 11 to 12-foot wide general purpose lanes, one, 12-foot wide non-tolled high occupancy vehicle (HOV) managed lane, a 10-foot wide outside shoulder, 4 to 10-foot wide inside shoulder, three, 11-foot wide frontage road lanes, and an 8 to 10-foot wide SUP in each direction. A 4-foot wide buffer would separate the general purpose lanes from the managed lanes. The proposed project would add capacity at the following locations:

- Mainlanes – one northbound and one southbound non-tolled HOV managed lane between SH 45N and US 290E
- Frontage roads – one additional lane between the following cross streets:
    - Southbound
        - SH 45N and Grand Avenue Parkway
        - Wells Branch Parkway/FM 1825 and US 183
    - Northbound
        - SH 45N and Wells Branch Parkway/FM 1825
        - Wells Branch Parkway/FM 1825 and Parmer Lane
        - Tech Ridge Boulevard and Rundberg Lane

Auxiliary lanes along the mainlanes would be constructed between the following ramp pairs:

- Southbound - entrance ramp from SH 45N and exit ramp to Wells Branch Parkway (with removal of the auxiliary lane between SH 45N and Grand Avenue Parkway)
- Northbound
    - Entrance ramp from Braker Lane and exit ramp to Wells Branch Parkway (with removal of the auxiliary lane between Braker Lane and Parmer Lane)
    - Entrance ramp from Howard Lane and exit ramp to Grand Avenue Parkway (with removal of the auxiliary lane between Parmer Lane and Wells Branch Parkway)
    - Entrance ramp from Wells Branch Parkway and exit ramp to SH 45N (with removal of the auxiliary lane between Grand Avenue Parkway and SH 45N)

Auxiliary lanes along the frontage roads would be constructed between the following ramp pairs:

- Southbound - exit ramp to Grand Avenue Parkway and entrance ramp from SH 45N
- Northbound – no additional auxiliary lanes would be constructed

The remaining existing auxiliary lanes would remain, unless otherwise noted above. Bypass lanes would be constructed at Howard Lane (northbound), Yager Lane/Tech Ridge Boulevard (northbound), and Rundberg Lane (northbound and southbound). The project would also reconstruct the Wells Branch Parkway interchange to a DDI. Ramps would also be reconstructed within the project limits. No changes would be made to the existing transit accommodations in the corridor, as shown on **Table 3-2**. The proposed ROW would typically be 300 to 320 feet wide.

Drainage would be converted from open ditches to closed storm sewer, with open ditches in some locations. The proposed project would require approximately 17.0 acres of additional ROW, 0.2 acre of proposed permanent drainage easement, and 3.3 acres of proposed driveway license areas. A schematic (plan view) of the proposed improvements is included in **Appendix C** and a proposed typical section is included in **Appendix D.**

The total estimated cost (construction, ROW and utilities) of the proposed I-35 Capital Express North Project is $390 million. The project would be financed with a combination of local, state and federal financing.

2.3 Logical Termini and Independent Utility

Federal regulations [23 Code of Federal Regulations (CFR) 771.111(f)(1)] require that federally funded transportation projects have logical termini. Simply stated, this means that a project must have rational beginning and ending points. Those points may not be created simply to avoid proper analysis of environmental impacts. The northern limit of the proposed I-35 Capital Express North Project is SH 45N and the southern limit is US 290E. These begin and end points were chosen as logical termini because both roadways are major traffic generators.

Federal regulations [23 CFR 771.111(f)(2)] require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area. This means a project must be able to provide benefit by itself, and that the project 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 project being built. As proposed, the I-35 Capital Express North Project addresses specific transportation needs identified within the project limits. Specifically, the proposed project would improve mobility and safety when compared to existing conditions. The mobility and safety benefits of the proposed I-35 Capital Express North Project stand alone. Realization of these benefits is not dependent upon other projects/future actions; thus, the proposed project passes the test of independent utility. Further, because the project would stand alone and is not dependent upon other (future) improvements to properly function, it would not compel further expenditure of funds. For this reason, it cannot and does not irretrievably commit future federal funds.

Federal law [23 CFR 771.111(f)(3)] prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements. This means that a project must not dictate or restrict any future roadway alternatives. As proposed, the I-35 Capital Express North Project would in no way limit consideration of improvements, or alternatives for construction of such improvements. For this reason, the proposed project does not foreclose consideration of alternatives for other reasonably foreseeable transportation improvements.

2.4 Planning Consistency

The anticipated total cost of the proposed project is approximately 390 million including federal and state funding. The proposed project is included in the fiscally-constrained Capital Area Metropolitan Planning Organization's (CAMPO) 2045 Regional Transportation Plan (RTP) and the 2021–2024 Statewide Transportation Improvement Program (STIP), as amended. A copy of the applicable pages from the RTP and STIP are included in **Appendix E**.

3.0 PURPOSE AND NEED

3.1 Need

This project is needed to address local plans and because the capacity of I-35 between SH 45N and US 290E is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and safety issues along this stretch of roadway.

3.2 Supporting Facts and/or Data

Congestion and Mobility

I-35 is a critical component of the roadway network in the region that functions as both a local thoroughfare and commuter highway. It is one of only three north-south oriented controlled-access facilities in the entire Austin metropolitan area. The others are Loop 1 (Mopac), approximately four miles to the west, and SH 130, approximately eight miles to the east. Due to existing north-south travel demand and the limited number of alternative parallel controlled-access routes, the I-35 corridor within the project limits is presently subject to severe traffic congestion for substantial time periods each day. Congestion leads to poor operational efficiency and longer travel times for all users, including transit and emergency response vehicles, particularly during peak[1] hours in the morning and evening. According to the Texas Transportation Institute, the section of I-35 from Parmer Lane to US 290E ranks #70 on the 2020 Texas Most Congested Roadway List.

As defined in the Highway Capacity Manual (Transportation Research Board, 2010), Level of Service (LOS) is a qualitative measure used to analyze highways by categorizing traffic flows into letter designations that characterize the operational conditions within a traffic stream and how the conditions are perceived by the users of the facility. Six levels of service are defined using letter designations from A to F for capacity analysis. In general, LOS A allows free flow; LOS B allows reasonable free flow; LOS C is stable flow; LOS D is approaching unstable flow; LOS E is unstable flow (i.e., operating at capacity); and LOS F is forced or breakdown flow.

Table 3-1 depicts the 2015 LOS, travel times and average speeds during peak travel times for the majority of the project area (SH 45N to US 183). Southbound traffic during the morning peak hours and northbound traffic during the evening peak hours had a LOS F and E, respectively. Likewise, travel times and average speeds are significantly affected by peak travel. Travel times were between 45 percent and 62 percent longer and average speeds were approximately 14 to 21 mph slower southbound during the morning peak hours and northbound during the evening peak hours, respectively, than during the southbound evening peak hours and northbound morning peak hours.

[1] Morning and evening peaks refer to the hours in the AM and PM when traffic is the heaviest as a result of people traveling to and from work. For purposes of this study, the morning peak hours are from 7:00–9:00 AM and the evening peak hours are between 4:00-6:00 PM.

Table 3-1: Existing (2015) Peak Hour Traffic

Section of Roadway*		Level of Service		Travel Time (minutes)		Average Speed (mph)	
		AM	PM	AM	PM	AM	PM
Northbound Lanes	SH 45N to Parmer Lane	C	E	5.31	8.50	54.00	33.73
	Parmer Lane to US 183	B	E	6.14	10.04	54.39	33.27
Southbound Lanes	SH 45N to Parmer Lane	F	C	9.28	6.85	34.11	46.20
	Parmer Lane to US 183	F	C	10.21	6.62	29.50	45.46

Source: I-35 Future Transportation Corridor Planning and Linkages Study (August 2015)
*Data not available for the section of the project between US 183 and US 290E

Table 3-2 shows the Capital Metropolitan Transit Authority's (Capital Metro) bus routes currently utilizing the I-35 Capital Express North corridor. Capital Metro services using I-35 rely on consistent travels times to ensure they manage their schedules for customers. Traffic congestion in the corridor negatively affects bus schedules causing route delays and decreasing customer satisfaction. With the projected increase in traffic congestion, the reliability of transit service along this corridor may be expected to worsen if no improvements are made.

Table 3-2: Bus Routes Utilizing the I-35 Capital Express North Corridor

Capital Metro Bus Route	Destination	Trips per Weekday (NB and SB/EB and WB)
325 (MetroBus Local – High frequency route)	Tech Ridge Park and Ride/Norwood Transit Center	122
801 (MetroRapid) – High frequency route	Tech Ridge/Southpark Meadows	5 am-7 am (every 15 min) 7 am-6 pm (every 10 min) 6 pm-8 pm (every 15 min) 8 pm-12:30 pm (every 20 min) Thurs/Fri (only) 12:30 am-2:30 am (20 min)
300 (MetroBus Local)	Crestview Station/Westgate Transit Center via crosstown routes	100
337 (MetroBus Local)	Randalls/Travis County Exposition Center via crosstown routes	103
323 (MetroBus Local)	Northcross Mall/Norwood Transit Center via crosstown routes	71
392 (MetroBus Local)	Tech Ridge Park and Ride/Kramer Station via crosstown routes	49
243 (MetroBus Local)	Tech Ridge Park and Ride/Howard Station via feeder routes via feeder routes	49
1 (MetroBus Local)	Tech Ridge Park and Ride/HEB (Rundberg, S Congress, William Cannon)- to and from downtown via local routes	96

Source: Capital Metro (2020)

There are numerous emergency service facilities in the vicinity of the I-35 Capital Express North corridor for which the facility provides primary north-south access. According to data obtained from the City of Austin and Google (2020), there are 40 emergency response facilities within two miles of the project area. These consist of 18 fire and emergency medical service (EMS) facilities, 18 hospital and other medical facilities (i.e., clinics), and four police stations. As both the number of vehicles on I-35 and the number of people living off the corridor increase, efficient incident management becomes increasingly important in maintaining traffic flow not just for drivers on the roadway, but for emergency responders called to the area as well.

As shown in **Table 3-3**, the population of Williamson County, Travis County, and the municipalities in the vicinity of the project area grew significantly between 1990 and 2018. According to population projections from the Texas Water Development Board (TWDB), continued significant growth in the area is anticipated through 2050. Between 2018 and 2050, the population in the municipalities is projected to increase between 23% and 168%. Likewise, the populations of Williamson County and Travis County are projected to increase by 127% and 58%, respectively.

Table 3-3: Historic and Projected Population Growth

Geography	Population		Percent Change from 1990 2018	Projected Population in 2050	Percent Change from 2018 2050
	1990	2018			
City of Austin	465,622	935,755	101.0%	1,466,936	56.8%
City of Round Rock	30,923	120,157	288.6%	291,629	142.7%
Wells Branch MUD	7,094	12,227	72.4%	14,989	22.6%
City of Pflugerville	4,444	59,757	1,244.7%	159,953	167.7%
Travis County	576,407	1,203,166	108.7%	1,897,769	57.7%
Williamson County	139,551	527,057	277.7%	1,195,374	126.8%

Source: Texas State Library and Archives Commission https://www.tsl.texas.gov/ref/abouttx/popcity1.html, American Community Survey 5-Year Estimate 2014-2018 (Table B01001), and Texas Water Development Board, 2021 Regional Water Plan Population Projections 2020-2070.

Employment is also projected to rise in Travis and Williamson counties in the future, continuing a decades-long trend of employment growth in these counties. **Table 3-4** shows historical and projected employment data for Travis and Williamson counties from 2010 to 2045. Employment projections indicate that current (2019) employment is expected to increase by approximately 72 percent and 119 percent in Travis and Williamson counties, respectively, by 2045, bringing over 865,000 more jobs to the region.

Table 3-4: Historic and Projected Employment Data

Geography	2010	2015	2019	2045	Percent Change 2019 2045
Travis County	559,045	601,160	716,144	1,233,000	72%
Williamson County	211,646	233,484	293,784	642,000	119%

Source: American Community Survey 5-Year Estimate, 2011-2015 and 2015-2019; CAMPO, 2020

The anticipated population growth and associated increase in employment in the area will exacerbate the existing congestion problems on the I-35 corridor, particularly during peak traffic hours that are heavily influenced by work commutes to/from downtown Austin. Traffic projections in the corridor are projected to increase by 26 percent from 294,000 vehicles per day (vpd) in 2030 to 369,850 vpd in 2050. As shown in **Table 3-5**, this increase in traffic would result in LOS F in 2035 during the southbound morning peak hours and northbound evening peak hours. When compared to 2015, peak period travel times (southbound AM/northbound PM) in the project area in 2035 are projected to increase by an average of 65 percent (12.5 minutes) and average speeds are projected to decrease by an average of 39.5 percent (12.9 mph).

Table 3-5: Projected (2035) Peak Hour Traffic

Section of Roadway*		Level of Service		Travel Time (minutes)		Average Speed (mph)	
		AM	PM	AM	PM	AM	PM
Northbound Lanes	SH 45N to Parmer Lane	D	F	7.34	14.10	39.06	20.33
	Parmer Lane to US 183	C	F	7.38	15.19	45.29	22.00
Southbound Lanes	SH 45N to Parmer Lane	F	E	16.46	9.66	19.23	32.78
	Parmer Lane to US 183	F	E	17.19	8.64	17.51	34.84

Source: I-35 Future Transportation Corridor Planning and Linkages Study (August 2015)
*Data not available for the section of the project between US 183 and US 290E

With the current and projected LOS for the corridor creating longer travel times for police, fire, and emergency medical service vehicles using I-35, there is a clear need to make improvements that can improve mobility and travel times for emergency responders. Additionally, consistent and shorter travel times for transit vehicles on I-35 would make transit more attractive as a transportation alternative. The infrastructure improvements within the project area would accommodate the projected population and employment increase in the area and reduce congestion to maintain mobility for local and through travelers, as well as emergency responders and transit vehicles.

Safety

Table 3-6 shows reported vehicle crash data along I-35 within the project termini from 2016 to 2018. When compared to the statewide average for urban interstates, the rate of collisions along this section of I-35 is below average. Although the overall corridor crash rates were lower than the statewide averages, the corridor's increasing traffic congestion and associated potential for crashes support the proposed I-35 Capital Express North improvements. 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.

Table 3-6: Vehicle Crash Data

Crash Year	Total Crashes	Crash Rate	Statewide Average Crash Rate
2016	1,121	130.92	150.96
2017	1,049	125.31	146.40
2018	963	112.28	144.32

Local Planning Consistency

The need for I-35 improvements included in the I-35 Capital Express North Project, specifically adding capacity and increasing mobility, is apparent in planning documents from cities and counties in and around the project area. The Round Rock Texas Transportation Master Plan Update (2017) reports that "...congestion on I-35 is the top challenge facing Round Rock's transportation network." The roadway system policies in the Austin Strategic Mobility Plan (2019) include increasing vehicle capacity "...to manage congestion and facilitate emergency response" and "...implementing managed lanes..." as a way to improve travel time reliability.

The Travis County Land Water and Transportation Plan (2014) states that "The continuance of relieving congestion through expanding traditional transportation modes; i.e., adding lane capacity to roadways, remains an important role for Travis County as part of the regional solution." The Williamson County Long-Range Transportation Plan (2009), as amended (2016) states that I-35 is on the "....network of roadways that will foster safety and mobility across the county." This project supports the goals and objectives identified in these local plans.

3.3 Purpose

The purpose of the proposed project is to be consistent with local plans, reduce congestion, and improve mobility and safety on I-35 between SH 45N and US 290E.

4.0 ALTERNATIVES

4.1 Build Alternative

The Build Alternative, described in **Section 2.2**, satisfies the project purpose and need. The improvements to I-35 would improve mobility and safety by providing HOV managed lanes, reconstructing intersections at east/west crossings, and improving bicycle and pedestrian accommodations, thereby reducing congestion and crashes on I-35 between the proposed project termini. The proposed project would also be consistent with local plans by improving the overall function of this regionally significant roadway. Because the Build Alternative satisfies the project's purpose and need, it is the recommended alternative.

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 17.0 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 (described in **Section 3.0**) 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

A preliminary concept considered for the proposed project consisted of adding one tolled express lane in each direction, reversing ramps from a rural to urban configuration, improving frontage roads, and adding bicycle and pedestrian elements throughout the corridor. The improvements largely used the existing infrastructure as much as possible by widening the existing pavement and only reconstructing where roadway profile modifications were needed. However, due to changes to legislation, stakeholder and public outreach, and two Value Engineering studies, the concept was modified to 1) remove the tolling component, 2) incorporate the Wells Branch intersection stand-alone project into the proposed I-35 Capital Express North Project as a DDI, 3) add bypass lanes, and 4) reconstruct the Walnut Creek mainlane and frontage road bridges.

Environmental and engineering constraints were also evaluated to support the development of a schematic design that avoids/minimizes social, economic and environmental impacts while addressing the purpose and need of the project. The analysis was dynamic in nature and focused

on an on-going avoidance and minimization process. The following constraints were used during the development of the Build Alternative:

- Avoid reconstruction of the SH 45N, US 183 and US 290E interchange structures
- Retain the existing Parmer Lane bridge over I-35
- Retain the existing Tech Ridge Boulevard/Yager Lane bridge over I-35
- Avoid cemeteries
- Avoid a large oak tree north of Braker Lane along the northbound frontage road
- Minimize impacts to businesses and residential property

Through design exceptions, retaining walls, alignment shifts, and other measures, the Build Alternative was developed that avoided and minimized impacts to the project constraints while still meeting the project purpose and need.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical reports were prepared:

- Community Impacts Assessment Technical Report Form
- Archeological Background Study
- Historic Project Coordination Request Form
- Historic Research Design
- Historic Resources Survey Report
- Surface Water Analysis Form
- Species Analysis Spreadsheet
- Species Analysis Form
- Tier I Site Assessment Form
- Documentation of Texas Parks and Wildlife Department Best Management Practices Form
- Carbon Monoxide Traffic Air Quality Analysis Technical Report
- Mobile Source Air Toxics Technical Report
- Hazardous Materials Initial Site Assessment
- Traffic Noise Technical Report
- Indirect Effects Technical Report
- Section 4(f) *De Minimis* Checklist
- Chapter 26 Compliance Checklist
- Documentation of Public Meeting #1
- Documentation of Public Meeting #2
- Documentation of Public Meeting #3
- Documentation of Public Hearing

These technical reports and forms listed are incorporated by reference in this EA. Copies of the technical reports are on file and available for review at the TxDOT-Austin District, 7901 N Interstate Hwy 35, Austin, TX 78753, and online at https://my35capex.com/.

For purposes of environmental study, project-related effects are categorized as direct, indirect and cumulative. Direct effects are defined as those impacts which are caused by the action and occur at the same time and place. Indirect effects, while being reasonably foreseeable, are also caused by the action, but occur later in time or are farther removed in distance. Encroachment-alteration effects are a type of indirect impact, removed from the proposed project in both time and distance, and defined as those impacts that alter the behavior and function of the physical environment. Other indirect effects pertain primarily to induced growth. Cumulative effects result from the incremental impacts of an action when considered together with other past, present and reasonably foreseeable future actions regardless of who takes the other actions. This section (**Section 5.0**) addresses direct, indirect (encroachment-alteration and induced growth) and cumulative effects that would result from the proposed I-35 Capital Express North Project.

5.1 Right-Of-Way/Displacements

Build Alternative: The Build Alternative would require the acquisition of approximately 17 acres of new (additional) ROW, none of which has been previously acquired through early acquisition. The additional ROW would be necessary to accommodate the increased pavement width, side slope grading, existing terrain, drainage structures, SUP, utilities, and to maintain property access. The additional ROW would be acquired from a total of 178 parcels.

The additional ROW would result in five commercial displacements: GTO Auto Wheels, Pickup Heaven, A-1 Tires, Thermo King of Austin, and the offices of an auto business (name unknown). See the **Resource-specific Maps** in **Appendix F** for the location of those displacements.

All ROW acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1979, as amended.

No Build Alternative: Under the No Build Alternative, no project-related ROW would be acquired; thus, no project-related displacements would occur.

5.2 Land Use

The project area is located within the cities of Austin and Round Rock. Land use immediately adjacent to I-35 is predominantly commercial. Light industrial, civic, multi-family/single-family residential, and undeveloped parcels are also present but to a lesser extent. Commercial uses include but are not limited to, retail shops, restaurants, hotels/motels, commercial strip centers, automobile repair shops, and gasoline service stations. High density residential neighborhoods and apartment complexes are also located adjacent to the roadway. One public park, Upper Little Walnut Creek Greenbelt, and two cemeteries, Cook-Walden Capital Parks Cemetery, and Memorial Hill Cemetery, are located adjacent to the corridor.

Build Alternative: Development is largely built out in the project area. The project would create additional capacity and improve mobility along the I-35 corridor; however, it is not anticipated that the proposed project would induce development or increase the rate or intensity of development in the area. The communities in the area have been experiencing and will continue to experience growth and housing construction, independent of the project. Land use on the acquired ROW would change from residential, open space, or commercial to transportation use.

No Build Alternative: Under the No Build Alternative, the additional ROW would not be obtained and there would be no project-related land use impacts.

5.3 Farmlands

The Farmland Protection Policy Act (FPPA) seeks to preserve the agricultural use of soils that are particularly productive. The Natural Resources Conservation Service (NRCS) implements the FPPA through regulations and by classifying soil series in terms of suitability for farming.

Build Alternative: The project is located in an urbanized area. According to NRCS, no land within the project area is mapped as prime farmland or farmland of statewide importance. Therefore, no major impacts to farming, including haying activities are anticipated as a result of the Build Alternative. No further consideration for the protection of farmland is required by FPPA regulations.

No Build Alternative: Under the No Build Alternative, no transportation-related impacts to prime farmland would occur. Undeveloped lands currently used for agriculture would likely continue to be used for crop production or pasture unless the property owner pursues urban site development.

5.4 Utility Relocation

Build Alternative: It is reasonably foreseeable that utilities will have to be relocated as a result of this project. It has not yet been determined whether the dislocated utilities will be re-installed within the highway ROW, or to a location outside the highway ROW. However, the potential impacts (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) resulting from re-installation of the displaced utilities within the highway ROW have been considered as part of the overall project footprint impacts within this EA. To the extent that the owner of any displaced utility determines to re-install the displaced utility at a location outside of highway ROW, 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 ROW 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).

No Build Alternative: Under the No Build Alternative, there would be no project-related impacts to utilities.

5.5 Bicycle and Pedestrian Facilities

Build Alternative: Existing bicycle lanes and sidewalks are located on the I-35 cross streets. Additionally, existing sidewalks occur along the I-35 frontage roads. The Build Alternative would add 10-foot wide SUPs, where feasible, along both sides of I-35 within the project limits. In constrained areas along the roadway, the SUP would narrow to 8 feet wide. A 5-foot wide on-street bike lane with a 2-foot wide buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed DDI at Wells Branch Parkway and the DDI under construction at Parmer Lane, an 8 to 10-foot wide SUP would go down

the center of the bridges between opposing directions of travel. There are no proposed changes to the existing bicycle/pedestrian accommodations at Tech Ridge Boulevard or the US 183 frontage roads.

TxDOT has coordinated with the City of Austin regarding design details for bicycle and pedestrian facilities on all cross streets within the project limits. Coordination with the City will be on-going during final design, including a commitment to provide the City the 60 percent PS&E plan sets to review and comment on. The proposed bicycle and pedestrian facilities would be compatible with City of Austin plans. The project would also comply with TxDOT's Bicycle Accommodation Design Guidance, which implements United States Department of Transportation (USDOT) and FHWA policy regarding bicycle and pedestrian accommodations.

No Build Alternative: Under the No Build Alternative, there would be no project-related impacts and improvements to bicycle/pedestrian facilities would not occur.

5.6 Community Impacts

The study area for the community impact assessment includes census blocks that are adjacent to the existing ROW. These are the areas that are most likely to experience access, travel pattern, and community cohesion impacts as a result of the proposed project. The study area is primarily commercial with scattered residential and light industrial uses. Eighty community facilities were identified within the study area and include multiple cemeteries, places of worship, schools, funeral homes, parks, and government facilities. There are several community facilities, primarily places of worship and businesses, that primarily serve minority populations within the study area.

There are 65 predominately minority Census blocks interspersed throughout the study area. There is also one block group in the southern portion of the study area that has a median household income below the 2021 Department of Health and Human Services poverty level of $26,500. These minority and low-income populations are considered environmental justice (EJ) populations. Potential direct impacts to the EJ populations were analyzed to ensure these groups would not be adversely or disproportionately affected by the Build Alternative in accordance with Executive Order (EO) 12898.

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.

Socioeconomic and demographic information about the affected communities is found in the **Community Impact Assessment Technical Report Form**, available for review at the TxDOT Austin District office, and online at https://my35capex.com/.

Build Alternative: Displacements that would occur as a result of the proposed project consist of five auto-related businesses. There are currently several existing parcels in the vicinity that could serve as replacement locations for these businesses, many of which allow for automobile repair services. These businesses are not unique to the area and their displacement would not have an impact on the community as a whole. Proposed ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Substantial impacts to the community are not anticipated as a result of the proposed displacements.

Community Cohesion, Access, and Travel Patterns

Existing residents and businesses adjacent to the project area are currently separated by I-35 as it is a significant physical and visual barrier within the community. The proposed project would not create a new separation or significantly increase the existing separation. Vehicle travel patterns and access would not change throughout most of the corridor; however, there would be a modification to travel patterns and access at the I-35/Wells Branch Parkway intersection due to the proposed DDI. Movements through this intersection would be altered, which would require drivers to find other means of getting to the other side of the intersection along the I-35 frontage roads. Depending on the location at the intersection, this could either be accomplished by using alternate roadways or traveling through parking lots to access the existing northbound and proposed southbound bypass lanes, or by making a right turn onto Wells Branch Parkway to access parcels via adjoining roadways. Additional changes in travel patterns would occur at the proposed bypass lanes at Howard Lane, Yager Lane/Tech Ridge Boulevard, and Rundberg Lane. The bypass lanes would allow traffic on the frontage roads to avoid travel through traffic signals, which would decrease travel time and improve mobility. The DDI and bypass lane improvements would not affect the overall use of the businesses located at those intersections.

The proposed SUP would improve east/west connectivity and allow people within the community the ability to access the area or participate in local activities without the use of motor vehicles. With the proposed addition of a SUP, there is the potential to increase pedestrian and bicycle activity within the community, so some trips within the community to participate in local activities that had previously been taken by car could shift to walking or biking. The SUP, as well as improved interchanges, would allow for easier and safer east/west travel throughout the community at interchanges to provide more connectivity throughout the study area. Overall mobility would be improved by allowing faster travel times to/from communities along the I-35 corridor with the addition of a frontage road lane and a managed lane in each direction. Community cohesion would improve due to the addition of alternative modes of travel and the improved mobility and safety.

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. 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. Transit users would benefit from the enhanced service as a result of access to managed lane use and the pedestrian improvements for first and last mile connections across and along I-35.

Environmental Justice

The five businesses that would be displaced are all located in a minority EJ census geography (Block 3001 of Census Tract 18.23). Therefore, it was assumed that the businesses serve the surrounding EJ community and that the proposed project would affect the EJ populations that are served by the businesses that would be displaced. The products and services provided by the businesses that would be displaced do not specifically cater to EJ populations. Further, these businesses are not unique to the area. Two tire shops would be displaced; however, there are approximately 14 other tire shops and other more general auto repair shops within the study area. Pickup Heaven is a truck accessories store that would be displaced and there are approximately seven other truck accessories stores within the study area. Thermo King of Austin is a sales, service, and parts dealership for transport temperature control systems. The nearest business that appears to offer the same type of service and equipment is approximately 15 miles to the north in Round Rock. Therefore, the products and services provided by the displaced businesses, none of which would be considered essential, could be obtained through other retailers in the study area while the displaced businesses relocate.

The ROW acquisition that would result in the displacements was necessary to provide for safety and operational efficiency of the proposed roadway. Alternative designs were considered to avoid and minimize the proposed displacements to the extent practicable, while still providing for the needed mobility improvements. In order to avoid ROW acquisition in that location, additional ROW would have been required from the other side of I-35, which is also an EJ area (Block 3005 of Census Tract 18.33), resulting in other commercial displacements. These commercial displacements would have likely included auto-related businesses, a lawn sprinkler business, and a Hispanic grocery store. Further, EJ census blocks (both minority and low-income) are located adjacent to the project area for several miles north and south of the displaced businesses; therefore, displacements necessary to provide the needed mobility improvements were unavoidable.

Although the proposed displacements would occur within an EJ area, and the loss of these services could be predominantly borne by the surrounding EJ community, the overall potential impacts to EJ populations would not be considered substantially disproportionate or adverse due to the availability of other similar businesses in the study area and because none of the businesses specifically cater to EJ populations. As such, no mitigation is proposed to offset impacts to the affected EJ community. The benefits of the proposed project such as improved mobility and the safety and operational efficiency of the proposed roadway would be greater than the impacts borne by the EJ community as a result of the proposed displacements. There is a substantial need for the I-35 Capital Express North improvements, which would benefit the community as a whole, including EJ populations.

Rights afforded to displaced persons under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, include: a notice as soon as it is feasible, an appraisal of the property, a written offer not less than the appraised fair market value, an opportunity to consider the offer and partake in negotiations, and payment for moving expenses.

Limited English Proficiency

EO 13166, "Improving Access to Services for Persons with Limited English Proficiency," requires federal agencies to examine the services they provide, identify any need for services to those with Limited English Proficiency (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. Based on data from the 2019 American Community Survey, block groups located in the study area have an LEP population ranging from 4.1 percent to 58.4 percent. Spanish speakers make up the largest portion of the LEP population with 16.8 percent. Other LEP populations are Asian and Pacific Islander (3.0 percent), Indo-European (1.8 percent), and Other (1.4 percent). There were multiple signs for businesses and community facilities within the study area in languages other than English.

To comply with EO 13166 and to ensure full and fair public participation for the proposed project, newspaper advertisements for the public meetings held in August 2016, February 2017, and October 2019, and for the public hearing held in May 2021 were published in both English and Spanish. Comment forms were also made available in English and Spanish, and a project team member was available at the public meetings and public hearing in-person option to accommodate the communication needs of individuals speaking Spanish. No requests for assistance in another language other than English were requested.

Information about LEP accommodations and impacts on the community, EJ populations, and access/travel pattern modifications is found in the **Community Impact Assessment Technical Report Form**, available for review at the TxDOT Austin District office, and online at https://my35capex.com/.

No Build Alternative: Under the No Build Alternative, there would be no project-related impacts to communities. The communities in the project area would continue to have increased traffic which, in turn, would result in reduced mobility and safety in the project area. Additionally, no project-related impacts to minority or low-income populations would occur under the No Build Alternative as the proposed project would not be constructed.

5.7 Visual/Aesthetic Impacts

I-35 is an existing, well established interstate highway. The project area is located within a developed area of north Austin and a rapidly developing area of Round Rock. The existing ROW consists mainly of urbanized land and paved roadway. Outside of the existing ROW is predominantly developed; however, some undeveloped wooded areas are present. I-35 is a dominant visual feature in the project area.

Build Alternative: The proposed project would follow the existing alignment of I-35. The primary changes to the visual environment in the project corridor consist of the addition of managed lanes (one in each direction) and elevated bypass lanes at Howard Lane (northbound), Yager Lane/Tech Ridge Boulevard (northbound), and Rundberg Lane (northbound and southbound). However, since the proposed project would be along an existing, heavily developed interstate corridor, the visual and aesthetic impacts of the proposed project would be negligible.

No Build Alternative: The No Build Alternative would not result in visual impacts along the corridor as the proposed improvements would not be constructed.

5.8 Cultural Resources

Cultural resources are structures, buildings, archeological sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries, and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, NEPA and the National Historic Preservation Act (NHPA) of 1966, among others, apply to transportation projects such as this one. In addition, state laws such as the Antiquities Code of Texas (ACT) apply to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/Texas State Historic Preservation Officer (SHPO) and/or federally recognized tribes to determine the project's effects on cultural resources. The evaluation of impacts to cultural resources has been conducted under Section 106 of the NHPA in accordance with the Programmatic Agreement (PA) among the FHWA, TxDOT, the SHPO and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings. Review and coordination of this project followed approved procedures for compliance with federal and state laws.

5.8.1 Archeology

Build Alternative: Based on the results of an Archeological Background Study, there were no sites previously recorded within the Area of Potential Effects (APE) that are listed or are eligible for listing on the National Register of Historic Places (NRHP) or for designation as a State Antiquities Landmark (SAL). Based on a review of geology, soils, landforms, and previous disturbances, it was determined that there is a very low potential for intact, buried cultural deposits throughout the APE. Therefore, no further archeological investigations were recommended. TxDOT Environmental Affairs Division (TxDOT-ENV) cleared the project for archeology on March 9, 2021 (see **Appendix G**).

The Archeological Background Study identified two cemeteries (Memorial Hill Cemetery and Capitol Memorial Park [now called Cook-Walden Capital Parks Cemetery]) immediately adjacent to the APE. All construction activities in the vicinity of the adjacent cemeteries would be limited to the existing I-35 ROW. TxDOT archeologists contacted the general manager of the cemeteries, who confirmed that no interments extend outside of the established, fenced in boundaries of either cemetery. Based on this information, there are no concerns of impacting unmarked graves within the APE.

The **Archeological Background Study Report** prepared for the proposed project is available at the TxDOT Austin District office, and online at https://my35capex.com/.

Coordination with federally-recognized Native American tribes was conducted. A tribal review of the project resulted in the determination that no sites of concern would be affected. The coordination response letter, dated February 23, 2021, is included in **Appendix G**.

In the event that cultural resources are encountered during construction, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the THC could arrive on site and assess the discovery's significance and the need, if any, for additional investigation.

No Build Alternative: As construction of the proposed I-35 Capital Express North Project would not occur, there would be no project-related impacts on archeological resources associated with the No Build Alternative.

5.8.2 Historic Properties

In compliance with the PA for Transportation Undertakings, as executed among FHWA, TxDOT, the SHPO, and the Advisory Council on Historic Preservation, a historic resource survey was conducted for the proposed I-35 Capital Express North Project.

Build Alternative: Project historians surveyed the project APE in April 2020 and documented 42 properties with historic-age resources within the project APE. Following evaluation of the properties, project historians recommended none of the properties eligible for listing in the NRHP. 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 is no effect to historic, non-archeological properties in the APE. Individual project coordination with SHPO was not required. See **Appendix G** for the TxDOT clearance, dated January 12, 2021, as well as coordination conducted with the County Historical Commissions for Travis and Williamson counties.

The **Historic Project Coordination Request Form, Historic Research Design**, and **Historic Resources Survey Report** prepared for the proposed project are available at the TxDOT Austin District office, and online at https://my35capex.com/.

No Build Alternative: Because the proposed I-35 Capital Express North improvements would not be constructed, the No Build Alternative would not result in project-related impacts to historic resources.

5.9 Protected Lands

Section 4(f) of the U.S. Department of Transportation Act protects publicly owned and accessible parks, recreation areas, and wildlife and waterfowl refuges and historic sites. Chapter 26 of the Texas Parks and Wildlife Code includes provisions similar to the federal Section 4(f) regulation, including requiring a finding that there is no feasible and prudent alternative to the use or taking of the protected land, that the project includes all reasonable planning to minimize harm and that a public hearing be held prior to the approval of the use of land from these publicly-owned park properties.

Upper Little Walnut Creek Greenbelt, a Section 4(f) and Chapter 26 resource, is located adjacent to the southbound I-35 frontage road at Little Walnut Creek. The public park parcel (TCAD Parcel ID 426172) is currently undeveloped, with no amenities or recreational facilities. Another parcel (TCAD Parcel ID 238710) located adjacent to the northbound I-35 frontage road at Little Walnut Creek has been designated by the City of Austin as 'Potential Parkland'. The City also has plans for a public access easement at TCAD Parcel ID 239725, located adjacent to the potential parkland parcel. See **Appendix C** and **Appendix F** for the location of the existing and potential parkland parcels and the proposed City easement parcel. The proposed project would include improvements within the three parcels comprising the existing park and potential portion of the park; therefore, the provisions of Section 4(f) and Chapter 26 apply.

Section 6(f) of the Land and Water Conservation Fund Act requires that recreational facilities receiving U.S. Department of Interior funding from the Land and Water Conservation Fund Act as allocated by the 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. There are no Section 6(f) resources in the proposed project area.

Build Alternative: The Build Alternative would require the acquisition of approximately 0.66 acre of ROW from the Upper Little Walnut Creek Greenbelt, a Section 4(f) and Chapter 26 resource. This includes 0.54 acre from the existing parkland parcel on the west side of I-35, 0.07 acre from the potential parkland parcel, and 0.05 acre from the proposed City of Austin easement on the east side of I-35. At the time of the public hearing, only the property on the west side of I-35 was owned by the City of Austin. The City disclosed imminent plans to acquire the additional ROW and easement on the east side of I-35; therefore, the amount of ROW TxDOT requires from these parcels has been included in the estimated acreage requirements. The additional ROW would be needed to accommodate the addition of a southbound bypass lane ramp/extended direct connector and northbound bypass lane over Rundberg Lane. These improvements were determined to be necessary based on traffic modeling to improve roadway operations. These improvements would not result in impacts to any recreational amenities in the existing parkland parcel or planned amenities in the potential parkland parcel or proposed City easement.

Coordination with the City of Austin Parks Department, the official with jurisdiction (OWJ) over the park, was conducted to discuss improvements in the park and Section 4(f) *de minimis* applicability. As a result of this coordination, design measures were incorporated into the project to mitigate impacts to the park. These design measures included the incorporation of a bicycle/pedestrian crossing under I-35 at Little Walnut Creek. The crossing would connect to the frontage road SUPs, which would be built outside TxDOT ROW on City of Austin park property. The OWJ concurred with TxDOT's *de minimis* finding that the proposed project would have no adverse effects to the Upper Little Walnut Creek Greenbelt (see **Appendix H** for the concurrence letter).TxDOT-ENV approved the Section 4(f) *de minimis* documentation on November 10, 2021.

Impacts within the park boundaries were presented at the public hearing and also in the public hearing notifications. Four comments were received from the public within the 30-day comment period regarding the proposed use of the park. Compliance with Chapter 26 regulations for impacts to the park were followed for the public hearing. TxDOT-ENV approved the Chapter 26 documentation on August 5, 2021.

No Build Alternative: Because the proposed I-35 Capital Express North improvements would not be constructed, the No Build Alternative would not result in project-related impacts to Section 4(f), 6(f) or Chapter 26 resources.

5.10 Water Resources

Water resources occurring in the project area were researched by desktop review of web resources from the United States Geological Survey (USGS) National Hydrography Dataset (NHD) and 7.5-minute topographic data for Pflugerville West and Austin East, Texas quadrangles, Texas Commission on Environmental Quality (TCEQ), TWDB, Federal Emergency Management Agency (FEMA), United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping, and aerial photography. Desktop mapping of water resources was performed using Geographic Information System mapping, utilizing spatial data obtained from USGS, TWDB, FEMA, and USFWS.

The **Surface Water Analysis Form** prepared for the proposed project is available for review at the TxDOT Austin District office, and online at https://my35capex.com/.

5.10.1 Clean Water Act Section 404

Pursuant to Section 404 of the Clean Water Act (CWA), an investigation was conducted to identify potential jurisdictional waters of the U.S., including wetlands, within the project area. Field reconnaissance conducted on March 31 and November 4, 2019, and November 6, 2020, identified potentially jurisdictional waters of the U.S. that could be impacted by the proposed project. A total of nine surface water features were found in the project area. They include Gilleland Creek (with an adjacent wetland), two unnamed tributaries to Gilleland Creek, Walnut Creek, two unnamed

tributaries to Walnut Creek, Little Walnut Creek, and two unnamed tributaries to Little Walnut Creek.

Build Alternative: This project would involve a regulated activity in jurisdictional waters and therefore would require authorization under Section 404. **Table 5-1** shows the waters that are anticipated to be jurisdictional waters in which a 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 (NWP) (i.e., no pre-construction notification [PCN] required), or if it is anticipated that a NWP with PCN, individual standard permit, letter of permission, or regional general permit would be required. Based on project activities, it is anticipated that the proposed project would require a non-reporting NWP 14.

Table 5-1: Project Surface Waters

Crossing Number	Name	Waterbody Classification	Latitude	Longitude	Acreage within Project Area	Linear Feet within Project Area	Permanent Impacts (ac/lf)*	Potential Permit
1	Unnamed tributary to Gilleland Creek	Intermittent	30.475575	-97.672422				
2	Gilleland Creek	Intermittent		-97.670627	0.40	776	0.03 / 33	Non-Reporting NWP 14
	Forested Wetland	Palustrine	30.468745	-97.671642	0.15	N/A	None	None
3	Unnamed tributary to Gilleland Creek	Intermittent	30.461056	-97.667623	0.23	712	0.03 / 68	Non-Reporting NWP 14
4	Unnamed tributary to Walnut Creek	Intermittent	30.399073	-97.673381	0.69	606	None	Non-Reporting NWP 14
5	Walnut Creek	Perennial	30.388377	-97.672465	0.32	401	None	Non-Reporting NWP 14
6	Unnamed tributary to Walnut Creek	Intermittent	30.374135	-97.67782	0.13	486	0.02 / 38	Non-Reporting NWP 14
7	Unnamed tributary to Little Walnut Creek	Intermittent	30.356711	-97.688755	0.42	713	None	Non-Reporting NWP 14
8	Little Walnut Creek	Perennial	30.350025	-97.693776	0.95	1077	0.09/ 71	Non-Reporting NWP 14
9	Unnamed tributary to Little Walnut Creek	Intermittent	30.338332	-97.700649	0.36	538	None	Non-Reporting NWP 14

*Determined based on planned culvert extensions. Impacts could vary slightly dependent on final drainage plans that will be completed in PS&E. Temporary impacts at this time are unknown and would be determined in PS&E.

No Build Alternative: Because the proposed I-35 Capital Express North improvements would not be constructed, the No Build Alternative would not result in project-related impacts to jurisdictional wetlands and other waters of the U.S.

5.10.2 Clean Water Act Section 401

Build Alternative: 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 CWA by implementing 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 United States Army Corps of Engineers (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.

Compliance with Section 401 requires the use of best management practices (BMPs) to manage water quality on construction sites. General Condition 12 also requires applicants using NWP 14 to use appropriate soil erosion and sedimentation controls. Section 401 Water Quality Certification would be required for the proposed project. The Section 401 Certification requirements for NWP 14 would be met by implementing a Storm Water Pollution Prevention Plan (SW3P). The SW3P would include at least one BMP from the Tier I 401 Water Quality Certification Conditions for NWPs as published by the TCEQ. These BMPs would address each of the following categories:

- Category I Erosion Control would be addressed by using temporary vegetation and/or blankets and matting.
- Category II Post-Construction Total Suspended Solids (TSS) Control would be addressed by installing vegetative filter strips.
- Category III Sedimentation Control would be addressed by installing silt fences, rock berms, and/or sand bag berms.

Other approved methods would be substituted if necessary, using one of the BMPs from the identical category.

The potential for project-related encroachment-alteration effects on water quality would be mitigated through temporary and permanent (post-construction) BMPs as described above.

Water resources 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 Build Alternative: Because the proposed I-35 Capital Express North improvements would not be constructed, the No Build Alternative would not result in project-related impacts to water quality.

5.10.3 Executive Order 11990 Wetlands

EO 11990 Protection of Wetlands (42 Federal Register 26961, May 24, 1977) provides the requirement "to avoid to the extent possible the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative."

Build Alternative: Based on the current design analysis, there would be no impact to wetlands; therefore, EO 11990 does not apply.

No Build Alternative: Because the proposed I-35 Capital Express North improvements would not be constructed, the No Build Alternative would not result in project-related impacts to wetlands.

5.10.4 Rivers and Harbors Act

The Rivers and Harbors Act of 1899 generally prohibits the construction of structures over or in navigable waters of the U.S. without Congressional approval, which has been delegated to the United States Coast Guard (USCG). The Rivers and Harbors Act of 1899 also prohibits excavation or fill within navigable waters of the U.S. without the approval of the USACE. Based on a project scoping analysis, it was determined that neither the Build Alternative nor the No Build Alternative would have an impact on any Section 9/10 waters, as defined by the Rivers and Harbors Act of 1899.

5.10.5 Clean Water Act Section 303(d)

According to the 2020 Texas Integrated Report - Texas 303(d) List (Category 4 and 5) and the 2020 Index of All Impaired Water, the project is located within five linear miles of, is within the watershed of, and drains to five impaired waterbodies (see **Table 5-2**). All segments are impaired due to elevated bacteria levels. Segment 1429C (Waller Creek) also has an impaired microbenthic community.

Table 5-2: Impaired Assessment Units

Watershed	Segment Name	Segment Number	Assessment Unit Number
Colorado River	Walnut Creek	1428B	4a
Colorado River		1428C	4a
Colorado River	Waller Creek	1429C	4a, 5c
Colorado River			
Colorado River	Taylor Slough South	1403K	4a

Build Alternative: To date, TCEQ has not required (through either a total maximum daily load (TMDL) or the review of projects under the MOU) additional control measures, beyond those already required by the Construction General Permit (CGP), to mitigate the potential impact of road construction on impaired waters. 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 would be implemented, operated, and maintained using BMPs to control the discharge of pollutants from the project site.

No Build Alternative: Because the proposed I-35 Capital Express North improvements would not be constructed, the No Build Alternative would not result in project-related impacts to impaired waterways.

5.10.6 Clean Water Act Section 402

Build Alternative: This project would include five or more acres of earth disturbance. TxDOT would comply with TCEQ's Texas Pollutant Discharge Elimination System (TPDES) CGP. A SW3P would be implemented, and a construction site notice would be posted at the construction site. A Notice of Intent (NOI) and a Notice of Termination (NOT) would be required. The proposed project is located within the boundaries of the City of Austin, City of Round Rock, and TxDOT's Municipal Separate Storm Sewer System (MS4) Phase I permits.

Since TPDES 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 project. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a SW3P 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 (NOI or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the 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 the current version of Special Provision 506 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P, and to complete the appropriate authorization documents.

No Build Alternative: Under the No Build Alternative, there would be no earth disturbance and compliance with the TPDES CGP and coordination with the MS4 operator would not be required.

5.10.7 Floodplains

Build Alternative: Portions of the proposed project are located within a FEMA designated 100-year floodplain. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. Coordination with the local Floodplain Administrator would be required.

This project is federally funded and therefore is subject to EO 11988, Floodplain Management. However, the project will not involve a significant encroachment in the floodplain.

No Build Alternative: Because the proposed I-35 Capital Express North improvements would not be constructed, the No Build Alternative would not result in project-related impacts to floodplains.

5.10.8 Wild and Scenic Rivers

Based on a project scoping analysis, it was determined that neither the Build Alternative nor the No Build Alternative would have an impact on this resource category or subject matter. (NOTE: No designated Wild and Scenic Rivers are located within the project area.)

5.10.9 Coastal Barrier Resources

Based on a project scoping analysis, it was determined that neither the Build Alternative nor the No Build Alternative would have an impact on this resource category or subject matter. (NOTE: Project area is not located in a coastal area.)

5.10.10 Coastal Zone Management

This project is not located within the Texas Coastal Management Plan (TCMP) boundary. Therefore, a consistency determination is not required.
(NOTE: Project area is not located in a coastal area.)

5.10.11 Edwards Aquifer

The Edwards Aquifer is a karst aquifer that underlies 3,600 square miles across ten counties in south-central and central Texas. The Edwards Aquifer is the primary source of water for San Antonio and the surrounding areas. Springs and streams originating in the Contributing Zone eventually flow across the Recharge Zone where surface water can infiltrate into the aquifer. Geologic features (e.g., faults and fractures) in the Transition Zone also provide an opportunity for surface water infiltration into the aquifer.

Build Alternative: The northern portion of the project area between SH 45N and approximately Howard Lane overlays the Edwards Aquifer Transition Zone. A TCEQ Edwards Aquifer Protection Plan (i.e., Water Pollution Abatement Plan or Contributing Zone Plan) is not required. There are no BMPs required by the TCEQ Edwards Aquifer Rules.

No Build Alternative: Because the proposed I-35 Capital Express North improvements would not be constructed, the No Build Alternative would not result in project-related impacts to the Edwards Aquifer.

5.10.12 International Boundary and Water Commission

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) ROW or an IBWC flood control project.

5.10.13 Drinking Water Systems

Build Alternative: Austin relies on surface water from the Colorado River and Round Rock relies on surface water from Lake Georgetown for their water supply. 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.
No Build Alternative: Because the proposed I-35 Capital Express North improvements would not be constructed, the No Build Alternative would not result in project-related impacts to the drinking water systems.

5.11 Biological Resources

For information regarding biological resources refer to the **Tier I Site Assessment Form, Species Analysis Form, Species Analysis Spreadsheet,** and **Documentation of TPWD BMP Form** available at the TxDOT Austin District office, and online at https://my35capex.com/.

5.11.1 Impacts to Vegetation

The Tier I Site Assessment Form, prepared for this proposed project, describes 14 different vegetation communities that were mapped within the project area by TPWD's Ecological Mapping Systems of Texas (EMST). These are shown below in **Table 5-3**.

Table 5-3: Project Area Vegetation

Ecoregion	MOU Vegetation Type	Common Name	EMST Mapped Acreage	MOU Acreage	Field Verified Acreage	Coordination Threshold (acres)
Edwards Plateau	Agriculture	Barren	0.1	0.1	0.0	10.0
	Edwards Plateau: Savanna, Woodland, and Shrubland	Edwards Plateau: Ashe Juniper Motte and Woodland	0.0	4.5	1.9	3.0
		Edwards Plateau: Oak / Hardwood Motte and Woodland	0.7			
		Edwards Plateau: Deciduous Oak / Evergreen Motte and Woodland	0.1			
		Edwards Plateau: Oak / Hardwood Slope Forest	0.1			
		Edwards Plateau: Savanna Grassland	3.5			
	Tallgrass Prairie, Grassland	Blackland Prairie: Disturbance or Tame Grassland	0.9	0.9	0.01	0.1
	Riparian	Central Texas: Floodplain Hardwood Forest	3.4	4.0	4.0	0.1
		Central Texas: Riparian Hardwood Forest	0.5			
		Central Texas: Riparian Juniper Forest	0.0			
	Disturbed Prairie	Native Invasive: Mesquite Shrubland	1.4	2.1	1.0	2.0
		Native Invasive: Deciduous Woodland	0.7			
	Urban	Urban: High Intensity	493.3	688.3	693.0	N/A
		Urban: Low Intensity	195.0			
Totals			**699.9**	**699.9**	**699.9**	**N/A**

As detailed in §2.206 of the 2013 MOU, coordination with TPWD is required for projects based on certain triggers, including the disturbance of habitat in an area equal to or greater than the area of disturbance indicated in the Threshold Table PA. Vegetation within the proposed project falls into six MOU vegetation types: Agriculture; Edwards Plateau: Savanna, Woodland, and Shrubland; Tallgrass Prairie, Grassland; Riparian; Disturbed Prairie; and Urban. The Threshold Table PA sets a disturbance threshold of 10 acres for Agriculture; 3 acres for Edwards Plateau: Savanna, Woodland, and Shrubland; 0.1 acre for Tallgrass Prairie, Grassland; 0.1 acre for Riparian; and 2 acres for Disturbed Prairie. No threshold has been established for Urban.

Build Alternative: Vegetation impacts quantified in **Table 5-3** show that the proposed project would exceed the threshold for one MOU vegetation type: Riparian. Early coordination with TPWD regarding effects to vegetation communities was conducted in accordance with provisions of the 2013 MOU and coordination was completed on April 29, 2021. The coordination correspondence is included in **Appendix G**.

The vast majority of the project area is characterized as urban, with only approximately one percent of the project area comprised of native vegetation. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs would be avoided to the greatest extent practicable. A native and locally-adapted seed mix would be used in the landscaping and re-vegetation of disturbed areas.

No Build Alternative: If the No Build Alternative were implemented, the proposed project would not be constructed. No effects to vegetation related to the construction of the proposed project would occur. Existing land use and activities, including routine mowing, would continue to periodically affect vegetation communities.

5.11.2 Executive Order 13112 on Invasive Species

Build Alternative: This project is subject to and would comply with federal EO 13112 on Invasive Species. The department implements this EO 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.

No Build Alternative: If the No Build Alternative were implemented, the proposed project would not be constructed; thus, the provisions of EO 13112 would not be triggered.

5.11.3 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

Build Alternative: This project is subject to and would 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. With the exception of reseeding of disturbed areas, landscaping is not currently planned for the proposed project. A native and locally-adapted seed mix would be used.

No Build Alternative: If the No Build Alternative were implemented, the proposed project would not be constructed; thus, the provisions of the Executive Memorandum would not be triggered.

5.11.4 Impacts to Wildlife

Within the urban areas along I-35, native vegetation/natural habitat is minimal and limited to approximately seven acres of the approximately 700-acre project area. As such, wildlife is limited to those species adapted to an urban environment. Within the rural areas along the corridor, native vegetation/natural habitat is present and consists generally of live oak/Ashe juniper woodlands, riparian areas, and disturbed prairie, which is desirable habitat for a variety of wildlife.

Build Alternative: The proposed project would result in vegetation clearing along the existing and proposed ROW and drainage easements. This clearing activity would remove habitat for wildlife. Adjacent areas are similar in vegetative composition and are in close proximity to the construction limits which allow wildlife to relocate to nearby parcels. Revegetation would occur within the disturbed areas and clearing of trees and shrubs would be avoided to the extent possible.

No Build Alternative: Under the No Build Alternative, the proposed I-35 Capital Express North improvements would not be constructed; thus, there would be no project-related impacts to wildlife.

5.11.5 Migratory Bird Protections

The Migratory Bird Treaty Act (MBTA) of 1918 makes it unlawful to kill, capture, collect, possess, buy, sell, trade or transport any migratory bird, nest or egg in part or in whole, without a federal permit issued in accordance with the Act's policies and regulations. No

evidence of migratory bird nests was observed during the October 2019, March 2020, or November 2020 field investigations.

Build Alternative: This project will comply with applicable provisions of the 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 federal or state approved options. In addition, 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. Appropriate measures would be taken to avoid adverse impacts on migratory birds; thus, migratory birds protected under the MBTA would not be impacted by the Build Alternative. Specific BMPs implemented to protect migratory birds are outlined in **Section 8.0**.

No Build Alternative: Under the No Build Alternative, the proposed I-35 Capital Express North improvements would not be constructed; thus, there would be no project-related impacts to migratory birds.

5.11.6 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from USFWS and TPWD whenever a project involves impounding, diverting, or deepening a stream channel or other body of water. This project is anticipated to require a NWP issued by the USACE (see **Section 5.10.1**). Compliance with the FWCA will be accomplished by complying with the terms and conditions of the NWP.

5.11.7 Bald and Golden Eagle Protection Act

Build Alternative: This project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination with USFWS is required.

No Build Alternative: Under the No Build Alternative, the proposed I-35 Capital Express North improvements would not be constructed; thus, there would be no project-related impacts to Bald or Golden Eagles.

5.11.8 Magnuson-Stevens Fishery Conservation Management Act

The Essential Fish Habitat (EFH)/Magnuson-Stevens Fishery Conservation and Management Act (MSA) does not apply.
(NOTE: Project area is not located in a coastal area.)

5.11.9 Marine Mammal Protection Act

The project area does not contain suitable habitat for marine mammals.
(NOTE: Project area is not located in a coastal area.)

5.11.10 Threatened, Endangered, and Candidate Species

Federally Listed Species

Section 7 of the Endangered Species Act (ESA) requires federally listed threatened, endangered, or candidate species and the ecosystems upon which they rely to be conserved to the extent possible. An Information for Planning and Consultation (IPaC) report was generated for the project area to identify those federally listed species that may occur or have suitable habitat within the project area. The official species list obtained from the USFWS IPaC, dated December 6, 2021, indicates the project area is within the range of 20 federally listed threatened, endangered, proposed or candidate species, provided the preferred habitat is found in sufficient quality and quantity to attract those species.

Desktop analysis and field investigations conducted in October 2019, March 2020, November 2020, and May 2021 indicate that suitable habitat for federally listed threatened, endangered, or candidate species does not occur in the project area.

Build Alternative: Because there is no suitable habitat for any federally listed threatened, endangered, or candidate species within the project area, a determination of "No Effect" has been made for all federally listed species. The following information is provided to support the No Effect determinations for the federally listed species:

Birds

Golden-cheeked Warbler (*Dendroica chrysoparia*) - No oak-juniper stands are found within or adjacent to the project area.

Piping Plover (*Charadrius melodus*) - The list of federally threatened and endangered species indicates that based on the project location within the migratory route, effects to Piping Plover only need be considered for wind energy projects. The project area is outside the breeding and wintering range of this species. Although suitable stopover habitat may be

present, the Piping Plover is not expected to regularly occur and any use of this habitat would be incidental.

Red Knot (*Calidris canutus rufa*) - The list of federally threatened and endangered species indicates that based on the project location within the migratory route, effects to Red Knot only need be considered for wind energy projects. The project area is outside the breeding and wintering range of this species. Although suitable stopover habitat may be present, the Red Knot is not expected to regularly occur and any use of this habitat would be incidental.

Whooping Crane (*Grus americana*) - No open bottomlands of large rivers and marshes, flooded croplands, playas, or small ponds are located within the project area.

Amphibians

Austin Blind Salamander (*Eurycea waterlooensis*) - Only known from the outlets of Barton Springs, which are not in the proposed project area.

Barton Springs Salamander (*Eurycea sosorum*) - Only known from the outlets of Barton Springs, which are not in the proposed project area.

Georgetown Salamander (*Eurycea naufragia*) - No surface springs associated with any forks of the San Gabriel River are present within the project area. Additionally, the project area does not contain springs, sinkholes, or other karst features associated with Georgetown Salamander habitat. No critical habitat exists in or adjacent to the project area.

Jollyville Plateau Salamander (*Eurycea tonkawae*) - Project area is not located near Brushy Creek. Additionally, the project area does not contain springs, sinkholes, or other karst features associated with Jollyville Plateau Salamander habitat. No critical habitat exists in or adjacent to the project area.

Salado Salamander (*Eurycea chisholmensis*) - Neither of the known springs where this species occur are located within the vicinity of the project area.

Clams

Texas Fatmucket (*Lampsilis bracteata*) - Two perennial streams within the project area (Walnut Creek and Little Walnut Creek) could provide suitable habitat for this species; however, the species was not identified during a 2015 survey of the project area (Schwalb, 2016). TxDOT will reevaluate these streams to determine if they have suitable habitat.

Texas Fawnsfoot (*Truncilla macrodon*) - Two perennial streams within the project area (Walnut Creek and Little Walnut Creek) could provide suitable habitat for this species;

however, the species was not identified during a 2015 survey of the project area (Schwalb, 2016). TxDOT will reevaluate these streams to determine if they have suitable habitat.

Texas Pimpleback (*Cyclonaias petrina*) - No medium to large rivers are located within the project area.

Insects

Monarch Butterfly (*Danaus plexippus*) - The project area provides suitable habitat for the species. The monarch butterfly is a candidate species, and 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.

Karst Invertebrates

Seven species of federally listed troglobitic (living only in caves) karst invertebrates are known to occur in the Austin area in Travis and Williamson Counties. These are the Coffin Cave Mold Beetle (*Batrisodes texanus*), Kretschmarr Cave Mold Beetle (*Texamaurops reddelli*), Tooth Cave Ground Beetle (*Rhadine persephone*), Bee Creek Cave Harvestman (*Texella reddelli*), Bone Cave Harvestman (*Texella reyesi*), Tooth Cave Pseudoscorpion (*Tartarocreagris texana*), and Tooth Cave Spider (*Neoleptoneta myopica*). These species are restricted to caves and karst features developed primarily in the Edwards Limestone geologic formation.

In their assessment of karst species zones in the Austin area, Veni (1992) and Veni and Martinez (2007) previously characterized all of the project area as Karst Zone 4; defined as areas that do not contain endangered cave fauna. In their recent report, Veni and Jones (2021) informally designate a large area of the Austin Chalk formation north of the Colorado River in the Austin area as a new Karst Fauna Region (KFR), the Pflugerville KFR, based on the presence of troglobites reported from an excavated feature (Stark's North Mine) that occurs in this formation. Much of the project area falls within this new proposed Pflugerville KFR. Veni and Jones (2021) state that no caves are known in this section of the Austin Chalk and no endangered karst species occur in the Pflugerville KFR. As such, the entire KFR is designated as Karst Zone 3b; defined as areas which have a low probability of containing endangered karst species because they are poorly suited for troglobite species.

According to geotechnical investigations conducted by TxDOT (Terracon 2021, Foresight 2021), the subsurface within the project area typically includes a surface layer of soils and/or fill material (from previous construction along IH 35) ranging from a few (3-5) to

several (20+) feet thick overlying hard to very hard limestone of the Austin Chalk formation or shale/clay of the Eagle Ford formation. The geotechnical investigations involved the drilling of 138 borings at depths ranging from 15 to 80 feet at locations throughout the project limits where excavation would occur. No karst voids were encountered in the Austin Chalk in any of these borings which is consistent with the assessment of Veni and Jones (2021) that the Austin Chalk is poorly cavernous in this area. Based on all available information, there does not appear to be suitable habitat for listed karst invertebrate species within the project area.

Flowering Plants

Bracted Twistflower (*Streptanthus bracteatus*) - No oak-juniper woodlands, steep to moderate slopes and canyon bottoms are located within the project area.

For more detailed information regarding federally listed species, refer to the **Species Analysis Form** and **Species Analysis Spreadsheet** available at the TxDOT Austin District office, and online at https://my35capex.com/.

No Build Alternative: Under the No Build Alternative, the proposed I-35 Capital Express North Project would not occur; therefore, there would be no project-related effects on any federally listed threatened, endangered, or candidate species.

State-Listed Species

TPWD's Rare, Threatened, Endangered Species of Texas (RTEST) list for Travis and Williamson counties, both dated October 1, 2021, were reviewed for the project. Desktop analysis and field investigations conducted in October 2019, March 2020, November 2020, and May 2021 indicate that suitable habitat occurs within project area perennial streams (Walnut Creek and Little Walnut Creek) for two state threatened species: the Texas fatmucket and Texas fawnsfoot. No suitable habitat occurs in the project area for any of the other state-listed threatened or endangered species.

Build Alternative: Suitable habitat for the Texas fatmucket and Texas fawnsfoot is present in Walnut Creek and Little Walnut Creek because they are perennial streams. However, these species was not found during a 2015 survey of the streams in the project area (Schwalb, 2016). Therefore, no impacts to the species would occur. Because there is no suitable habitat for any other state-listed threatened or endangered species within the project area, a determination of "No Impact" has been made for all state-listed species. TxDOT will reevaluate the two perennial streams prior to construction to determine if they have suitable habitat for the Texas fatmucket and Texas fawnsfoot.

No Build Alternative: Under the No Build Alternative, the proposed I-35 Capital Express North Project would not occur; therefore, there would be no project-related impacts on any state-listed threatened or endangered species.

Species of Greatest Conservation Need

The TPWD county lists include SGCN, which have no federal or state regulatory status. Potentially suitable habitat for six SGCN exists within the proposed project area for: cave myotis bat (*Myotis velifer*), eastern spotted skunk (*Spilogale putorius*), Woodhouse's toad (*Anaxyrus woodhousii*), Correll's false dragon-head (*Physostegia correllii*), tree dodder (*Cuscuta exaltata*), and Texas shiner (*Notropis amabilis*).

Build Alternative: Native animals or plants designated as a SGCN are generally those that are declining or rare and in need of attention to recover or to prevent the need to list under state or federal regulation. Lists of SGCN were developed through expert consultation and public feedback. Ranks are based on multiple criteria including range extent, known occurrences, abundance, and threats. It should be noted that none of these species are currently afforded regulatory protection.

The above listed species could occur within the project area. BMPs would be implemented based on the PA between TxDOT and TPWD and those developed in coordination with TPWD (see **Appendix G**).

No Build Alternative: Under the No Build Alternative, the proposed I-35 Capital Express North Project would not occur; therefore, there would be no project-related impacts on SGCN.

5.12 Air Quality

The proposed project is located within Travis County and Williamson County, which are both designated as in attainment or unclassified for all National Ambient Air Quality Standards (NAAQS). Therefore, the project is not subject to transportation conformity.

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the EPA regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information

System (IRIS)[2]. In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 2011 National Air Toxics Assessment (NATA)[3]. These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter (POM). While FHWA considers these the priority mobile source air toxics (MSAT), the list is subject to change and may be adjusted in consideration of future EPA rules.

Build Alternative: Since the project would add capacity and the design year traffic volume is above 140,000 vpd (see **Table 5-4**), a carbon monoxide (CO) traffic air quality analysis (TAQA) and quantitative MSAT analysis was required for the proposed project.

Table 5-4: Projected AADT

I 35 Sections: Mainlanes	AADT	
	2025 (ETC)	2045 (Design)
Section 2: S of William Cannon to N of Rundberg	232,009	289,444
Section 3: N of Rundberg to N of Howard*	195,405	256,461
I 35 Sections: Frontage Roads	**AADT**	
	2025 (ETC)	**2045 (Design)**
Section 7: S of US 290 Ramps to N of US 290 Ramps	56,224	68,411
Section 8: N of US 290 Ramps to N of US 183 Ramps	78,398	88,676
Section 9: N of US 183 Ramps to S of Howard Ramps	89,055	116,543
Section 10: S of Howard Ramps to N of Howard*	78,497	102,934

*North of Howard to the northern project limits.
AADT - Annual Average Daily Traffic

Carbon Monoxide Traffic Air Quality Analysis

A CO TAQA analysis was required to assess whether the project would adversely affect local air quality by contributing to CO levels that exceed the 1-hour or 8-hour CO NAAQS.

CO concentrations for the Build Alternative were modeled for the estimated time of completion (ETC) and design years using the CAL3QHC dispersion model. The segments

[2] The Environmental Protection Agency (EPA) has a program titled the Integrated Risk Information System (IRIS) that characterizes the health hazards of chemicals found in the environment, including MSAT. IRIS has a process (https://www.epa.gov/iris/basic-information-about-integrated-risk-information-system) for developing these assessments, which allows for the for the public and scientific community to submit relevant information for inclusion in them."

[3] See: https://www.epa.gov/national-air-toxics-assessment

modeled in the CO analysis were chosen based on the areas of the project with the highest AADT and narrowest ROW. The analysis results for each segment of the project indicate that CO concentrations are not expected to exceed the national standard; furthermore, CO concentrations are expected to slightly decrease from the ETC to the design year because of decreasing CO emission rates in the Austin area. **Table 5-5** depicts the worst-case 1-hour and 8-hour CO concentration for each analyzed segment of the project.

Table 5-5: Worst-Case 1-Hour and 8-Hour CO Concentrations by Segment

Segment	1 Hour CO PPM NAAQS: 35 ppm		8 Hour CO PPM NAAQS: 9 ppm	
	2025 (ETC)	2045(Design)	2025 (ETC)	2045 (Design)
Segment 1	1.9	1.8	1.5	1.4
Segment 2	1.9	1.8	1.5	1.4
Segment 3	1.9	1.8	1.5	1.4
Segment 4	1.9	1.7	1.5	1.4

Mobile Source Air Toxics Analysis

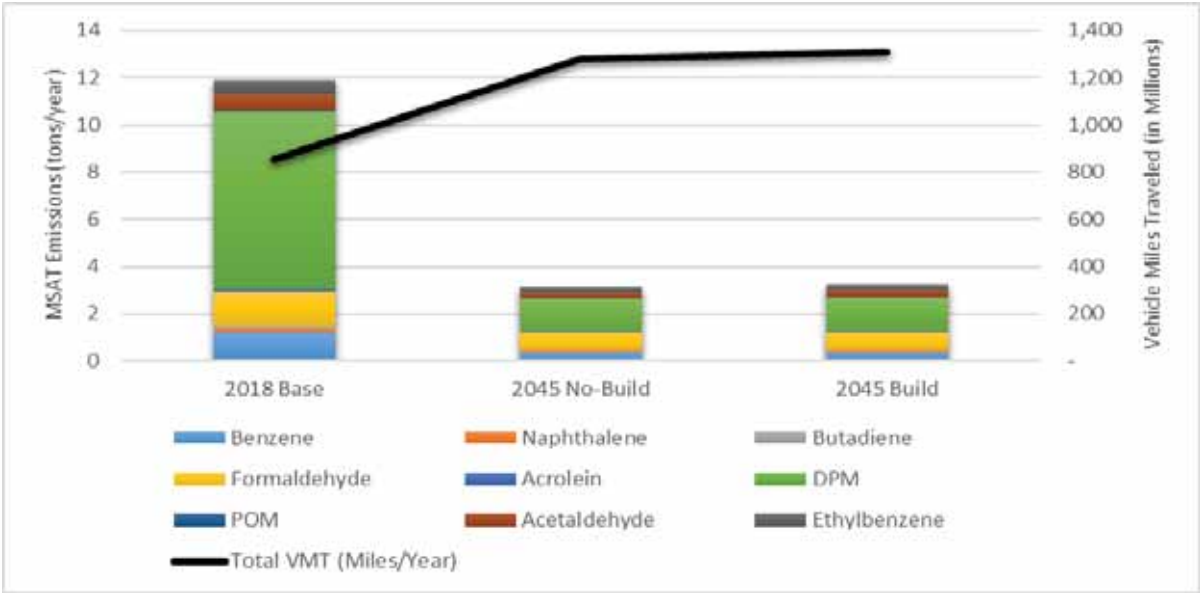
A quantitative MSAT analysis for the nine priority MSAT was conducted for the I-35 Capital Express North Project. The approach used in the analysis considers the on-road sources for the nine priority MSATs in three different scenarios: Base (2018), No Build (2045), and Build (2045). A project links method was used for the analysis. The mainlanes, frontage roads, and ramps within the project area were represented as links in the analysis, with a distinct traffic volume, length, and speed for each scenario. The vehicle miles traveled (VMT) for each link was multiplied by an emission rate for each of the nine priority MSATs for a total in each scenario.

The analysis utilizes the TxDOT Emission Rates Lookup Table (ERLT) for MSAT (TxDOT Air Quality Toolkit, January 2017) for the Austin region, which are based on the MOVES2014 model for each of the priority MSATs for the corresponding analysis years and associated roadway link parameters. These parameters include posted speeds for all road types, an urban or rural designation, and roadway classification of restricted or unrestricted. Because the current ERLTs do not extend to the design year of 2045, the rates for the year 2040 were used as a surrogate. The use of these rates represents a worst-case analysis since emission rates decline over time.

The resulting emission inventory for the nine priority MSATs for the project link network is summarized in **Figure 5-1**. The analysis indicates that a decrease in MSAT emissions can be

expected for both the Build and No Build Alternatives in 2045, compared to the existing year of 2018. Under the Build Alternative, emissions of total MSAT are predicted to decrease by 73 percent from 2018 to 2045, even though VMT is expected to rise by 54 percent.

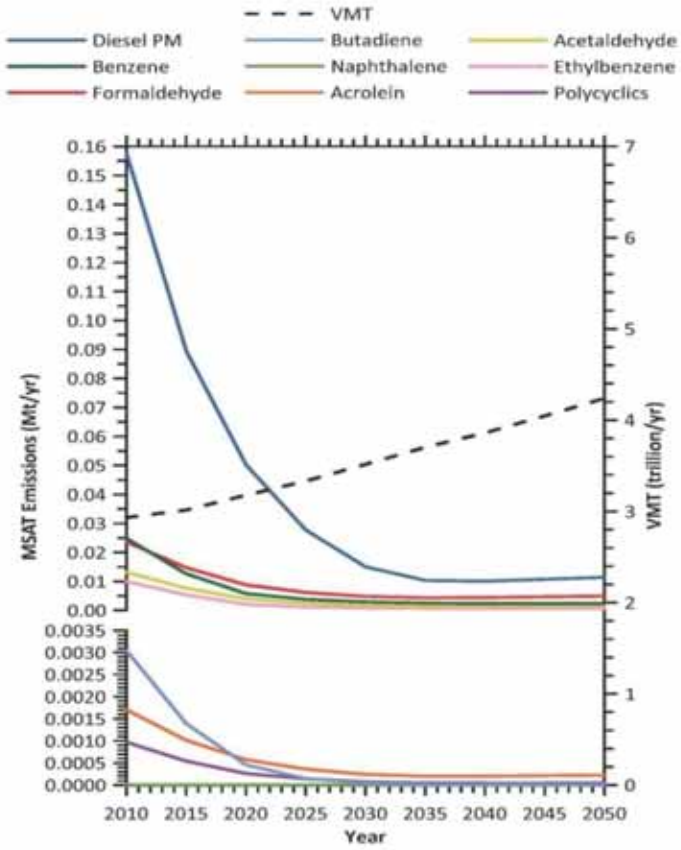
Figure 5-1: Projected MSAT Emissions vs. VMT by Scenario



All nine MSAT compounds are expected to decrease from the base scenario in both the Build and No Build scenarios. Of the nine priority MSAT compounds, DPM contributes the most to the emissions total for all scenarios, followed by formaldehyde. In future years, a large reduction in DPM emissions is predicted, with a calculated 81 percent decrease from 2018 to 2045 in both scenarios.

Though VMT is projected to increase from 2018 to 2045, emissions are expected to decrease during this timeframe because of the offset of significantly better fuel efficiency of vehicles over time. Based on modeling using MOVES2014a, overall MSAT emissions will decline significantly over the next several decades as a result of EPA's vehicle and fuel regulations, coupled with fleet turnover, as shown in **Figure 5-2**. This significant decline will reduce both the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Figure 5-2: Projected National MSAT Emissions Trends For Vehicles Operating on Roadways (2010–2050)



Source: EPA MOVES2014a model runs conducted by FHWA, September 2016.
Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles traveled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorological, and other factors.

Details on the air quality analyses can be found in the **Carbon Monoxide Traffic Air Quality Analysis Technical Report** and **Quantitative Mobile Source Air Toxics Technical Report** available for review at the TxDOT Austin District office, and online at https://my35capex.com/.

No Build Alternative: The No Build Alternative would not result in improvements to I-35 in the proposed project area; therefore, the existing condition of this facility would remain the same, and the AADT would continue to increase over time. Under both the Build Alternative and the No Build Alternative, the current trend of improving air quality in the region is expected to continue at the same pace for both criteria pollutants and MSAT as a result of EPA regulations for vehicle engines and fuels.

5.13 Hazardous Materials

A **Hazardous Materials Initial Site Assessment (ISA)** was completed to summarize potential hazardous materials within and adjacent to the project corridor. The ISA included a site reconnaissance and environmental regulatory database search for the project area. The ISA was completed to identify sites or facilities that might pose a potential for hazardous materials impacts to the proposed project.

Build Alternative: Based on an evaluation of the sites identified in the environmental regulatory database search, nine regulatory sites were determined to be a moderate risk to the project and six regulatory sites were determined to be a high risk to the project. Below is a summary of the moderate and high risk sites identified in the ISA:

1. TxDOT District 14, 7901 N I-35, Austin (HazMat ID 52). This site is located along the northbound access road of I-35 and lists an in-use petroleum storage tank (PST). A groundwater contamination case (GWCC) is associated with an industrial hazardous waste corrective action (IHWCA) case in 2006 of a release of an unknown amount of volatile organic compounds. A leaking petroleum storage tank (LPST) case was documented in 1990 for a large groundwater release of an uncharacterized size and footprint. While no ROW would be required at this site, the site poses a high risk to the project.
2. 7-Eleven 35805, 13641 N I-35, Austin (HazMat ID 55). This is an active PST gas station with anticipated ROW acquisition. An LPST case was documented here in 1991 with a resolution date of 2003. This LPST was for a minor release with no apparent threats or impacts to receptors. As the tanks noted here would be potentially displaced, this site is a moderate risk to the project.
3. ERNSTX, 3219 S I-35, Round Rock (HazMat ID 48). Little details are available for this material release. The case details the release of approximately 500 gallons of diesel fuel from an aboveground tank. No details on remedial actions are provided. As some ROW acquisition is planned near the site, this site is a moderate risk to the project for encountering lingering contaminants.
4. Centex Materials, LP, 16438 N I-35, Austin (HazMat ID 33). This site is a construction vehicle storage, staging, and rental facility (as provided in the IHW and ICISNDPES listings) with an in-use PST. The LPST case, dated 1993, is for contamination of the Edwards Aquifer Recharge Zone with resolution date of 1995. While final concurrence has been issued for the site, and there is no ROW acquisition planned for the site, there is still the potential for contamination to be encountered around the site within the project area. The site is therefore of high risk to the project.
5. Circle K Truck Stop 3286, 15829 I-35, Pflugerville (HazMat ID 88). This site is an active gas station with in-use PSTs. ROW acquisition is planned for the site. LPST

case 1100874, dated 1996 and closed 1999, is for contamination of the Edwards Aquifer Recharge Zone and is located immediately adjacent to and at higher elevation than the proposed project area. While final concurrence has been issued for the site, there is the potential for contamination to be encountered around the site. This site is of high risk to the project.

6. Wells Branch Cleaners, Inc. & Exxon 620008, 1625 Wells Branch Pkwy, Austin (HazMat ID 66). This is an active gas station with an LPST case, dated 1992 and closed 1994, that lists contamination of the Edwards Aquifer Recharge/Transition zone and is located immediately adjacent to and at a higher elevation than the proposed project area. While final concurrence has been issued for the site, there is the potential for contamination to be encountered around the site. This site is of high risk to the project.
7. Austin/Commercial, I-35 & FM 1825, Pflugerville (HazMat ID 4). This closed and abandoned landfill is within the project area and associated with CLI Unpermitted Site 1188. No size or depth for the landfill is given, nor a closing date. Contents of the landfill are listed as a general disposal site and may contain underground storage tanks. Because little information is available for the site, the possible boundaries of the site are within the proposed project area, and there are subsurface utilities planned for the area, there is a high risk of encountering buried hazardous materials associated with the site during construction.
8. Hercules Wire Rope & Sling, 12200 N I-35, Austin (HazMat ID 62). This is an inactive industrial hazardous waste generator with a notice of violation (NOV) that lists two active waste media violations. No details are provided on the specific violations, and no remedial actions or releases are documented on-site. Until further research determines otherwise, this site is of moderate risk to the project due to ROW acquisitions planned near the site.
9. SS 6 3668, 11220 N I-35, Austin (HazMat ID 17). This is an inactive gas station with an out-of-use PST. The LPST case, dated 2014 and closed 2015, lists contamination of groundwater with no apparent impact to receptors. The GWCC is associated with the LPST case. Contaminants are listed as gasoline; the volume released is not reported. Due to the possibility of lingering contamination in the soil and the proximity of the site to the project area and ROW acquisition, this site is of moderate risk to the project.
10. Exxon 62726 & Exxon SS 62726, 8100 N I-35, Austin (HazMat ID 31). This location is an inactive gas station with an LPST case and associated SPILLS case dated and closed in 1991. The LPST case lists contamination of groundwater with a large plume with potential to move off-site and is located immediately adjacent to and is at a higher elevation than the proposed project area. This site is of high risk to the project.
11. Gulf Service Station, 7500 N I-35, (HazMat ID 25). This is an inactive gas station with an out-of-use PST. The LPST case, associated with a SPILLS case, is dated 1989 and

closed 1994. The LPST case details groundwater contamination with an incomplete characterization of the plume. While the site is below grade and resolved, there exists a chance of encountering lingering contaminants from the site given the proximity to the project area and the uncharacterized groundwater plume. This site is therefore a moderate risk to the project.

12. Stop-N-Go Store 379 & Longhorn Market, 704 E Saint Johns Ave, Austin (HazMat ID 73). This is an active gas station with an in-use PST. The LPST case at this site, dated 1986 and closed 1996, lists groundwater contamination of non-public well supply within 0.25 mile of the site and is immediately adjacent to the proposed project area. This site is a moderate risk to the project.
13. Exxon Mobil No. 62013 & Speedy Stop 410 & 7-Eleven Store 36618, 7114 N I-35, Austin (HazMat ID 74). This is an active gas station with an in-use PST. LPST case ID 105200, dated 1992 and closed 1996, lists on-site groundwater contamination and the site is immediately adjacent to the proposed project area. While final concurrence has been issued for this site, there is a risk of lingering petroleum contaminants associated with this site to be encountered within the project area. LPST case ID 118914, dated and closed in 2012, is associated with a GWCC listing and is immediately adjacent to the proposed project area. This location is a moderate risk to the project.
14. HEB 476, 500 Canyon Ridge Dr, Austin (HazMat ID 53). This active PST site is within the project area within proposed ROW acquisitions and in an area with planned utilities. Both tanks registered on-site are currently in-use with the most recent registration recertification for both tanks occurring in 2019, indicating a capacity of 23,000 in Tank 1 and 12,000 gallons in Tank 2. No records or releases, spills, violations, or remedial actions are recorded for this site. Due to the planned utility relocation and ROW acquisition at the site, the underground PST would need to be relocated, increasing the likelihood of releases occurring on-site. This site is therefore a moderate risk to the project.
15. Undocumented Dump Site, 30.350622 N, 97.694971 W (No assigned Hazmat ID). An undocumented dump site with 100+ tires and other debris located within a proposed drainage easement was observed during field investigations. Since project activities would occur in the area, the site is a moderate risk to the project.

Further investigation was performed on the high and moderate risk sites in May 2021 by TxDOT ENV Division Hazardous Materials Management (ENV-HMM) reviewing TCEQ files on the sites. ENV-HMM determined that the sites identified in the ISA would be considered a low risk to the project with the exception of Map ID No. 4 (former landfill) which would remain a high risk because the specific location and boundaries of the landfill could not be determined. The general location of the high environmental risk site is shown on the **Resource-specific Maps** in **Appendix F**. ENV-HMM retains remediation and underground

storage tank removal contractors to address fuel tanks or contaminated soil and trash that may be encountered during property acquisition or construction.

The proposed project would also include the demolition of buildings and bridge structures. Asbestos-containing materials (ACM) and lead-containing paint (LCP) may be present in the structures. ACM and LCP inspections, notification, and removal, as applicable, would be addressed prior to demolition in accordance with regulatory requirements. Detailed information about the hazardous materials evaluation conducted for the project can be found in the **Hazardous Materials ISA** available for review at the TxDOT Austin District office, and online at https://my35capex.com/.

No Build Alternative: As construction of the proposed I-35 improvements would not occur, there would be no project-related hazardous material impacts associated with the No Build Alternative.

5.14 Traffic Noise

A traffic noise analysis was conducted for the proposed project in accordance with TxDOT's (FHWA approved) 2011 *Guidelines for Analysis and Abatement of Highway Traffic Noise*. The **Traffic Noise Technical Report** (2021), which includes details about the analysis, is available for public review at the TxDOT Austin District office, and 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, hotels, and restaurants, but also included schools, places of worship, public/non-profit institutional facilities, medical facilities, day cares, funeral homes, and cemeteries. The traffic noise analysis determined that out of 91 representative receptors, 52 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 **Appendix F**).

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 barrier must not exceed the cost

reasonableness allowance of $25,000 per benefited receptor and must meet the noise reduction design goal of 7 dB(A) for at least one receptor.

Eight noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project (see **Table 5-6**). 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 Technical Report** (2021).

A noise barrier is proposed for the following locations (see **Appendix F**):

Lantower Ambrosio Apartment Complex (R15): This receiver represents the Lantower Ambrosio Apartment complex located on the east side of I-35 south of Wells Branch Parkway. The representative receiver was placed on the outdoor porch of a first-row apartment building and additional receivers were placed on other first, second, and third story balconies for purposes of the barrier analysis. Based on preliminary calculations, a barrier 510 feet in length and 16 feet in height would reduce noise levels by at least five dB(A) for 10 of the 15 impacted, first-row receivers and reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is $146,880 and a total of 18 receivers were benefitted, at a cost of $8,160 per benefitted receiver.

The Vineyard Apartment Complex (R17): This receiver represents the Vineyard Apartment Complex on the east side of I-35 north of The Lakes Boulevard. The representative receiver was placed on the outdoor porch of a first-row apartment building and additional receivers were placed on other first, second, and third story balconies for purposes of the barrier analysis. Based on preliminary calculations, a barrier 478 feet in length and 16 feet in height would reduce noise levels by at least five dB(A) for 12 of the 18 impacted, first-row receivers and reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is $137,664 and a total of 21 receivers were benefitted, at a cost of $6,555 per benefitted receiver.

North Oaks Neighborhood (R42 – R43 and **R45 - R46)**: These receivers represent the North Oaks residential neighborhood on the east side of I-35 north of Braker Lane. The representative receivers were placed in residential backyards, and additional first and second-row receivers were included in the barrier analysis. Based on preliminary calculations, a segmented barrier 2,837 feet in length and 20 feet tall would reduce noise levels by at least five dB(A) for 25 of the 31 impacted, first-row receivers and reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is $1,021,320 and a total of 42 receivers were benefitted, at a cost of $24,317 per benefitted receiver.

Cricket Hollow Apartment Complex (R48): This receiver represents the Cricket Hollow Apartment complex located on the east side of I-35 north of Plaza Drive. The representative receiver was placed on the porch of a first floor unit and additional receivers were placed on other first and second story balconies for purposes of the barrier analysis. Based on preliminary calculations, a barrier 205 feet in length and 16 feet in height would reduce noise levels by at least five dB(A) for seven of the eight impacted, first-row receivers and reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is $59,040 and a total of ten receivers were benefitted, at a cost of $5,904 per benefitted receiver.

Starburst and Orbit Apartment Complexes (R59 and R60): These receivers represent the adjacent Starburst Apartment complex and Orbit Apartment complex located on the west side of I-35 south of Rundberg Lane. The representative receivers were placed on the outdoor porch of the first-row apartment buildings and additional receivers were placed on other first, second, and third story balconies for purposes of the barrier analyses. Though these apartments are on separate parcels, they were analyzed both together and separately for noise abatement. Because a wall would not be feasible for R59 in a standalone analysis, a combined barrier analysis is proposed for maximum abatement. Based on preliminary calculations, a segmented barrier totaling 912 feet in length and 20 feet in height would reduce noise levels by at least five dB(A) for 31 of the 52 impacted, first-row receivers and reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is $328,320 and a total of 59 receivers were benefitted, at a cost of $5,565 per benefitted receiver.

Woodland Heights Apartment Complex (R67): This receiver represents the Woodland Heights Apartment complex located on the west side of I-35 north of Powell Lane. The representative receiver was placed on the porch of a first floor unit and additional receivers were placed on other first and second story balconies for purposes of the barrier analysis. Based on preliminary calculations, a barrier 453 feet in length and 14 feet in height would reduce noise levels by at least five dB(A) for 23 of the 38 impacted, first-row receivers and reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is $114,156 and a total of 23 receivers were benefitted, at a cost of $4,963 per benefitted receiver.

Towne Oaks 1 Apartment Complex (R73): This receiver represents the Towne Oaks 1 Apartment complex located on the west side of I-35 north of US 183. The representative receiver was placed at the community pool and additional receivers were placed on other first story porches for purposes of the barrier analysis. Based on preliminary calculations, a segmented barrier totaling 257 feet in length and 10 feet in height would reduce noise levels by at least five dB(A) for two of the three impacted, first-row receivers and reduce the

noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is $46,260 and a total of two receivers were benefitted, at a cost of $23,130 per benefitted receiver.

Embrey Apartment Complex (R91): This receiver represents the Embrey Apartment complex currently being constructed on the east side of I-35 south of Tech Ridge Boulevard. The representative receiver was placed at the platted location of a first floor unit porch and additional receivers were placed on other first, second, third, and fourth story balconies for purposes of the barrier analysis. Based on preliminary calculations, a segmented barrier totaling 1,206 feet in length and 20 feet in height would reduce noise levels by at least five dB(A) at 31 of the 60 impacted, first-row receivers and reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is $434,160 and a total of 31 receivers were benefitted, at a cost of $14,005 per benefitted receiver.

Table 5-6: Noise Barrier Proposal (preliminary)

Traffic Noise Barrier	Representative Receiver (s)	Total # Benefitted Receivers	Height (feet)	Length (feet)	Total Cost	Cost per Benefitted Receiver
Lantower Ambrosio Apartment Complex	R15	18	16	510	$146,880	$8,160
The Vineyard Apartment Complex						
North Oaks Neighborhood	R42-43, R45-R46	42	20	2,837	$1,021,320	$24,317
Cricket Hollow Apartment Complex						
Starburst and Orbit Apartment Complexes	R59, R60	59	20	912	$328,320	$5,565
Woodland Heights Apartment Complex						
Towne Oaks 1 Apartment Complex	R73	2	10	257	$46,260	$23,130
Embrey Apartment Complex	R91	31	20	1,206	$434,160	$14,005

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barriers 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 proposed 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 (see **Table 5-7**).

Table 5-7: Traffic Noise Contours [dB(A) Leq]

Location	Distance from ROW	
	NAC Category B & C 66 dB(A)	NAC Category E 71 dB(A)
I 35 (east side) 280 feet south of Picadilly Dr	>440 feet*	240 feet
I 35 (west side) 275 feet north of Fleischer Dr	>180 feet*	180 feet
I 35 (east side) 900 feet south of Ridge Blvd	540 feet	260 feet
I 35 (east side) 135 feet south of Bowery Trl	>300 feet	220 feet
I 35 (east side) 200 feet south of Ruby Dr	>200 feet*	120 feet
I 35 (west side) 135 feet south of Starburst Apts	>300 feet	120 feet
I 35 (east side) 65 feet south of Hermitage Dr	>220 feet*	160 feet

*Beyond the extent of the undeveloped parcel boundary

A copy of this traffic noise analysis will be available to local officials to assist in future land use planning. 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 project.

No Build Alternative: 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

The Council on Environmental Quality (CEQ) defines indirect effects as those ". . . caused by an action and occur later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water, and other natural systems, including ecosystems" (40 CFR §1508.8).

Build Alternative: An analysis of indirect impacts was conducted that followed the processes outlined in TxDOT's Indirect Impacts Analysis Guidance. The Area of Influence (AOI) for the

proposed project encompasses the entire Build Alternative and adjacent areas where development or accelerated rates of development could potentially occur. The AOI for the proposed project encompasses approximately 383 square miles (245,114.4 acres) in Travis and Williamson counties, and intersects six municipalities (Austin, Cedar Park, Georgetown, Leander, Pflugerville, and Round Rock), and one Census Designated Place (Wells Branch MUD).

Based on the analysis of existing and future land use, historic and projected population, and access, it is anticipated that the proposed project would not induce development or increase the rate or intensity of development in the AOI. Roughly 39 percent of the AOI is developable, and it is anticipated that future development would be driven primarily by increased population growth and other planned development in the region and not the proposed I-35 Capital Express North improvements. Further, none of the questionnaire respondents thought that the proposed project would induce development in their jurisdictions. However, the Round Rock respondent did believe that other commercial and mixed-use projects in the area would further induce development.

Water quality in the study area is not expected to detrimentally be affected or cause further impairment to Walnut Creek or Gilleland Creek from project construction or highway usage. Additionally, implementation of BMPs would mitigate potential off-site water quality impacts. As a result, no encroachment-alteration effects or substantial indirect impacts to water resources are anticipated to occur from the project. Implementation of the project would not indirectly affect vegetation, as the majority of the corridor is developed. Additionally, construction impacts to vegetation outside of existing and proposed ROW are not anticipated. As a result, no encroachment-alteration effects or substantial indirect impacts are anticipated to occur from the project.

The **Indirect Effects Technical Report** provides a detailed discussion of the indirect effects analysis and is available for review at the TxDOT Austin District office, and online at https://my35capex.com/.

No Build Alternative: As construction of the proposed I-35 Capital Express North improvements would not occur, there would be no project-induced growth under the No Build Alternative.

5.16 Cumulative Impacts

The CEQ defines cumulative impacts as those 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).

Build Alternative: A Risk Assessment for Cumulative Impacts was conducted and concluded that a cumulative impacts analysis is not required for the proposed project. The following provides justification for this determination:

- The proposed project was determined to have no substantial direct or indirect impacts on any resource.
- Impacts to waters of the U.S., a resource in poor and declining health, would occur. However, because those impacts would not exceed specified limits of the USACE NWPs, the project would proceed under a non-reporting NWP 14 without the need for mitigation (see **Section 5.10.1**). Additionally, water quality would be protected by meeting the general conditions and Section 401 Certification requirements for NWP 14. The SW3P implemented for the project 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.
- No other impacts to resources in poor and declining health would occur as a result of the proposed project.

The **Cumulative Impacts Risk Assessment** is available for review at the TxDOT Austin District office, and online at https://my35capex.com/.

No Build Alternative: As construction of the proposed I-35 Capital Express North improvements would not occur, there would be no cumulative impacts under the No Build Alternative.

5.17 Construction Phase Impacts

Construction-phase impacts are temporary (short-term; only occurring during actual construction) and potentially encompass a range of issues.

Construction Noise

Build Alternative: Noise associated with the construction of the proposed 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 are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions would 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.

Fugitive Dust and Air Pollution

Build Alternative: 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 DPM from diesel powered construction equipment and vehicles. The potential impacts of PM 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.

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 substantial impact on air quality in the area.

Light Pollution

Build Alternative: Construction normally occurs during daylight hours; however, construction could occur during the night-time hours to minimize impacts to the traveling public during the daylight hours. Due to the close proximity of businesses and residents to the project, if construction were to occur during the night-time hours, it would be of short duration. Construction during the night-time hours would follow any local policies and ordinances established for construction activities, such as light limitations.

Vibration Impacts

Build Alternative: Construction activities would be limited to the proposed project footprint. Vibration from construction equipment would be of short duration; however, excessive vibration from construction is not anticipated.

Temporary Lane, Road or Bridge Closures

Build Alternative: During the construction phase, traffic would follow the existing traffic patterns. Traffic control plans would be prepared and implemented in coordination with the cities and counties. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at one time. Where detours are required, clear and visible signage for an alternative route would be displayed. Access to businesses and residences would be maintained at all times and no detours are anticipated. However, in the event that road closures or detours are required, county and local public safety officials would be notified of the proposed road closures or detours. Detour timing

and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies. Motorists would be inconvenienced during construction of the project due to lane and cross-street closures; however, these closures would be of short duration and alternate routes would be provided.

Residents and businesses in the immediate construction area would be notified in advance of proposed construction activity using a variety of techniques, including signage, electronic media, community newspapers, and other techniques. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.

Construction-Phase Water Quality Impacts

Build Alternative: A NWP 14 would be used for impacts to jurisdictional waters in the project area. During the construction phase, appropriate measures would be taken to maintain normal downstream flows to the maximum extent practicable. Construction activities would require compliance with the State of Texas Water Quality Certification Program. The 401 Certification requirements would be met by implementing BMPs from the TCEQ 401 Water Quality Certification Conditions for NWPs. Construction equipment, spoil material, supplies, forms, and buildings shall not be placed or stored in the floodway during construction activities. Any item that may be transported by flood flows shall not be stored within the floodway. Any work within jurisdictional areas would be coordinated with USACE and permitted, as necessary.

Construction-Phase Biological Impacts

Build Alternative: Temporary impacts to natural resources due to construction could result from the implementation of the proposed project. These include disturbances to wildlife and vegetative communities. Implementation of the Build Alternative would involve the removal of grasses, shrubs and trees during the construction phase, affecting the natural, erosion-inhibiting ground cover and resulting in the loss of habitat for both resident and migratory species. Disturbed areas would be restored, reseeded and re-contoured as necessary according to TxDOT specifications, making these effects largely temporary.

No Build Alternative: Under the No Build Alternative, construction would not occur and would not result in noise, dust or light pollution; impacts associated with physical construction activity, temporary lane or road closures; or other traffic disruptions associated with construction.

5.18 Greenhouse Gas 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,[4] 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 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]

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 USDOT, which includes CAFE standards;

[4] Greenhouse gas (GHG) emissions consist of on-road tailpipe emissions and upstream fuel cycle emissions. Upstream fuel cycle emissions are the emissions generated by extracting, shipping, refining, and delivering fuels.

[5] Transportation Research Board Special Report 288 (2007) Metropolitan Travel Forecasting Current Practice and Future Direction.

- "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 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) TDM projects and funding to reduce VMT, such as bicycle and pedestrian facilities, 2) TSM 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) Congestion Mitigation and Air Quality Improvement Program (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

This section identifies all coordination with agencies outside TxDOT that are required to be conducted for the Build Alternative. The list below identifies the agencies requiring coordination and the status of efforts to coordinate the proposed project.

- SHPO (see **Section 5.8**): archeological and historic resource investigations were conducted and results coordinated with TxDOT-ENV. See **Appendix G** for archeological clearance, dated March 9, 2021, and historic, non-archeological clearance, dated January 12, 2021. Individual project coordination with SHPO was not required for archeological or historic resources.
- Coordination with federally-recognized Native American tribes was conducted. A tribal review of the project resulted in the determination that no sites of concern would be affected. The coordination response letter, dated February 23, 2021, is included in **Appendix G**.
- FEMA (see **Section 5.10**): the proposed project includes work within a FEMA designated 100-year floodplain; therefore, coordination with the local floodplain administrator would be required.
- TPWD (see **Section 5.11**): early coordination with TPWD regarding potential effects to natural resources was conducted and coordination was completed on April 29, 2021. The coordination correspondence is included in **Appendix G**. 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**.
- TCEQ: per the TxDOT-TCEQ MOU, TxDOT provided TCEQ with a Notice of Availability (NOA) to afford them the opportunity to review and comment on the project. The coordination email sent to TCEQ, along with the TCEQ response letter, dated June 3, 2021, is included in **Appendix G**.

7.0 PUBLIC INVOLVEMENT

Stakeholder Meetings

Stakeholder meetings were held in association with the proposed project. The project team held regular meetings with the City of Austin throughout the schematic development phase of the project. The purpose of these meetings was to provide information on the proposed project, gather feedback on the schematic design, and discuss project updates with stakeholders within the project corridor.

Public Meetings

Three public meetings were held for this project. The purpose of the public meetings was to share project information and updates and collect public input on the project. Maps, drawings and project information were on display and representatives from TxDOT and project consultants were available to answer questions about the proposed project improvements.

The first public meeting was held on August 22, 2016. The meeting was held in an open house format with no formal presentation at Cedar Ridge High School, located at 2801 Gattis School Road, Round Rock, Texas 78664. A total of 60 comments were received within the 15-day comment period that ended on September 5, 2016. At the time this meeting was held, the project included the construction of tolled express lanes. The majority of the comments submitted were regarding anti-tolling. Other comments were regarding better connections to cross streets, including direct connectors at SH 45N, and the use of SH 130 instead of I-35 for large trucks.

The second public meeting was held on February 2, 2017. The meeting was held in an open house format with no formal presentation at Cedar Ridge High School, located at 2801 Gattis School Road, Round Rock, Texas 78664. A total of 38 comments were received within the 15-day comment period that ended on February 16, 2017. The project still included proposed tolled express lanes at the time this meeting was held. Therefore, many of the same comment themes from the first public meeting were present during this public meeting, including anti-tolling, direct connectors at SH 45N, and the use of SH 130 for large trucks. Additional comments requested improved bicycle and pedestrian accommodations in the project area.

The third public meeting was held on October 24, 2019. The meeting was held in an open house format with no formal presentation at John B. Connally High School, located at 13212 N. Lamar Boulevard, Austin, Texas 78753. A total of 184 comments were received within the 15-day comment period that ended on November 8, 2019. Following the second public meeting, the project changed from tolled express lanes to non-tolled HOV managed lanes.

The majority of the comments submitted were in support of changing the project to variable priced express lanes to ease congestion. Other comments were regarding HOV lanes, transit accommodations, bicycle and pedestrian safety, noise, and speed limits.

Public Hearing

A public hearing was held for this project on May 10, 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/. In recognition of the COVID-19 pandemic, the public hearing for this project was held virtually, with an in-person option held on May 10, 2021. Four members of the public showed up to the in-person hearing option, and 1,990 pageviews were made to the online virtual hearing. A total of 53 comments were received within the 30-day comment period that ended on June 10, 2021. The comments submitted were regarding bicycle and pedestrian accommodations, access, noise barriers, HOV lanes, and transit improvements. The project team considered comments received during the public hearing. No design modifications were made based on comments received.

The full **Documentation of Public Hearing** is available for review at the TxDOT Austin District office, and 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 abate traffic noise. 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.

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 a 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. Any unanticipated hazardous materials encountered during construction would be handled according to the applicable federal, state and local regulations per TxDOT Standard Specification.
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 standard specifications to minimize potential impacts of PM emissions during construction. The 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.
12. Project-specific locations (PSLs): Approved PSLs should be placed in upland areas outside of the floodplain/riparian corridor whenever possible.
13. Dewatering: If any dewatering is needed, the contractor must coordinate with TPWD's Kills and Spills Team (KAST).
14. 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.

The following would be done to avoid impacts to the heritage live oak (*Quercus virginiana*) tree located adjacent to the ROW, north of Braker Lane on the east side of I-35 at approximately frontage road Station 12833+00. Specific requirements for evaluation and protection of this tree will be outlined in the EPICs for the proposed project.

Site Preparation - Completion of an initial inspection and assessment (Level 1) by an experienced certified arborist prior to any work activity. This Level 1 inspection report will be provided in writing to TxDOT.

- Prune tree to remove dead wood and branches which may interfere with construction. Pruning must be conducted by certified arborist.
- Take soil samples and implement necessary soil augmentation of rooting environment for tree. Results and recommendations will be provided in writing to TxDOT before implementation.
- Preserve a minimum of 50% of the critical root zone (CRZ), not cut four inches within the ½ CRZ without an air spade or hand tool, and not cut or fill within the ¼ CRZ for tree.

Tree Protection Fencing

- 5-feet, chain-link with steel support poles or T-Posts with welded wire fabric when approved by TxDOT.
- Install fencing, 4" layer of mulch and/or more substantial material to protect the CRZ of the tree within TxDOT ROW.

Tree and Root Care

- Prune tree in accordance with the most recent ANSI A300 standards and in compliance with the guidelines for the prevention of oak wilt. The maximum allowable impact for tree crowns is that not more than 25 percent of the foliage should be removed within an annual growing season.
- Do not trim tree from February-June.
- Avoid impacting roots when digging (where feasible) and apply fertilization when applicable.
- All root cuts over 1" diameter will be conducted by a certified arborist.
- Develop a supplemental watering plan for tree.
- Assess rooting environment and provide soil aeration where needed.
- Replenish mulch for tree annually.
- Cover and rebury roots as soon as possible. Avoid leaving unburied roots for more than 12 hours.

Construction

- Certified arborist must be present onsite when work near tree CRZ is occurring.
- Hand grading within the CRZ of tree only.
- Shall use sand to build up the SUP above grade.
- Use a plastic vapor barrier when installing concrete within the CRZ of tree.

15. 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.

16. Threatened, Endangered, and Candidate Species: If any species on the Travis and Williamson 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.
17. Coordination with the City of Austin will be on-going during final design and the City will be provided the opportunity to review PS&E plan sets at key milestones.

9.0 CONCLUSION

The Build Alternative, described in **Section 2.2**, satisfies the project purpose and need by addressing local plans, reducing congestion, improving mobility and increasing safety within the corridor. Because the Build Alternative satisfies the project's purpose and need, it is the recommended alternative.

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a FONSI is recommended.

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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, P.G., Environmental Program Manager	17	Project Coordination, QA/QC
Shirley Nichols, Environmental Specialist	31	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, Environmental Planner	14	Project Coordination, QA/QC
Jacobs		
Andrew Cooper, Environmental Planner	28	Project Coordination, QA/QC
Tricia Bruck-Hoyt, Environmental Planner	18	Project Coordination, QA/QC
Angela McMurray, Environmental Planner	15	Project Coordination, QA/QC
CP&Y, Inc.		
Anthony Serda, Project Manager	15	QA/QC
Darren Dodson, Environmental Planner	21	Document Preparation, QA/QC
Victoria Raines, Architectural Historian	15	Historic Properties
Leigh Raderschadt, Environmental Planner	9	Land Use, Community Impacts, Induced Growth
Angela Gillmeister, GIS Analyst	9	Traffic Noise
Joshua Geyer, Environmental Planner	9	Cumulative Impacts
Chelsea Miller, Environmental Specialist	3	Hazardous Materials
Melissa Cross, Biologist	5	Water Resources, Biological Resources
John McGlone, GIS Analyst	3	Air Quality
Michelle Neeley, Public Involvement Specialist	4	Public Involvement
Jeffrey Rivas, Environmental Planner	1	Community Impacts
SWCA Environmental Consultants		
Christina Nielsen, Project Archeologist	17	Archeology
RJ Rivera Associates, Inc.		
Celeste Quinones, Public Involvement Specialist	9	Public Involvement

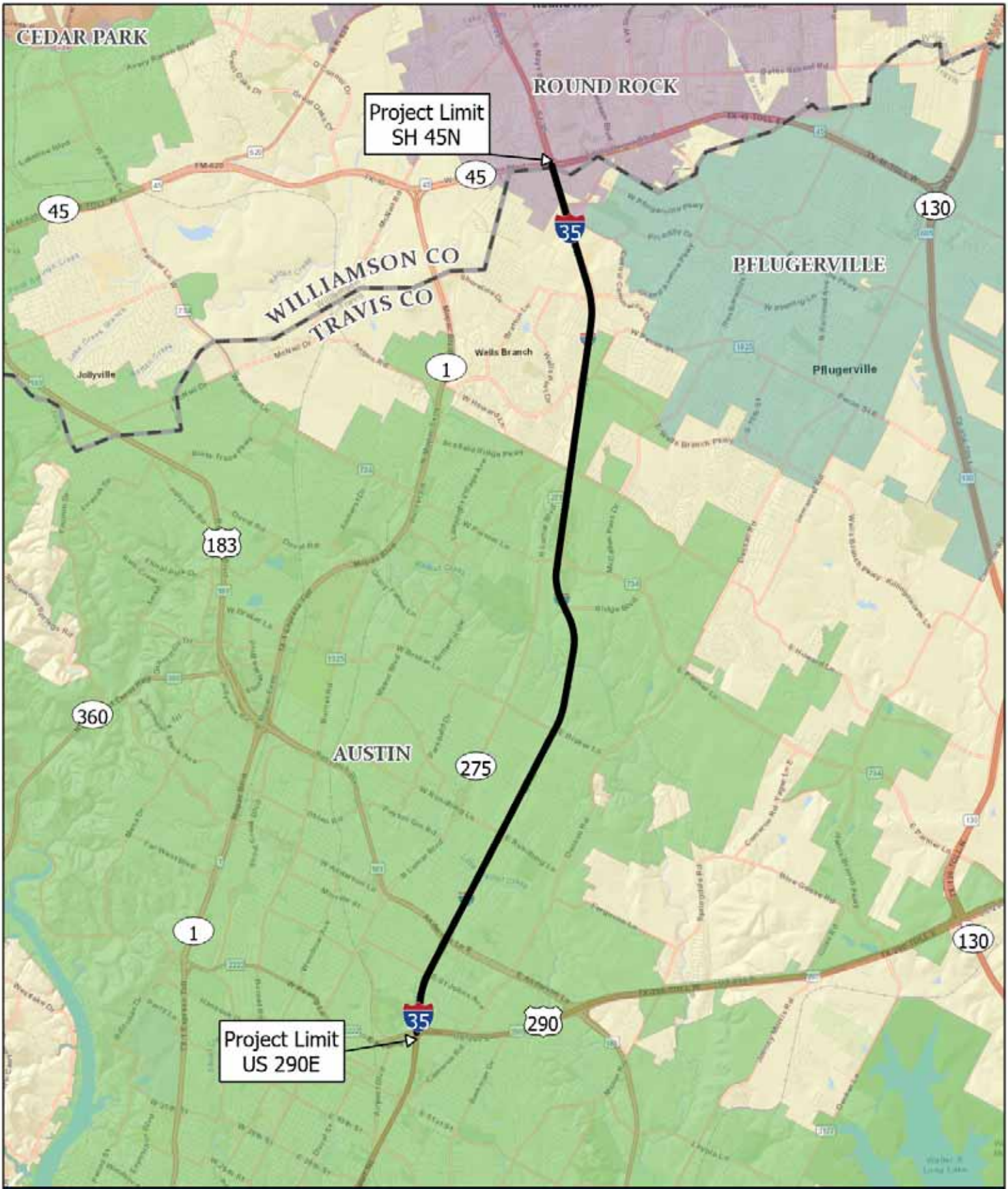
12.0 APPENDICES

I-35 Capital Express North Project
From SH 45N to US 290E
Travis and Williamson Counties, Texas
CSJs: 0015-10-062 & 0015-13-389

Final Environmental Assessment

Appendix	Description	Number of Pages
A	Project Location Map	1
B	Project Photos	8
C	Schematics	6
D	Typical Sections	1
E	Plan and Program Excerpts	10
F	Resource-specific Maps	13
G	Resource Agency Coordination	29
H	Section 4(f) Documentation	18
I	Comment/Response Matrices from Public Meetings and Public Hearing	141

APPENDIX A
PROJECT LOCATION MAP



I-35 Capital Express North

From SH 45N to US 290E
Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

Project Location
County Boundry

City Boundary
Round Rock
Austin
Cedar Park
Pflugerville

Miles
0 1 2

Sources: ESRI Basemap 2020

APPENDIX B
PROJECT PHOTOS

Photo 1: Looking southeast at the northern project limits at the I-35/SH 45N interchange.

Photo 2: Looking north along I-35 at typical roadway view from Scarborough Drive.

Photo 3: Looking northwest at GTO Auto Wheels (TCAD Parcel ID 246690), one of three businesses on the same parcel that would be displaced by the project.

Photo 4: Looking southwest at (unnamed) auto offices located at 9602 North I-35 (TCAD Parcel ID 246690). This building is on the same parcel as GTO Auto Wheels and would be displaced by the project.

Photo 5: Looking west at Pickup Heaven, which is on the same parcel as GTO Auto Wheels (TCAD Parcel ID 246690). This building would be displaced by the project.

Photo 6: Looking northwest at A-1 Tires (TCAD Parcel ID 246691). This building would be displaced by the project.

Photo 7: Looking northwest at Thermo King of Austin (TCAD Parcel ID 246692). This building would be displaced by the project.

Photo 8: Cook-Walden Capital Parks Cemetery & Mausoleum located adjacent to the project area.

Photo 9: Cook-Walden Memorial Hill Cemetery located adjacent to the project area.

Photo 10: View west at a forested wetland along Gilleland Creek within an existing easement. The existing ROW ends at the retaining wall visible. No work is anticipated outside the existing ROW at this easement. Easement mapped as Urban MOU but was field verified to be Riparian MOU habitat type.

Photo 11: View looking east within the project area near Tech Ridge Boulevard. Edwards Plateau, Savannah, Woodland, and Shrubland MOU habitat type are depicted.

Photo 12: View looking west at Walnut Creek, a perennial waterbody within the study area. Riparian Vegetation MOU habitat type was present along this creek.

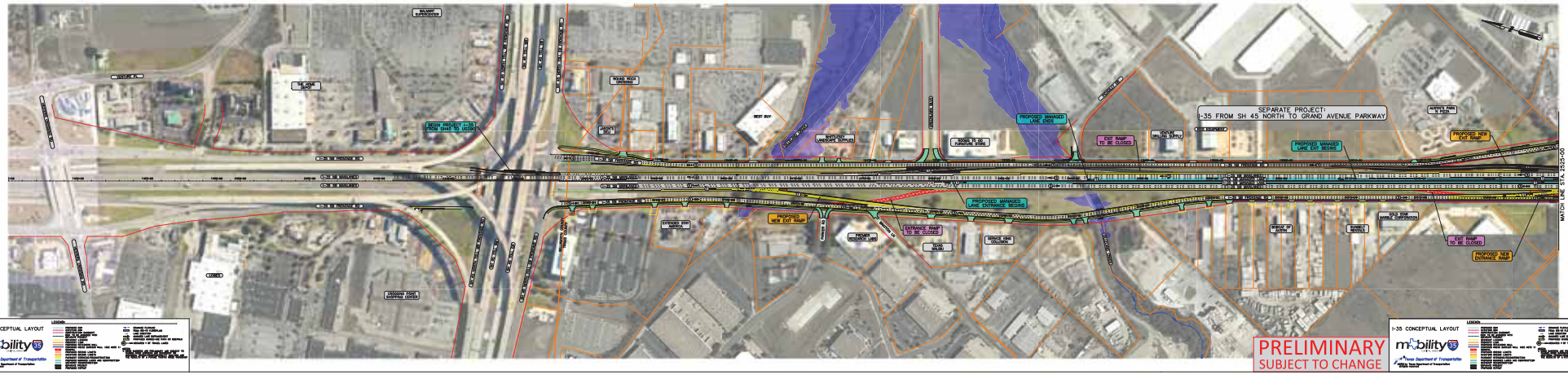
Photo 13: View looking west at Little Walnut Creek, a perennial waterbody in the study area. This creek was mapped and field verified as both Urban and Riparian MOU.

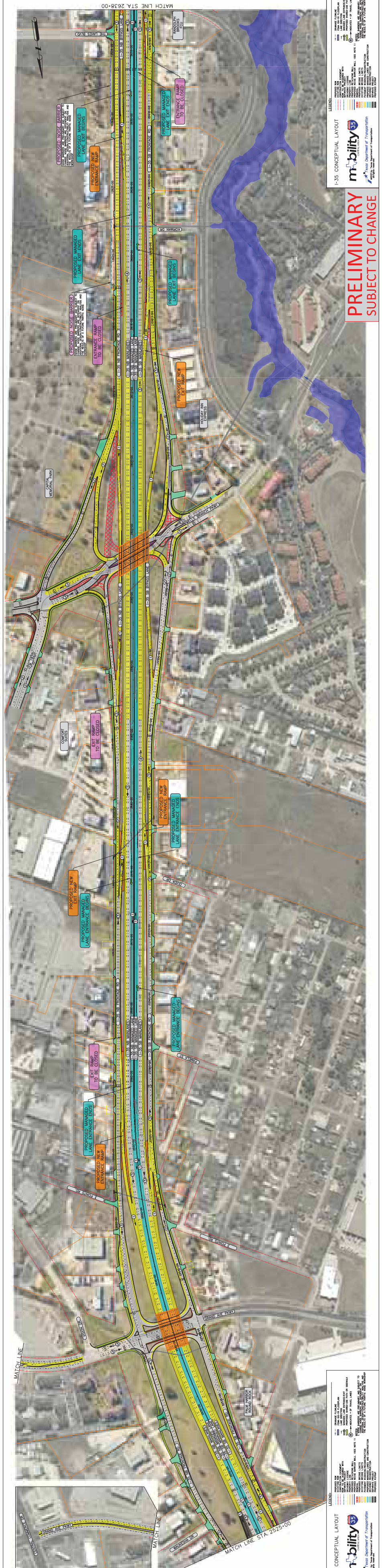
Photo 14: View looking south at beneath the bridge at Wells Branch Pkwy. Bat guano along the ground and staining along the expansion joints are visible.

Photos taken by CP&Y, Inc.

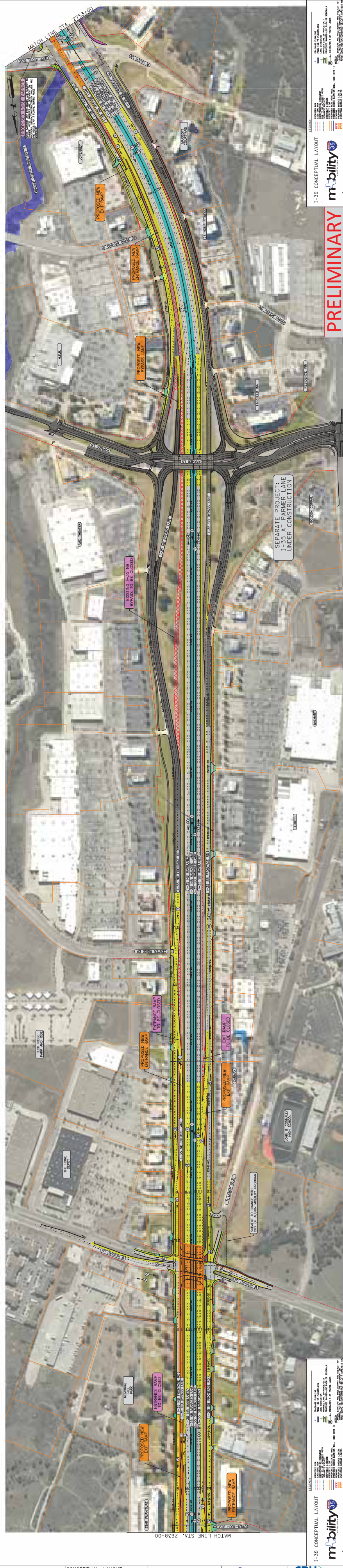
Photo 15: View facing north at the southern project limits (US 290E) along the I-35 access road.

APPENDIX C
SCHEMATICS


SEPARATE PROJECT:
I-35 FROM SH 45 NORTH TO GRAND AVENUE PARKWAY
BEGIN PROJECT I-35 FROM SH45 TO LOOP 1
PROPOSED MANAGED LANE ENDS
EXIT RAMP TO BE CLOSED
PROPOSED MANAGED LANE ENTRANCE RELOCATED
PROPOSED MANAGED LANE EXIT RELOCATED
PROPOSED NEW EXIT RAMP
PROPOSED NEW ENTRANCE RAMP
MATCH LINE STA 955+00
PRELIMINARY
SUBJECT TO CHANGE
I-35 CONCEPTUAL LAYOUT
CONCEPTUAL LAYOUT
CAPITAL EXPRESS NORTH
SHEET 1 OF 6



Texas Department of Transportation ©2021 by Texas Department of Transportation; all rights reserved	CONCEPTUAL LAYOUT CAPITAL EXPRESS NORTH PROJECT	SHEET 2 OF 6	Mobility 35 Capital Area	CP&Y TEXAS REGISTERED ENGINEERING FIRM, F-1741 13809 RESEARCH BLVD SUITE 300 AUSTIN, TX 78750



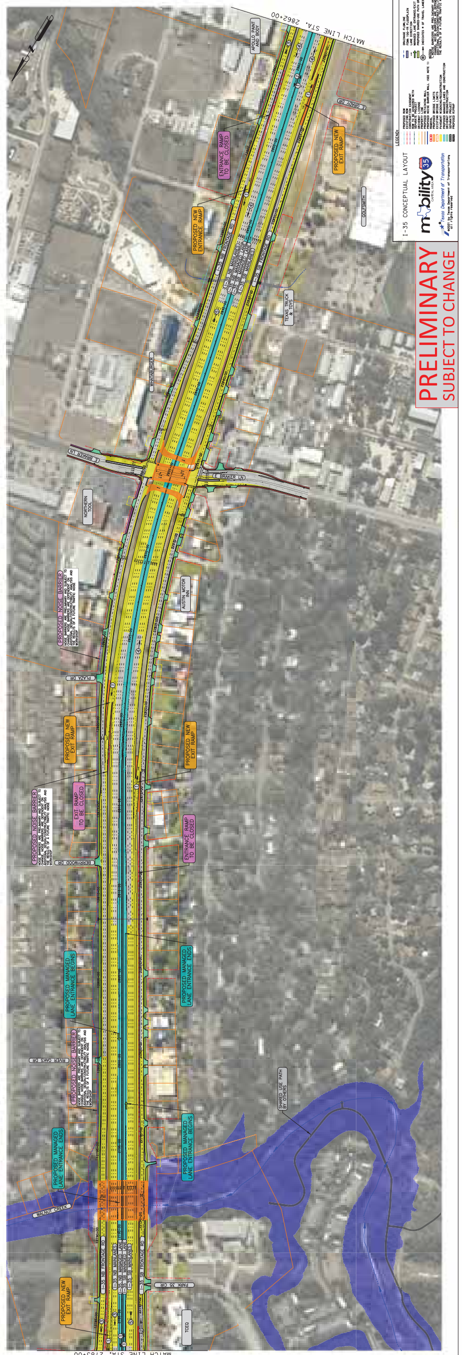
CONCEPTUAL LAYOUT
CAPITAL EXPRESS NORTH
PROJECT

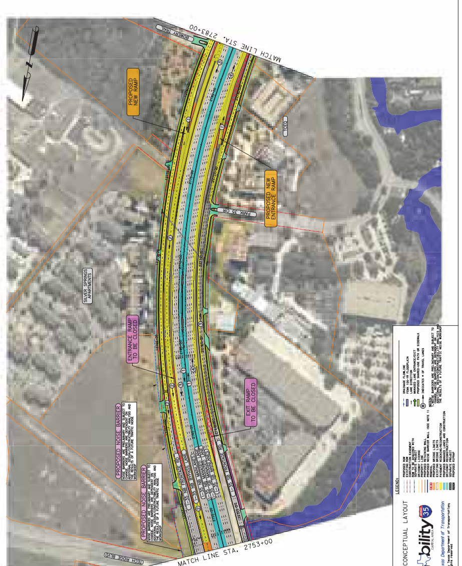
SHEET 3 OF 6

mobility 35 CAPITAL AREA

CP&Y
TEXAS REGISTERED ENGINEERING FIRM, F-1741
13809 RESEARCH BLVD
SUITE 300
AUSTIN, TX 78750

CONCEPTUAL LAYOUT
CAPITAL EXPRESS NORTH
PROJECT
SHEET 3 OF 6



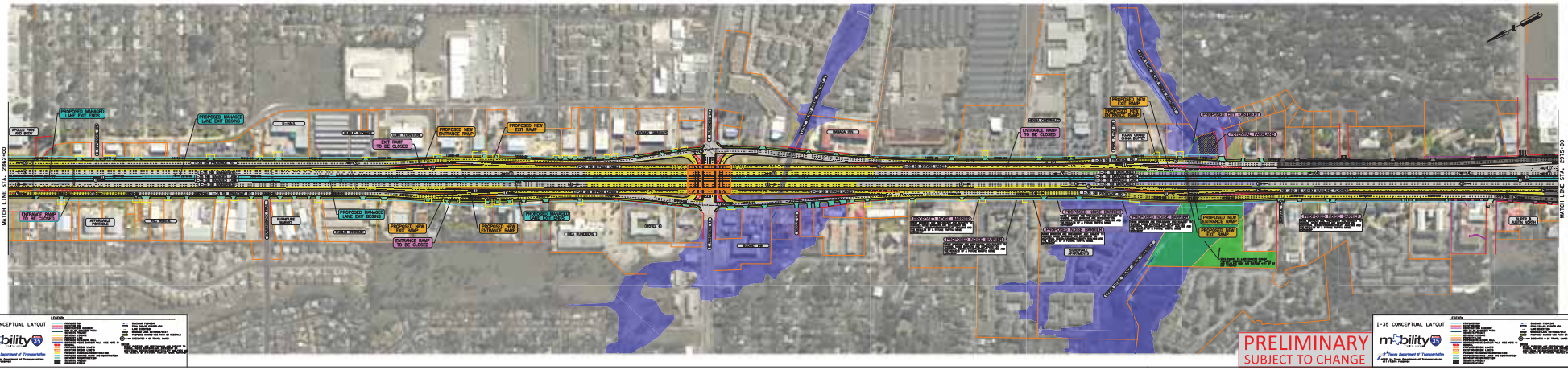


CONCEPTUAL LAYOUT
CAPITAL EXPRESS NORTH PROJECT

SHEET 4 OF 6

Mobility 35 CAPITAL AREA

CP&Y
TEXAS REGISTERED ENGINEERING FIRM, F-1741
13809 RESEARCH BLVD
SUITE 300
AUSTIN, TX 78750



I-35 CONCEPTUAL LAYOUT

CONCEPTUAL LAYOUT
CAPITAL EXPRESS NORTH
SHEET 5 OF 6


SEPARATE PROJECT:
I-35 FROM RUNDBERG LN TO US 290 EAST
UNDER CONSTRUCTION
PRELIMINARY
SUBJECT TO CHANGE
I-35 CONCEPTUAL LAYOUT
mobility
CONCEPTUAL LAYOUT
CAPITAL EXPRESS NORTH
SHEET 6 OF 6

APPENDIX D
TYPICAL SECTIONS

I-35 Capital Express North
Typical Sections

EXISTING TYPICAL SECTION

PROPOSED TYPICAL SECTION

APPENDIX E
PLAN AND PROGRAM EXCERPTS

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

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,
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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 - 10 - 062 TIP FY 2022

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

Total Project Cost Information

Prelim Engineering	$5,453,913
ROW Purchase	$5,000
Construction Cost	$89,652,500
Const Engineering	$4,786,087
Contingencies	$200,348
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$100,097,848
YOE Cost	
Toll	☐
TCM	☐

Revision Date 11/2021

Project Sponsor TxDOT

MPO Proj Number 51-00351-00

MTP Reference

City

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

Limits From SH 45N

Limits To FM 1825

Project Description 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.

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	$60,075,600	$15,018,900	$0	$0	$0	$75,094,500
4R	$2,280,000	$570,000	$0	$0	$0	$2,850,000
7	$9,366,400	$2,341,600	$0	$0	$0	$11,708,000
Total	$71,722,000	$17,930,500	$0.00	$0.00	$0.00	$89,652,500

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
AUSTIN	CAMPO	TRAVIS	0015-10-062	2022	IH 35	C		$ 89,652,500

LIMITS FROM: SH 45N
LIMITS TO: FM 1825
PROJECT SPONSOR: TxDOT
REVISION DATE: 11/2021
MPO PROJ NUM: 51-00351-00
FUNDING CAT(S): 2M,4,7

PROJECT DESCR: 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.

REMARKS P7:

PROJECT HISTORY: Spring Amendment 2021 Administrative Amendment 2021 Fall Amendment 2021

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 5,453,913
ROW PURCH:	$ 5,000
CONST COST:	$ 89,652,500
CONST ENG:	$ 4,786,087
CONTING:	$ 200,348
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 100,097,848

COST OF APPROVED PHASES $ 89,652,500

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 60,075,600	$ 15,018,900	$ 0	$ 0	$ 0	$ 75,094,500
4R	$ 2,280,000	$ 570,000	$ 0	$ 0	$ 0	$ 2,850,000
7	$ 9,366,400	$ 2,341,600	$ 0	$ 0	$ 0	$ 11,708,000
TOTAL	$ 71,722,000	$ 17,930,500	$ 0	$ 0	$ 0	$ 89,652,500

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	0015-10-062	2022	IH 35	C	OTHER	$ 111,300,000

LIMITS FROM: SH 45N
LIMITS TO: FM 1825
PROJECT SPONSOR: TxDOT
REVISION DATE: 07/2020
MPO PROJ NUM: 51-00351-00
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:	$ 5,453,913
ROW PURCH:	$ 5,000
CONST COST:	$ 111,300,000
CONST ENG:	$ 4,786,087
CONTING:	$ 200,348
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 121,745,348

COST OF APPROVED PHASES
$ 111,300,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 60,078,000	$ 15,019,500	$ 0	$ 0	$ 0	$ 75,097,500
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	$ 89,040,000	$ 22,260,000	$ 0	$ 0	$ 0	$ 111,300,000

Comment History

Time	User	Comment	Related Approval
2021/07/22 19:31:36	**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**

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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 - 389 TIP FY 2022

Revision Date 11/2021

Project Sponsor TxDOT

MPO Proj Number 51-00353-00

MTP Reference

City

Limits From FM 1825

Limits To US 290E

Project Description 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.

P7 Remarks

Project History Spring Amendment 2021
Administrative Amendment 2021
Fall Amendment 2021

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

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	$14,146,087
ROW Purchase	$2,500,000
Construction Cost	$260,347,500
Const Engineering	$12,413,913
Contingencies	$519,652
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$289,927,152
YOE Cost	
Toll	☐
TCM	☐

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local Match	Local Contributions	Total
2	$135,118,000	$33,779,500	$0	$0	$0	$168,897,500
4U	$6,280,000	$1,570,000	$0	$0	$0	$7,850,000
12	$66,880,000	$16,720,000	$0	$0	$0	$83,600,000
Total	$208,278,000	$52,069,500	$0.00	$0.00	$0.00	$260,347,500

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
AUSTIN	CAMPO	TRAVIS	0015-13-389	2022	IH 35	C		$ 260,347,500

LIMITS FROM: FM 1825
LIMITS TO: US 290E
PROJECT SPONSOR: TxDOT
REVISION DATE: 11/2021
MPO PROJ NUM: 51-00353-00
FUNDING CAT(S): 2,4R,12

PROJECT DESCR: 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.

REMARKS P7:

PROJECT HISTORY: Spring Amendment 2021 Administrative Amendment 2021 Fall Amendment 2021

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 14,146,087
ROW PURCH:	$ 2,500,000
CONST COST:	$ 260,347,500
CONST ENG:	$ 12,413,913
CONTING:	$ 519,652
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 289,927,152

COST OF APPROVED PHASES $ 260,347,500

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 135,118,000	$ 33,779,500	$ 0	$ 0	$ 0	$ 168,897,500
4U	$ 6,280,000	$ 1,570,000	$ 0	$ 0	$ 0	$ 7,850,000
12	$ 66,880,000	$ 16,720,000	$ 0	$ 0	$ 0	$ 83,600,000
TOTAL	$ 208,278,000	$ 52,069,500	$ 0	$ 0	$ 0	$ 260,347,500

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	0015-13-389	2022	IH 35	C	OTHER	$ 288,700,000

LIMITS FROM: FM 1825
LIMITS TO: US 290E
PROJECT SPONSOR: TxDOT
REVISION DATE: 07/2020
PROJECT DESCR: Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road and freight movements, and add auxiliary lanes
MPO PROJ NUM: 51-00353-00
FUNDING CAT(S): 2M,4,7,12
REMARKS P7: Texas Clear Lanes
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 14,146,087
ROW PURCH:	$ 2,500,000
CONST COST:	$ 288,700,000
CONST ENG:	$ 12,413,913
CONTING:	$ 519,652
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 318,279,652

COST OF APPROVED PHASES
$ 288,700,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 135,118,000	$ 33,779,500	$ 0	$ 0	$ 0	$ 168,897,500
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
12	$ 66,880,000	$ 16,720,000	$ 0	$ 0	$ 0	$ 83,600,000
TOTAL	$ 230,960,000	$ 57,740,000	$ 0	$ 0	$ 0	$ 288,700,000

Comment History

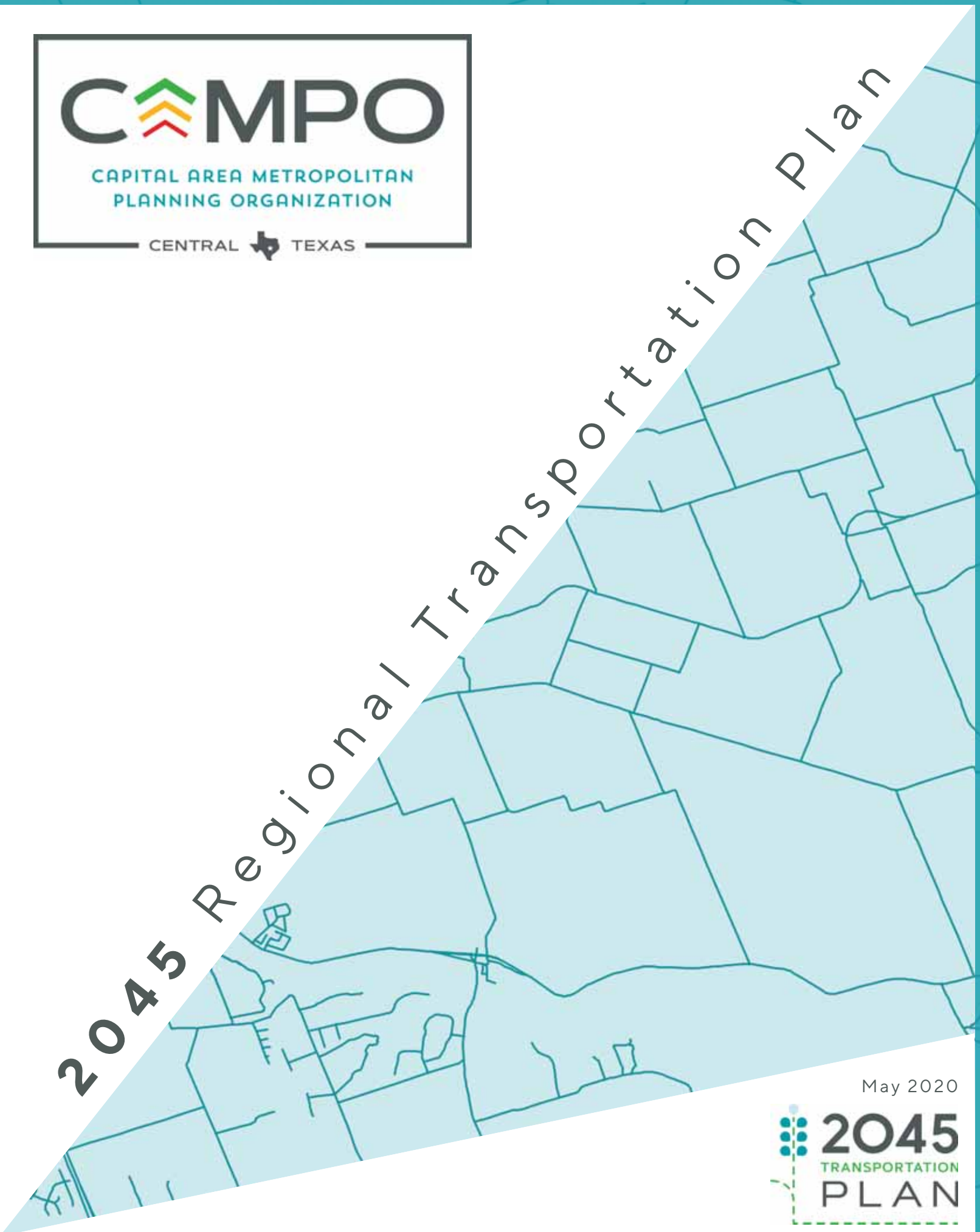
Time	User	Comment	Related Approval
2021/07/22 19:34:25	**Jose Campos**	Not approved. Project description reflected in e-STIP and in the CAMPO FY 2021-2024 TIP and 2045 RTP, does not indicate the number of non-tolled managed lanes being added or the scope of the proposed frontage road and freight movement improvements. Approval is withheld pending clarification of project scope.	**07/2020: Not Approved**

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

2045 Regional Transportation Plan



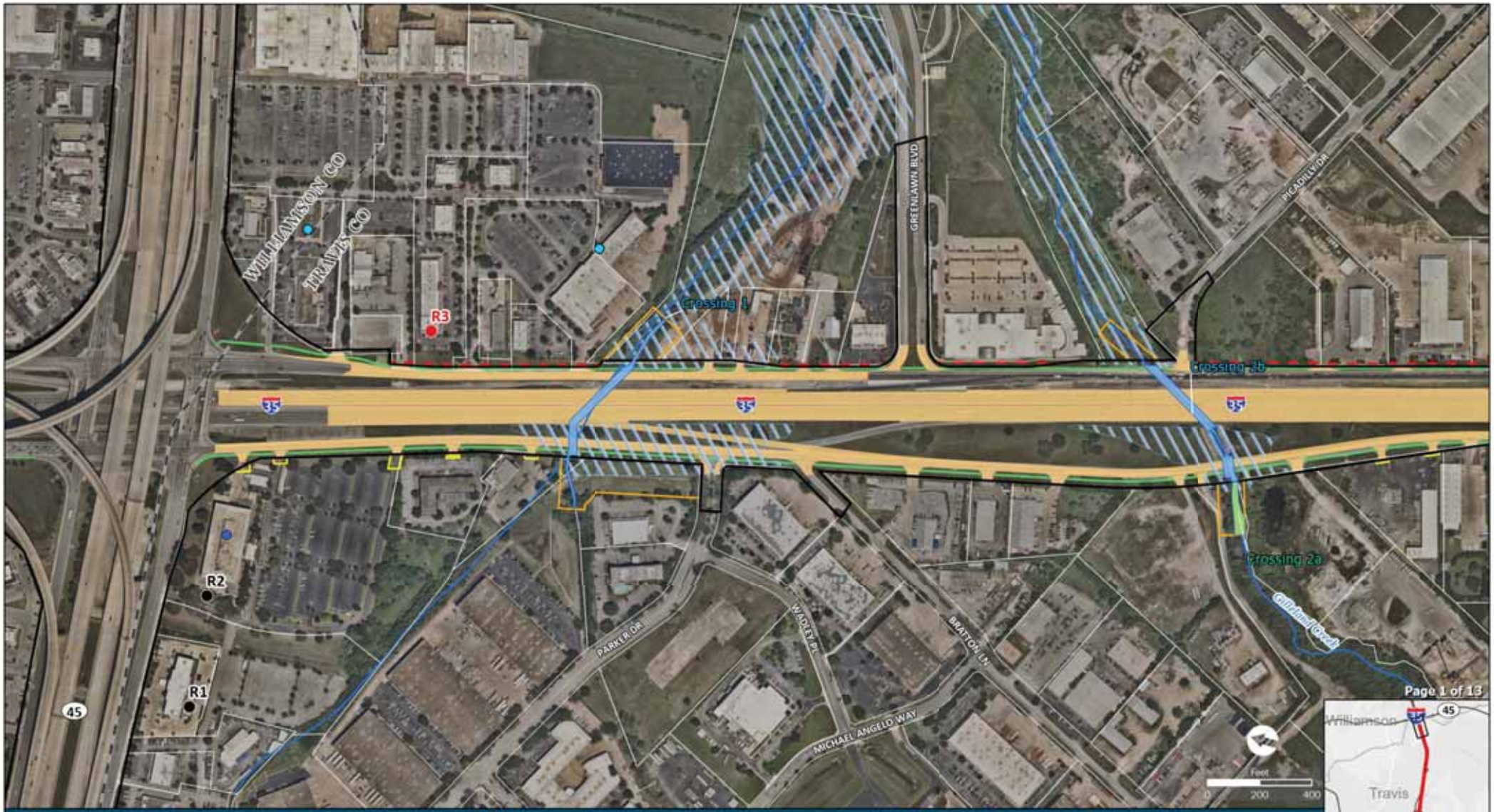
May 2020

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

APPENDIX F
RESOURCE-SPECIFIC MAPS



Project Resource Map

I-35 Capital Express North
From SH 45N to US 290E

Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

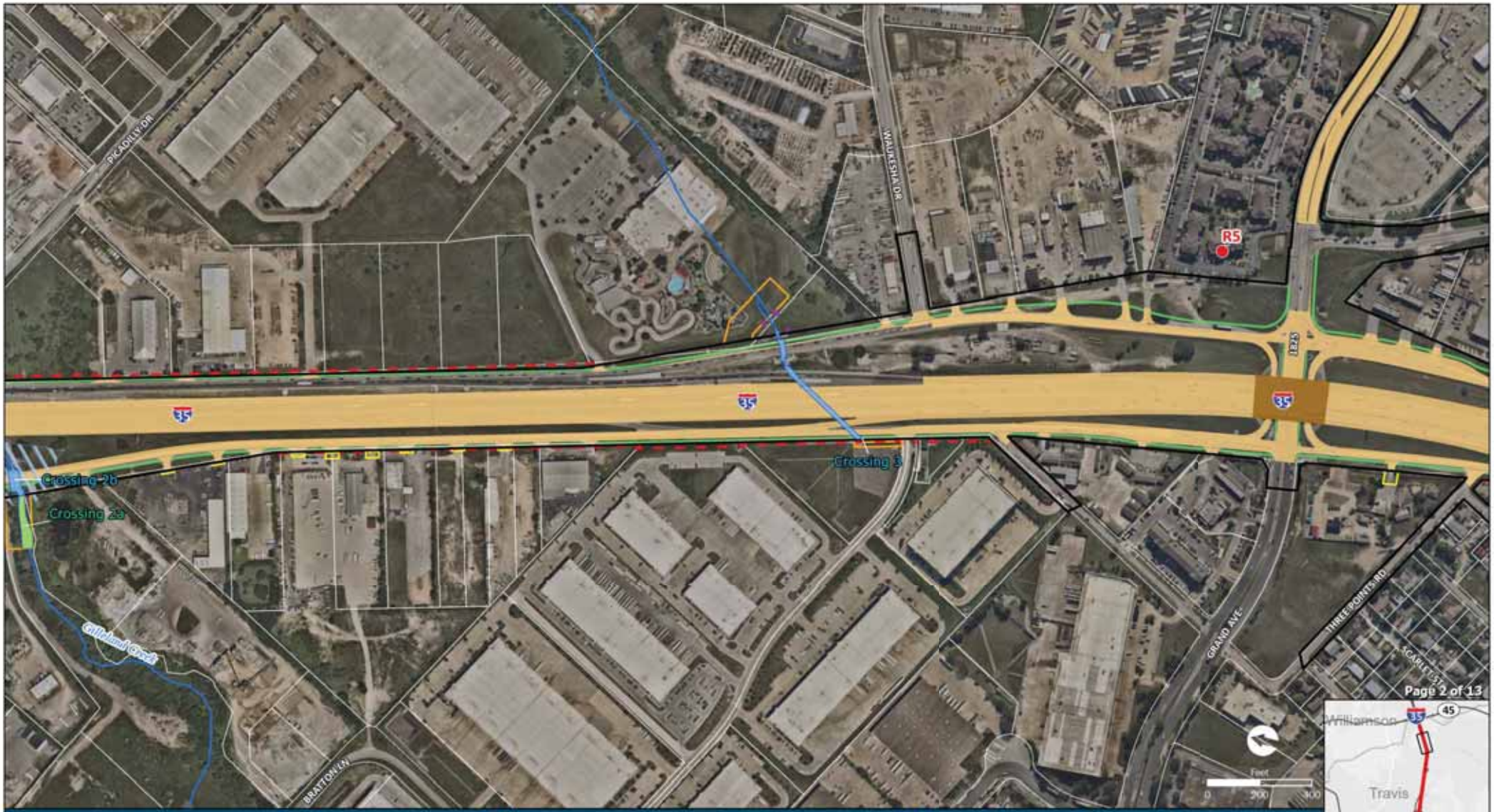
- Existing ROW
- Proposed ROW
- Proposed Easement
- Driveway License Area
- Existing Easement
- Proposed Pavement
- Proposed Structure
- Proposed Sidewalk / Shared-Use Path
- Proposed City Easement
- Parks/Open Spaces
- Potential Parkland
- Cemetery
- Parcel Boundary
- County Boundary
- Proposed Displacement
- Educational Facility
- Place of Worship
- Community Facility
- Ddineated Wetland
- Ddineated Creek/OHWM
- NHD Creek/Stream
- 100-year Floodplain

Hazardous Materials Site

- Anticipated/High Risk

Representative Noise Receivers

- Benefitted Receiver
- Impacted Receiver
- Non-Impacted Receiver
- Proposed Noise Barrier



Project Resource Map

I-35 Capital Express North
From SH 45N to US 290E

Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

- Existing ROW
- Proposed ROW
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- Ddineated Creek/OHWM
- NHD Creek/Stream
- 100-year Floodplain

Hazardous Materials Site

- Anticipated/High Risk

Representative Noise Receivers

- Benefitted Receiver
- Impacted Receiver
- Non-Impacted Receiver
- Proposed Noise Barrier

Sources: ESRI Basemap 2020

Project Resource Map

I-35 Capital Express North
From SH 45N to US 290E

Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

- Existing ROW
- Proposed ROW
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- Driveway License Area
- Existing Easement
- Proposed Pavement
- Proposed Structure
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- 100-year Floodplain

Hazardous Materials Site

- Anticipated/High Risk

Representative Noise Receivers

- Benefitted Receiver
- Impacted Receiver
- Non-Impacted Receiver
- Proposed Noise Barrier

Project Resource Map

I-35 Capital Express North
From SH 45N to US 290E

Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

- Existing ROW
- Proposed ROW
- Proposed Easement
- Driveway License Area
- Existing Easement
- Proposed Pavement
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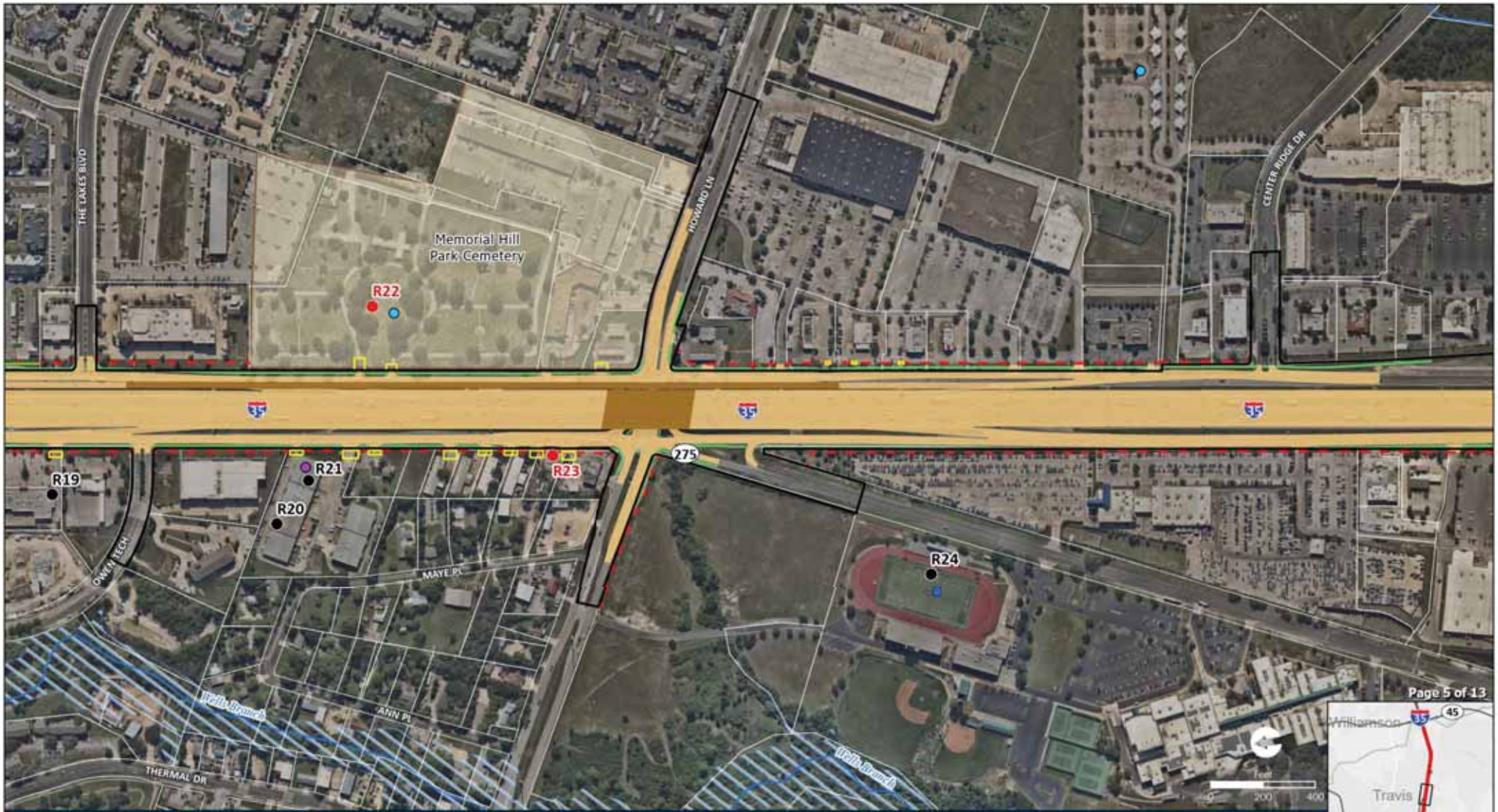
- Ddineated Wetland
- Ddineated Creek/OHWM
- NHD Creek/Stream
- 100-year Floodplain

Hazardous Materials Site

- Anticipated/High Risk

Representative Noise Receivers

- Benefitted Receiver
- Impacted Receiver
- Non-Impacted Receiver
- Proposed Noise Barrier



Project Resource Map

I-35 Capital Express North
From SH 45N to US 290E

Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

- Existing ROW
- Proposed ROW
- Proposed Easement
- Driveway License Area
- Existing Easement
- Proposed Pavement
- Proposed Structure
- Proposed Sidewalk / Shared-Use Path
- Proposed City Easement
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- Place of Worship
- Community Facility
- Ddineated Wetland
- Ddineated Creek/OHWM
- NHD Creek/Stream
- 100-year Floodplain

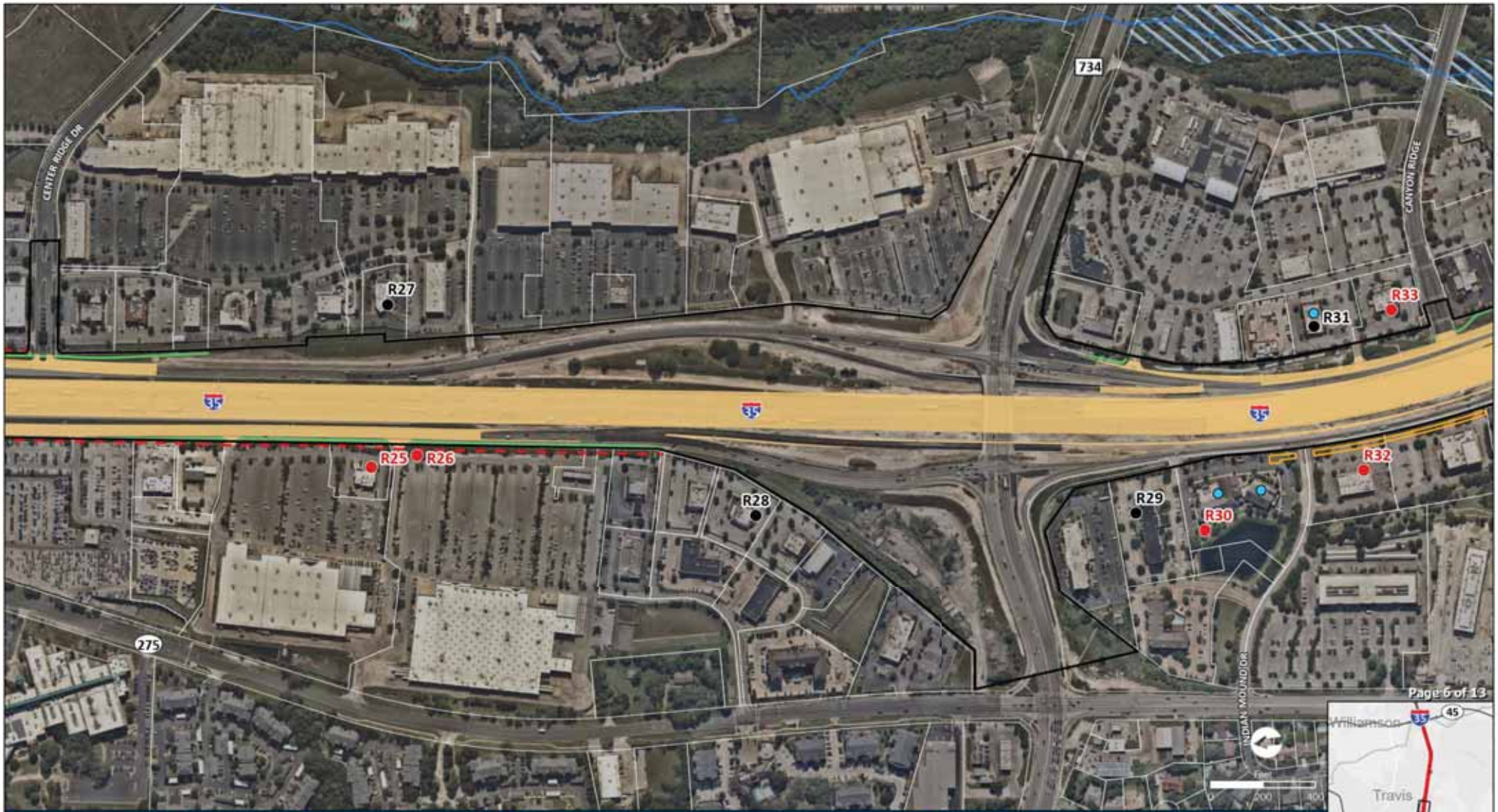
Hazardous Materials Site

- Anticipated/High Risk

Representative Noise Receivers

- Benefitted Receiver
- Impacted Receiver
- Non-Impacted Receiver
- Proposed Noise Barrier

Sources: ESRI Basemap 2020



Project Resource Map

I-35 Capital Express North
From SH 45N to US 290E

Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

- Existing ROW
- Proposed ROW
- Proposed Easement
- Driveway License Area
- Existing Easement
- Proposed Pavement
- Proposed Structure
- Proposed Sidewalk / Shared-Use Path
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- Educational Facility
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- Ddineated Wetland
- Ddineated Creek/OHWM
- NHD Creek/Stream
- 100-year Floodplain

Hazardous Materials Site

- Anticipated/High Risk

Representative Noise Receivers

- Benefitted Receiver
- Impacted Receiver
- Non-Impacted Receiver
- Proposed Noise Barrier

Sources: ESRI Basemap 2020

Project Resource Map

I-35 Capital Express North
From SH 45N to US 290E

Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

- Existing ROW
- Proposed ROW
- Proposed Easement
- Driveway License Area
- Existing Easement
- Proposed Pavement
- Proposed Structure
- Proposed Sidewalk / Shared-Use Path
- Proposed City Easement
- Parks/Open Spaces
- Potential Parkland
- Cemetery
- Parcel Boundary
- County Boundary
- Proposed Displacement
- Educational Facility
- Place of Worship
- Community Facility
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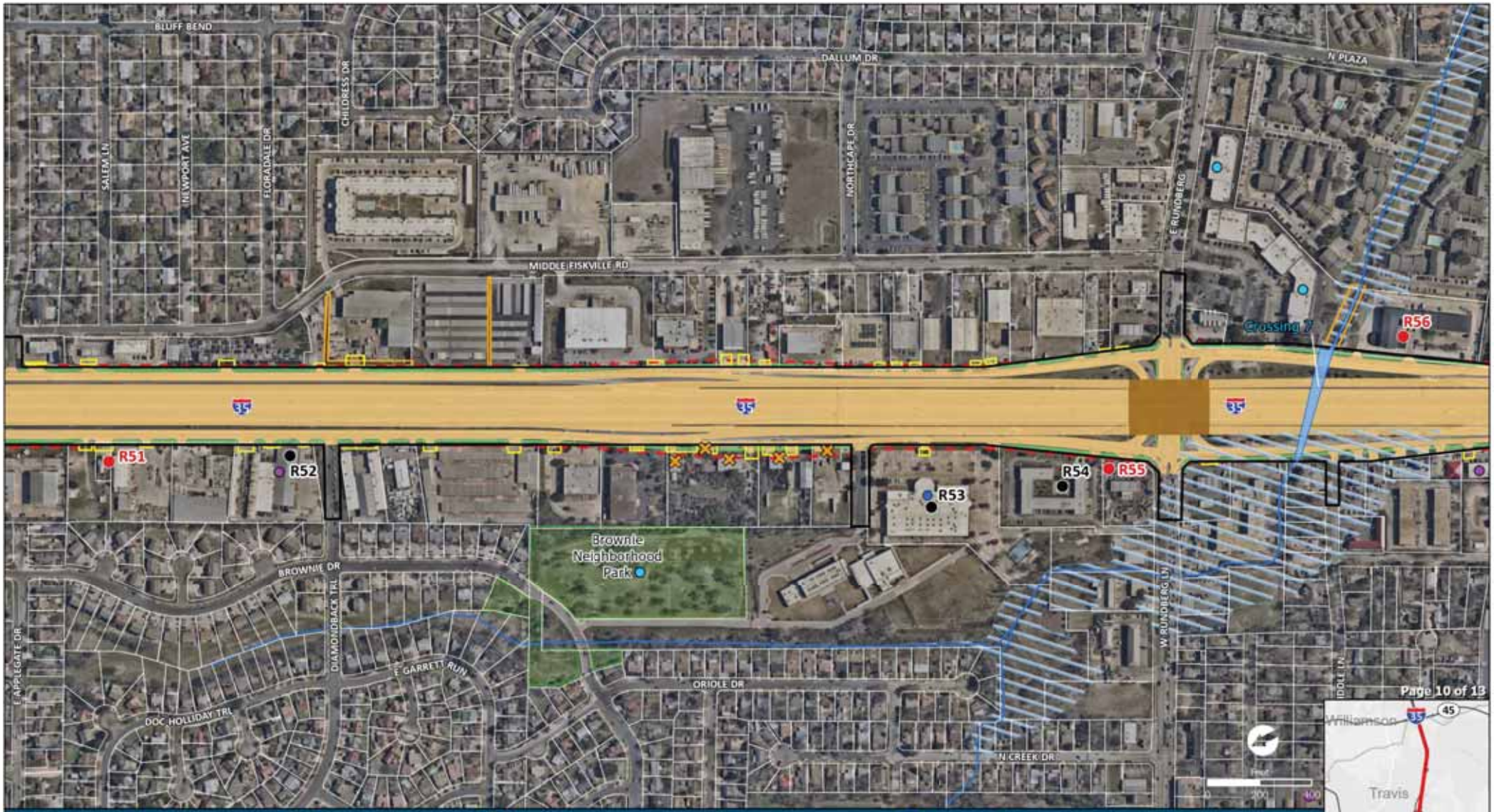
Sources: ESRI Basemap 2020



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From SH 45N to US 290E

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APPENDIX G
RESOURCE AGENCY COORDINATION

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Assignment Details ★Activity

Print this Page

Obtain Archeology Section 106 / Antiquities Code of Texas (ACT) Approval

Determination of Effect: No historic properties affected

Comments:

No further work required. No effect to historic properties or cemeteries. Consultation concluded with no objections.

Site Map

Last Updated By: Eric Oksanen **Last Updated Date:** 03/09/2021 12:18:28

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*

	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.

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.

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

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.

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Assignment Details ★Activity

Print this Page

Obtain Historical Studies Section 106 / Antiquities Code of Texas(ACT) Approval

Determination of Effect: No historic properties affected

Comments:

HIST Finding: In compliance with the Section 106 PA, TxDOT historians determined project activities will not affect historic properties. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required. See uploaded memo for more information as necessary.

Site Map

Last Updated By: Rebekah Dobrasko **Last Updated Date:** 01/12/2021 03:42:24

From: Laura Cruzada
To: "Bob Ward"; "ewbrackenridge@gmail.com"
Cc: Eric Oksanen
Subject: TxDOT project in Travis and Williamson Counties, Austin District (I-35 from SH 45N to FM 1825)
Date: Wednesday, February 3, 2021 1:57:00 PM

Good afternoon,
As part of TxDOT's cultural resources work with Travis and Williamson County Historical Commissions, please find details about the above referenced TxDOT project, which included archeological reviews. We welcome your consultation on this request. Thank you and if you have comments or questions, please feel free to reach out.

Sec. 106 Consultation

FEBRUARY 3, 2021

Contacts:

Laura Cruzada
512-416-2638

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*
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 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

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.*	**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:	Suzanne Walsh
To:	Tricia Bruck-Hoyt-C
Cc:	Andrew Blair; Dennis Palafox; Andrew Cooper-C; Tracy White; Sonya Hernandez; Angela McMurray-C
Subject:	RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review
Date:	Thursday, April 29, 2021 2:54:22 PM

Tricia,

Thank you for submitting the following project for early coordination: I-35 from SH 45N to US 290E (CSJ: 0015-10-062). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on February 4 2021 and in the 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: Tuesday, April 27, 2021 5:25 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Angela McMurray-C <AMCMUR-C@txdot.gov>
Subject: RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

Hi Suzanne,

Thank you for your comments on the CapEx-North project (0015-10-062). 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

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From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Tuesday, April 13, 2021 4:41 PM
To: Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>
Subject: RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

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 2021-03-22 05_38_13_APPROVED_CapEx-N_DraftEA_2021-03-17) 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.*

- For 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 25 spread of invasive species.
    - The removal of native vegetation, particularly mature native trees and shrubs would be avoided to the greatest extent practicable. A native and locally-adapted seed mix would be used in the landscaping and re-vegetation of disturbed areas

(listed in section 5.11.2 on page 28).

TxDOT Response:
TxDOT will implement the following BMPs 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."

No landscaping is anticipated as part of this proposed project.

Section 8. Post-Environmental Activities and Design/Construction Commitments will be updated to reflect this commitment in the Final EA.

2. TPWD notes that the approved draft EA (file labeled 2021-03-22 05_38_13_APPROVED_CapEx-N_DraftEA_2021-03-17) states in section 5.11.11 that no suitable habitat occurs in the project area for federally listed threatened, endangered, or candidate species. However, the Tier I and other sections in draft EA indicate that two perennial streams within the project area could provide suitable habitat for the Texas fatmucket and Texas fawnsfoot, FWS candidate species. TxDOT states that species were not found in 2015 surveys.

TxDOT Response: *Two perennial streams (Walnut Creek and Little Walnut Creek) within the project area could potentially provide suitable habitat for this for the Texas fatmucket and Texas fawnsfoot; however, these species were not identified during a 2015 survey of the project area (Schwalb, 2016). TxDOT will reevaluate these streams to determine if they have suitable habitat. Section 5.11.11 will be revised in the Final EA to be consistent with this statement.*

3. TPWD appreciated the opportunity to participate at TxDOT's Stakeholder meeting for preliminary bat avoidance and minimization measures on February 3, 2021. Please continue to include me and Nathan Fuller, TPWD Statewide Bat Biologist, in notifications about upcoming meetings or opportunities regarding this issue.

TxDOT Response: *TxDOT plans to hold a follow-up meeting in spring 2022 to share the survey results and the avoidance and minimization measures that were incorporated into the project. We will include you and Nathan Fuller on the invitation.*

4. 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.*

5. 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.

6. 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 Williamson counties can be found at the weblink: https://tpwd.texas.gov/landwater/water/environconcerns/kills_and_spills/regions/kas_r1.phtml

TxDOT Response: TxDOT will implement this BMP.

7. 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.

8. There is a NDD record for vertisol blackland prairire within the project area (EOID 11974). The Tier I form does not indicate whether the vertisol blackland prairie was observed in the field or would be impacted by the project. We recommend avoiding impacts to these rare plant communities where practicable. We encourage the district to keep in mind measures to alert and discourage contractors from causing any unintentional impacts to these sensitive areas, including placing staging areas, stock piles, and other project related sites outside of these areas.

TxDOT Response: Based on current aerial photography it appears that this site has been developed starting in late 2012 as a residential apartment complex and a commercial business and is no longer an area of remnant native vegetation.

From: Suzanne Walsh
Sent: Friday, April 9, 2021 9:10 AM
To: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Subject: RE: M35 CapEx-N 0015-10-062 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 9:02 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Subject: RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

Good morning Suzanne,
I'm writing to check in on the status of your review of this project as well. It looks like we sent this over at the beginning of February and the public hearing for this project is also 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 Monday, May 10, 2021, at 9 a.m. and will continue through Thursday, June 10, 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

From: Tricia Bruck-Hoyt-C
Sent: Sunday, February 28, 2021 2:47 PM
To: Suzanne Walsh <Suzanne.Walsh@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: RE: M35 CapEx-N 0015-10-062 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.

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 5:41 PM
To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.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: RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

Tricia,

Thank you for your patience. 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: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Thursday, February 4, 2021 4:58 PM
To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; 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>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

The TPWD Wildlife Habitat Assessment Program has received your request and has

assigned it project ID # 45975. 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: Thursday, February 4, 2021 4:11 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-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

Good afternoon,

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 US290E to SH45 North (Travis and Williamson County)
CSJ: 0015-10-062
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

Form

Documentation of Texas Parks and Wildlife Department Best Management Practices

Project Name: **I-35 Capital Express North Project**

CSJ(s): **0015-10-062 and 0015-13-389**

County(ies): **Travis, Williamson**

Date Form Completed: **11/16/21**

Prepared by: **Darren Dodson (CP&Y)**

Information on state-listed species, SGCN, water resources, and other natural resources can be found in the ECOS documents tab under the filenames specified in the e-mail sent to WHAB_TXDOT@tpwd.texas.gov.

1. Does the project impact any state parks, wildlife management areas, wildlife refuges, or other designated protected areas?

   ☐ No

   ☒ Yes

2. Does TxDOT need TPWD assistance in identifying and locating Section 404 mitigation opportunities for this project?

   ☒ No / N/A / Not yet determined

   ☐ Yes

3. Is there a species or resource challenge that TPWD can assist with additional guidance? If so, describe below:

   N/A

4. Select all the best management practices (BMPs) that will be applied to the project:

   ☒ Amphibian BMPs

   ☐ Aquatic Reptile BMPs

   ☒ Bat BMPs

☒ Bird BMPs

☒ Fish BMPs

☐ Fossorial Mammal BMPs

☐ Mussel BMPs

☐ Terrestrial Reptile BMPs

☒ Vegetation BMPs

☒ Water Quality BMPs

☒ Other

Contractors will be advised of the potential occurrence of eastern spotted skunk in the project area, to avoid harming the species if encountered, and to avoid unnecessary impacts to dens. Further, contractors will be advised of the potential occurrence of tree dodder and Correll's false dragonhead in the project area, and to avoid harming the species if encountered. 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.

5. Select any species protection specifications that will be applied to the project.

☐ Amphibian and Reptile Exclusion Fence

☒ Bat Houses

☒ Bat Exclusion System

☐ Other

6. Select and/or explain where the above-listed BMPs will be documented and communicated to the contractor (e.g., plan sheets, general notes, EPIC sheet, etc.):

☒ Environmental Document (EA or EIS) – Required

☐ ECOS Non-ESA Commitments Activity – Required for surveys and other pre-construction actions

☒ Plan Sheets/ EPIC Sheet

☒ General notes

☐ Other

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 North (CSJ 0015-10-062)
Date:	Tuesday, May 11, 2021 7:44:43 AM
Attachments:	FINAL_CapEx-N_DraftEA_NOA_2021-03-25_English.pdf

Good morning,
The Texas Department of Transportation is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. The Capital Express North project proposes to add one non-tolled high-occupancy vehicle managed lane in each direction along I-35 within the project limits. This email is a reminder that the Draft EA for the proposed project has been approved for circulation to the public and the virtual public hearing began yesterday, May 10, 2021 at 9 a.m. and will be available through Thursday, June 10, 2021.

I-35 Capital Express North Project | Virtual Public Hearing (mobility35openhouse.com)

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. 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

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 North (CSJ 0015-10-062)
Date:	Wednesday, April 14, 2021 10:18:37 AM
Attachments:	FINAL_CapEx-N_DraftEA_NOA_2021-03-25_English.pdf

Good morning,
The Texas Department of Transportation is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. The Capital Express North project proposes to add one non-tolled high-occupancy vehicle managed lane 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 Monday, May 10, 2021 at 9 a.m. and will be available through Thursday, June 10, 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

From:	Sonya Hernandez
To:	Justin Kockritz; bill.martin@thc.texas.gov
Cc:	Rebekah Dobrasko; Tricia Bruck-Hoyt-C; Angela McMurray-C
Subject:	Notice of Draft Environmental Assessment and Public Hearing - M35 CapEx North (CSJ 0015-10-062)
Date:	Wednesday, April 14, 2021 10:19:39 AM
Attachments:	FINAL_CapEx-N_DraftEA_NOA_2021-03-25_English.pdf

Good morning,
The Texas Department of Transportation is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. The Capital Express North project proposes to add one non-tolled high-occupancy vehicle managed lane 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 Monday, May 10, 2021 at 9 a.m. and will be available through Thursday, June 10, 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

Tricia Bruck-Hoyt-C

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
Subject: Notice of Draft Environmental Assessment - CSJs: 0015-10-062, 0015-13-389 Travis and Williamson Counties, Texas
Attachments: CapEx-N_DraftEA_NOA_2021-03-25.pdf

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

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:	Monday, May 10, 2021 4:34:41 PM
Attachments:	FINAL_CapEx-North_DraftEA_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://capexnorth.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 NORTH
From SH 45N to US 290E
CSJs: 0015-10-062, 0015-13-389
Travis and Williamson Counties, Texas

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. 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 **Thursday, June 10, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 9 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 Monday, May 10, 2021 from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in-person must call (512) 522-6949 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) 721-2832 to provide verbal testimony on May 10, 2021 through 11:59 p.m. on June 10, 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.

I-35 within the proposed project limits is a controlled access interstate highway within an approximately 300-foot wide right-of-way. The proposed improvements would add one, 12-foot wide non-tolled high-occupancy vehicle managed lane in each direction, reconstruct bridges, construct a diverging diamond intersection (DDI) at Wells Branch Parkway, make additional safety and mobility improvements, and add bicycle and pedestrian paths. The proposed right-of-way would typically be 300 to 320 feet wide. The project length is approximately 11.5 miles.

The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace five non-residential structures. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as 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 is anticipated to impact the following property protected under Section 4(f) of the Department of Transportation Act of 1966: City of Austin's Upper Little Walnut Creek Greenbelt located along I-35 south of Rundberg Lane. The proposed project would require the acquisition of approximately 0.6 acre from Upper Little Walnut Creek Greenbelt. TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek may be submitted as described below. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code.

The proposed project would involve an action in a floodplain.

At least part of the proposed project would occur within the Edwards Aquifer transition zone.

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 **the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753.** 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. CT, Wednesday, May 5, 2021. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to: Michelle Cooper P.E., 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExNorth@txdot.gov. **All written comments must be received on or before Thursday, June 10, 2021.** Additionally, as stated above, members of the public may call (512) 721-2832 and verbally provide testimony from 9 a.m. on May 10, 2021 to 11:59 p.m. on June 10, 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 Michelle Cooper at (512) 832-7138 or Michelle.Cooper@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 December 9, 2019, and executed by FHWA and TxDOT.

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 NORTH – FROM SH 45N TO US 290E (CSJs: 0015-10-062, 0015-13-389:)

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.

APPENDIX H

SECTION 4 f DOCUMENTATION

Checklist for Section 4(f) *De Minimis* for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Main CSJ: 0015-10-062

Select applicable Districts from this list. To select multiple Districts hold "Ctrl" when you click. When you are finished making your selection, press the "Tab" key.

Abilene
Amarillo
Atlanta
Austin
Beaumont
Brownwood
Bryan

County(ies): Travis, Williamson

Property ID: 426172

Property Name: Upper Little Walnut Creek Greenbelt

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.

The following checklist was developed as a tool to assist in streamlining the Section 4(f) *De Minimis* process and to ensure that all necessary information is documented in the File of Record (ECOS).

What Type of Property is Being Evaluated?

- ☒ A park, recreation land, or wildlife/waterfowl refuge
- ☐ A historic property

Section 4(f) Defining Criteria for Parks, Recreation, and Refuge Properties

1. Yes — Is the property publicly owned?
2. Yes — Is the property open to the public (except in certain cases for refuges)?
3. Yes — Is the property's major purpose for park, recreation, or refuge activities?
4. Yes — Is the property significant?

Defining the Property's Significance

Note: Significance is presumed in the absence of a determination with the official with jurisdiction.

1. Yes — Does the property play an important role in meeting the park, recreation, or refuge objectives for the official with jurisdiction?
2. Yes — Is the property's major purpose for park, recreation, or refuge activities?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a use (i.e., new right of way, new easement(s), etc.)?

Establishing Section 4(f) *De Minimis* Eligibility

1. Yes — Was it determined that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection?

2. Yes — Was a public notice and an opportunity for public review and comment provided?
(This requirement can be satisfied in conjunction with other public involvement procedures, such as those for NEPA process)

3. Yes — Did the Official with Jurisdiction concur that the property was significant and that the proposed project meets ALL conditions of items above?

Section 4(f) Use:

The proposed project would acquire approximately 0.66 acre of right-of-way (ROW) from the Upper Little Walnut Creek Greenbelt. This includes 0.54 acre from the existing parkland parcel (TCAD Parcel ID 426172) on the west side of I-35 (approximately 5.27 total acres), 0.07 acre from the potential parkland parcel (TCAD Parcel ID 238710) on the east side of I-35 (approximately 0.55 total acres, see attached exhibit), and 0.05 acres from a proposed City of Austin public access easement (TCAD Parcel ID 239725) on the east side of I-35. As of the date of this letter, only the property on the west side of I-35 (Property ID 426172) is owned by the City of Austin. The City disclosed imminent plans to acquire the additional ROW and easement on the east side of I-35 at the Upper Little Walnut Creek Greenbelt; therefore, the amount of ROW TxDOT required from these parcels has been included in the 0.66 acre estimate.

The ROW would be needed to accommodate the addition of a southbound bypass lane ramp/extended direct connector and northbound bypass lane over Rundberg Lane. These improvements were determined to be necessary based on traffic modeling to improve roadway operations.

To mitigate the proposed actions, TxDOT will fund a bicycle/pedestrian crossing by utilizing a 10' by 12' box culvert near the Upper Little Walnut Creek Greenbelt that converts to a bridge structure at the proposed I-35 northbound frontage road. The crossing would be ADA accessible and would include lighting and electrical systems for safety. Drainage trunk lines and laterals would not outfall into this culvert. The crossing would connect to the frontage road SUPs, which would be built outside TxDOT ROW on City of Austin park property.

The City of Austin will fund the connection to the frontage roads SUPs built outside of TxDOT ROW. Once construction is completed, the City of Austin will maintain the SUPs, lights, and electrical systems serving the crossing.

Survey determined that the Upper Little Walnut Creek Greenbelt on which the use will take place has significance under the requirements of 23 CFR 774.3(b). In order to qualify for a Section 4(f) de minimis, it was established that the project activities will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. The function of Upper Little Walnut Creek Greenbelt (existing parcel and potential parkland parcel and easement) will not be impaired and its function will not cease. Nor will the project impair the function of the properties as a whole. Therefore, these minor changes would have no adverse effect. The properties would still possess their significance after the project is complete.

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) *De Minimis*:

- ☑ A detailed map of the Section 4(f) Property including current and proposed ROW; property boundaries; access points for pedestrians and vehicles and existing and planned facilities.
- ☑ Street level photograph of the property
- ☑ Concurrence letter from Official with Jurisdiction
- ☑ Copy of WPD I Screen from ECOS.

Upper Little Walnut Creek Greenbelt Impacts Map

Upper Little Walnut Creek Greenbelt Impacts

I-35 Capital Express North
From SH 45N to US 290E

Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

- Existing ROW
- Proposed ROW
- Driveway License Area
- Existing TxDOT Easement
- Proposed City Easement
- Proposed Pavement
- Proposed Shared-Use Path
- Proposed ROW in Park
- Proposed ROW in City Easement
- Parcel Boundary
- Parks/Open Spaces
- Potential Parkland
- Creek/Stream

Feet
0 50 100

Source: Nearmap 2020

Upper Little Walnut Creek Site Photos

Photograph 1. A view of Little Walnut Creek, facing west.

Photograph 2. View looking north at the area of the existing easement along Little Walnut Creek.

Photograph 3. View west from Hermitage Drive at I-35 and potential parkland parcel.

Signed OWJ Letter

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

August 5, 2021

District: Austin
County: Travis and Williamson
CSJ#: 0015-10-062 & 0015-13-389
Highway: I-35
Project Limits: from SH 45N to US 290E
Section 4(f) Property: Upper Little Walnut Creek Greenbelt

SUBJECT: NOTIFICATION OF INTENT TO PURSUE *DE MINIMIS* TO SECTION 4(f) (23 CFR 774.3(b))

Kimberly McNeeley
Director, Austin Parks and Recreation Department
200 S Lamar. Blvd.
Austin, TX 78704

Dear Ms. McNeeley:

In accordance with 23 CFR 774.3(b), we are seeking concurrence for the above referenced project, which will be carried out with Federal funds. This letter requests review and consultation concerning the determinations of significance and findings of no adverse effects within the project's area of potential effects (APE). TxDOT also intends to pursue a Section 4(f) *de minimis*.

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.

Introduction

The Texas Department of Transportation (TxDOT) proposes to add one non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East. The project would also reconstruct bridges, add a diverging diamond intersection at Wells Branch Parkway, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The project length is approximately 11.5 miles.

The proposed project would acquire approximately 0.66 acre of right-of-way (ROW) from the Upper Little Walnut Creek Greenbelt. This includes 0.54 acre from the existing parkland parcel (TCAD Parcel ID 426172) on the west side of I-35 (approximately 5.27 total acres), 0.07 acre from the potential parkland parcel (TCAD Parcel ID 238710) on the east side of I-35

(approximately 0.55 total acres, see attached exhibit), and 0.05 acres from a proposed City of Austin public access easement (TCAD Parcel ID 239725) on the east side of I-35. As of the date of this letter, only the property on the west side of I-35 (Property ID 426172) is owned by the City of Austin. The City disclosed imminent plans to acquire the additional ROW and easement on the east side of I-35 at the Upper Little Walnut Creek Greenbelt; therefore, the amount of ROW TxDOT required from these parcels has been included in the 0.66 acre estimate. Please refer to the attached exhibit showing the existing and potential parkland and easements referenced in this letter.

The ROW would be needed to accommodate the addition of a southbound bypass lane ramp/extended direct connector and northbound bypass lane over Rundberg Lane. These improvements were determined to be necessary based on traffic modeling to improve roadway operations.

To mitigate the proposed actions, TxDOT will fund a bicycle/pedestrian crossing by utilizing a 10' by 12' box culvert near the Upper Little Walnut Creek Greenbelt that converts to a bridge structure at the proposed I-35 northbound frontage road. The crossing would be ADA accessible and would include lighting and electrical systems for safety. Drainage trunk lines and laterals would not outfall into this culvert. The crossing would connect to the frontage road SUPs, which would be built outside TxDOT ROW on City of Austin park property.

The City of Austin will fund the connection to the frontage roads SUPs built outside of TxDOT ROW. Once construction is completed, the City of Austin will maintain the SUPs, lights, and electrical systems serving the crossing.

Determination of No Adverse Effects and Certification of Section 4(f) *De Minimis*

Survey determined that the Upper Little Walnut Creek Greenbelt on which the ***use*** will take place has significance under the requirements of 23 CFR 774.3(b). In order to qualify for a Section 4(f) *de minimis*, it was established that the project activities will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

The function of Upper Little Walnut Creek Greenbelt (existing parcel and potential parkland parcel and easement) will not be impaired and its function will not cease. Nor will the project impair the function of the properties as a whole. Therefore, these minor changes would have no adverse effect. The properties would still possess their significance after the project is complete.

If you feel that TxDOT has met the above requirements and have no additional comments about the project, then please endorse this letter and return it to us by August 19, 2021. This endorsement will signify your concurrence that there is no adverse effect to the above properties. Additional information about Section 4(f) requirements can be found at the following or you may request additional information from TxDOT:

http://environment.fhwa.dot.gov/(S(1vyep545s3wmhuubnvexkmm2))/4f/index.asp

Conclusion

In accordance with 23 CFR 774.3(b), I hereby request your signed concurrence with the finding of no adverse effects. Furthermore, TxDOT determined that the proposed project activities meet the requirements of a *de minimis* finding under Section 4(f).

Thank you for your assistance with the federal review process. If you need further information, please call me at (512) 649-6478.

Sincerely,

Sonya Y. Hernandez, P.G.
Environmental Program Manager
TxDOT Austin District

CONCUR: NO ADVERSE EFFECT
DETERMINATION OF *DE MINIMIS* IMPACT UNDER SECTION 4(f) GUIDELINES

NAME: Kimberly McNeeley Digitally signed by Kimberly McNeeley Date: 2021.08.17 11:09:40 -05'00' DATE: _____

Kimberly McNeeley, Director, Austin PARD

Upper Little Walnut Creek Greenbelt Impacts

I-35 Capital Express North
From SH 45N to US 290E

Travis & Williamson County, TX
CSJ: 0015-10-062 & 0015-13-389

- Existing ROW
- Proposed ROW
- Driveway License Area
- Existing TxDOT Easement
- Proposed City Easement
- Proposed Pavement
- Proposed Shared-Use Path
- Proposed ROW in Park
- Proposed ROW in City Easement
- Parcel Boundary
- Parks/Open Spaces
- Potential Parkland
- Creek/Stream

Feet
0 50 100

Source: Nearmap 2020

WPD Section 1 Page

Back To List

- WPD Section I - Project Definition
- WPD Section II - Tool
- WPD Section III - Project Work Plan
- WPD Section IV - Findings

Archived WPD I | Print this Page

Project Definition

Project Name: Capital Express North

CSJ: 0015 - 10 - 062

Anticipated Environmental Classification: EA

No — Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Auto Associate CSJ from DCIS

Manually Associate CSJ:

Add

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:001510065	State,Local	ROW 15-10-65	EA	ROW	Associate	Main	
CSJ:001513406	State,Local	ROW 15-13-406	EA	ROW	Associate	Main	
CSJ:001513389	Federal,State	NH ( )	EA	WF	Associate	Main	

DCIS Project Funding and Location

Funding

DCIS Funding Type:

☑ Federal ☑ State ☐ Local ☐ Private

Location

DCIS Project Number: NH ( )

Highway: IH 35

District: AUSTIN

County: TRAVIS

Project Limit -- From: SH 45N

Project Limit -- To: FM 1825

Begin Latitude: + 30 . 4347088

Begin Longitude: - 97 . 6695704

End Latitude: + 30 . 4793984

End Longitude: - 97 . 6736546

DCIS & P6 Letting Dates

DCIS District: 03/22

DCIS Approved:

DCIS Actual:

P6 Ready To Let: 12/01/2021

P6 Proposed Letting: 03/01/2022

DCIS Project Description

Type of Work:

Layman's Description:

WIDEN ROAD - ADD LANES

DCIS Project Classification: WF - WIDEN FREEWAY

Design Standard: 4R - New Location and Reconstruction

Roadway Functional Classification: 2 - Not Applicable

Jurisdiction

No — Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

☑ FHWA - Assigned to TxDOT ☐ TxDOT - No Federal Funding ☐ FHWA - Not Assigned to TxDOT

TXDOT — Who is the project sponsor as defined by 43 TAC 2.7?

No — Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes — Does the project require any federal permit, license, or approval?

☑ USACE ☐ IBWC ☐ USCG ☐ NPS ☐ IAJR ☐ Other

No — Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: 2 (Feet) Maximum Depth of Impacts: 10 (Feet)

New ROW Required: 17 (Acres)

New Perm. Easement Required: 0.2 (Acres) New Temp. Easement Required: 3.3 (Acres)

Project Description

Describe Limits of All Activities: Spell

The Texas Department of Transportation is proposing improvements to I-35 from SH 45N in Williamson County to US 290E in Travis County. The proposed improvements would add one non-tolled managed lane in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, reconstruct the Wells Branch Parkway interchange to a diverging diamond intersection (DDI), and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. Both the logical termini and limits of construction are at SH 45N and US 290. The project length is approximately 11.5 miles. The project would require the acquisition of approximately 17.0 acres of ROW, which would include approximately 10 to 15 feet of proposed ROW from various locations throughout the corridor.

Refer to 2020-10-26-M35 CapEx-N 0015-10-062 Schematic.pdf for a copy of the schematic.

Describe Project Setting:

The proposed project location is in an urban setting. The existing roadway experiences high traffic volume 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 45N, Grand Avenue Parkway, Wells Branch Parkway, Howard Lane, Parmer Lane, Yager Lane/Tech Ridge Boulevard, Braker Lane, Rundberg Lane, US 183 and US 290E.

Land use in the vicinity of the project area is highly developed and comprised of a variety of commercial property types including large shopping and office/retail centers, car dealerships, hotels/motels, restaurants, governmental offices (TxDOT, TCEQ, Veterans of Foreign Wars), as well as residential subdivisions, apartment complexes, and schools. One public park, Upper Little Walnut Creek Greenbelt is located adjacent to the corridor. There are a few undeveloped parcels; however, none are being used for cropland, pasture, or range land.

Nine creeks cross the project area and include two unnamed tributaries to Gilleland Creek, Gilleland Creek, two unnamed tributaries to Walnut Creek, Walnut Creek, two unnamed tributaries to Little Walnut Creek, and Little Walnut Creek. All creeks and tributaries occurring within the project area flow from west to east and are classified by the USGS as perennial or intermittent/ephemeral streams.

Vegetation in the project area consists of maintained roadside grasses and forbs within existing ROW. Landscaped grasses, forbs, and shrubs are located within developed areas. In undeveloped areas, vegetation consists disturbed pasture, Ashe juniper/live oak woodlands, and narrow riparian areas.

A review of the THC Historic Sites Atlas indicates that there are no previously designated historic districts or properties adjacent to the project area. Cemeteries adjacent to the project area include the Cook Walden Capital Parks Cemetery, Memorial Hill Park Cemetery, and Walnut Creek Cemetery.

Describe Existing Facility:

I-35 within the proposed project limits is an access-controlled interstate highway. The facility typically has three, 12-foot wide general purpose mainlanes (concrete barrier separated) with 2-foot wide inside shoulders, 4-foot wide outside shoulders, and two, 11-foot wide frontage road lanes with 2-foot wide inside and outside shoulders in each direction. Sidewalks exist intermittently throughout the project area between the frontage roads and adjacent businesses and around the intersections. No shared-use paths are located in the project area. Drainage along the roadway (mainlanes and frontage roads) is provided by open ditches. The existing ROW width is typically 300 feet but widens at the interchanges. Existing permanent drainage easements (13.5 acres total) are located at creek crossings. The posted speed limit along I-35 in the proposed project area is 70 mph on the mainlanes and 45 to 55 mph on the frontage roads.

The following existing access ramps (19 northbound and 17 southbound) and existing direct connectors (one northbound and one southbound) are located along the roadway:

Southbound
•Entrance from SH 45N
•Exit to Grand Avenue Parkway
•Exit to Wells Branch Parkway
•Entrance from Grand Avenue Parkway
•Exit to Howard Lane

Describe Proposed Facility:

The proposed facility would be concrete barrier separated and would consist of three, 11 to 12-foot wide general purpose lanes, one, 12-foot wide managed lane, a 10-foot wide outside shoulder, 4-foot wide inside shoulder, three, 11-foot wide frontage road lanes, and an 8 to 10-foot wide shared-use path in each direction. A 4-foot wide buffer would separate the general purpose lanes from the managed lanes. Auxiliary lanes would be constructed, in sections, and collector-distributor roads would be constructed at Howard Lane (northbound), Yager Lane/Tech Ridge Boulevard (northbound), and Rundberg Lane (northbound and southbound).

The proposed ROW would typically be 300 to 320 feet wide. Drainage would continue to be conveyed through open ditches. The proposed project would require approximately 17.0 acres of additional ROW, 0.2 acre of proposed permanent drainage easement, and 3.3 acres of proposed driveway license areas (i.e., temporary construction areas) to implement.

The proposed roadway would remain controlled access. Existing access to the general purpose lanes 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 some minor reconstruction to accommodate the proposed improvements. The following ingress/egress points to the proposed managed lanes would be provided:

Southbound

Transportation Planning

Yes — Is the project within an MPO's boundaries?

No — Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in Attainment/Unclassified area.

This status applies to:

- ☐ CO - Carbon Monoxide
- ☐ O3 - Ozone
- ☐ NO2 - Nitrogen Dioxide
- ☐ PM10 - Particulate
- ☐ PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification: EA

Project Contacts

Created By: System Admin

Date Created: 09/26/2014

Project Sponsor: ◉ TXDOT (Or) ○ Local Government

Sponsor Point Of Contact: Sonya Hernandez - Environmental Specialist

ENV Core Team Member: Lindsey Kimmitt - Environmental Specialist

District Core Team Member: Andrew Cooper-C - Contractor GEC Environmental Lead

Other Point of Contact(s): Spell

Tricia Bruck-Hoyt-C

Last Updated By: Tricia Bruck-Hoyt-C

Last Updated Date: 08/04/2021 01:38:41

APPENDIX I

COMMENT/RESPONSE MATRICES FROM PUBLIC MEETINGS AND PUBLIC HEARING

Public Meeting #1
August 22, 2016

Mobility35: North16 Open House #1 Comment/Response Matrix						
#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
1	Rodriguez	Daniel	8/22/2016	Written	I think there should be no tolls on I-35 we just need to make a [sic] extra ln for traffic and not change. It is not fair for people that can't afford it and with all the screw ups msb and tx tag has caused in recent years I don't believe these should have a right to be in business. NO TOLLS!	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
2	Lane	Rodney	8/22/2016	Written	I think “wishbone” ramps should be added to the plan between the new express lanes and SH 45. As a driver traveling from RM 1431/FM 3406 area, if I am on the express lane, I should not have to exit the express toll lanes, crossing the free lanes, just to get on the roll road (SH 45). At least plan for future expansion to include these ramps.	Thank you for taking the time to provide your input. Public input is a valuable part of the evaluation process. Wishbone ramps are a good option to use to connect one roadway to another without requiring drivers to exit. The team will investigate the viability of this option.

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
3	Cardinoza	Leilani	8/22/2016	Written	Austin population is growing at very fast rate and with that the city should be able to adjust with the growth without having to charge the citizens extra money just to be able to move around the city. The express lanes are a necessary improvement but I don't think tolls should be charged to be able use it. Tax rates, especially property taxes have increased dramatically that last few years, where is that money going? Isn't that the reason we pay taxes is for that money to go to those kinds of improvements? No to tolls, yes to the express lanes.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
4	Baclawski	J.	8/22/2016	Written	I think the roadway should be free.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
5	N/A	N/A	8/22/2016	Written	No Tolls: It's elitist and wrong. More lanes yes – more paint Trucks to the outside lanes only.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					Fix exit south bound from 79 down to Hesters into 1 lane not 2 bottle necks. Have a commuter in the family who drives 5-6 times a week on I35 it's important to me that it functions for everyone. Change to legislation regarding fines and tickets on interstates to help fund it along with new car tax and gas tax. Make sure to grade properly for stormwater and drainage issues.	Separate, stand-alone projects, both northbound and southbound, are being developed from RM 1431 to SH 45SE. These operational improvements include ramp reversals, auxiliary lanes and braided ramps. Our team will investigate the bottlenecks you described on the southbound side of I-35 between US 79 and RM 620.
6	Howard	Rodney	8/22/2016	Written	1) Love it 2) Variable toll option is a critical component to the success of a project like this	Thank you for taking the time to provide your input. The Mobility35 program includes proposed improvements to 79 miles of I-35 from the Williamson/Bell county line to the Hays/Comal county line. Three express lanes projects, called North16, Central7 and South10, if environmentally approved and funded, will be implemented in phases. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm
					3) Extend this to Highway 29 in Georgetown	As demand increases in the region it is possible that the addition of express lanes could be evaluated for implementation outside of these limits of these three projects.
7	N/A	N/A	8/22/2016	Written	To make the highways work a bit better we might consider encroaching on the frontages as well as the middle of the interstate. Which will give 2 1/2 lanes not 1 ½.	Thank you for taking the time to provide your input. The available space within existing right-of-way is being utilized for the improvements proposed as part of the North16 project as well as separate, stand-alone projects, both northbound and southbound, that are being developed from RM 1431 to SH 45SE. The overall Mobility35 program will balance the needs of the mainlanes, ramps and frontage roads within the right-of-way that exists.

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
8	Ainsworth	Jacqui	8/22/2016	Written	Although I like the ability of an express lane, I would prefer it to be a carpool lane. The tollways have been a wreck and the need is to get fewer cars on the highway. If the express lane is limited to carpools and emergency vehicles, I believe it would help the congestion two-fold.	Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and ensure a reliable travel time even when the general purpose lanes are congested.
					Please make the 1431/35 bridge more user-friendly and don't make any more like it.	The RM 1431/I-35 bridge is a recently-completed Diverging Diamond Intersection (DDI). This type of intersection may be recommended for other locations as part of the Mobility35 program because they address congestion by allowing more vehicles to move through an intersection. You can learn more about these intersections here: http://my35.org/capital/proposed-concepts/ddi.htm
9	Roeling	Gerard	8/22/2016	Written	I am against construction of a new toll road. Why does every major TxDOT project around Austin have to be a toll based system? Houston widened I-10 to 8 lanes and traffic moves beautifully there. I tire of TxDOT essentially creating a caste system for drivers. I also suggest that TxDOT carefully observe the Mopac "Improvement" Project to see if a toll lane actually alleviates traffic problems, or simply provides a way for those who can afford the lanes with a way to further set themselves away from the Hoi Polloi.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					I'm simply sick that TxDOT feels the only way to improve our highways is to charge for the priviledge on a road that has already been paid for with our tax money.	Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
10	Marrone	Jim	8/22/2016	Written	No to toll lanes on the public interstate. SH-130 already exists for people willing to pay a toll. Choose the no-build alternative.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					The only improvement necessary is southbound IH-35 over McNeil. Widen it so the slow trucks don't block the lanes going up the hill. This is the biggest IH-35 problem in the north 16-mile area.	A separate stand-alone project at McNeil proposes to change the geometry of the ramps and add auxiliary lanes.
					You scheduled the meeting from 4:30-6:30. Most people work until 6:00. Please schedule future meetings with more than 2 hours, and later evening hours.	The meeting time was set to accommodate individuals who wanted to stop by the meeting on their way home from work. For those individuals that were not able to attend in person, a virtual open house was available from Aug. 22 - Sept. 5. For future public involvement activities, we will consider different meeting times and durations.
11	Mascalueras	Porfilio	8/22/2016	Written	I think that it would be more faster not much of traffic. It would improve the flow. It would not take an hour to cross Austin south to north.	Thank you for taking the time to provide your input.
12	N/A	N/A	8/22/2016	Written	Central Texas Mobility – MSB – Worst company Awful customer service Ridiculous late fees Bad management Should be closed!!!	Thank you for taking the time to provide your input.

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13	Hans	Stephen	8/22/2016	Written	183 is your best example Stop tolling US!! Just Stop!! Stop Tolling US!!	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
14	Powers	Linda	8/22/2016	Written	Relocated on ramp ~ Applegate Dr – concern as Applegate is major exit from North Aeres, Windsor Hills and cut through from Dessau. Concern for safety of cars trying to cut across 3 lanes to enter I-35.	Thank you for taking the time to provide your input. Regarding Applegate Drive, the team will investigate ramp configurations and ensure maximum safety for the future design.
					Braker – love the U-turn option! Will help w/flow of traffic trying to go south. Braker and Runderberg – need bike/ped transit improvements. Braker is wonky and difficult to navigate on bike. Rundberg has recent KAB improvements. Separate bike/ped path desired.	Regarding your comments on Braker and Rundberg, the team will investigate bicycle/pedestrian traffic patterns. You may be aware that the Mobility35 program proposes to add or improve bicycle and pedestrian facilities as part of each of the express lanes projects and the stand-alone projects. Along the frontage roads, curb and gutter improvements are proposed to provide a barrier between travel lanes and sidewalks/shared-use paths.
					Parmer – like diamond plan. Anything to get traffic moving. NB intersection and SB take 2-3 cycles most times of day. Like the NB bypass under bridge for Howard access. Looking forward to SB divergent path.	In addition, intersection bypass lanes are proposed on the southbound side from Howard as a stand-alone project to reduce delay at the Parmer intersection.

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					Howard – need Lamar connector NB to Howard. Traffic diverts through high school. Sidewalks along I-35 NB have no pedestrian barrier (183 to Braker). And very narrow differences b/w road (where cars travel 50+ mph) and sidewalk. Cars frequently drive on sidewalk to turn and park on sidewalk as shoulder. Rutland (Rutherford?)/Frontage exchange (N of Norwood Park Blv) is dangerous. Many crashes – see stats from City of Austin. Cars exiting NB try to cross 3 lanes to catch turn. Barriers currently present, but damaged/missing. Looking forward to flyover exchanges @ 183/I35.	In the Lamar area, the close proximity of Lamar, Howard and the southbound I-35 frontage road eliminates the possibility of a northbound Lamar connection to Howard. At this time, the current configuration is planned to remain.
					I35 exit to 290 difficult to catch turn. Suggest improvements.	Proposed improvements for I-35 in the area of US 290 are part of a separate, stand-alone project, as well as a part of the Central7 Comprehensive Project.
15	Brewer	Gary	8/22/2016	Written	What happened to our No Engine Brake signs that used to be on IH 35 from (I think) Yeager Ln to downtown Austin. Traffic noise in our neighborhood Eubank Acres II especially north end of Oakwood Drive has increased 10 to 15 DB since the Yeager I35 upgrade to Braker. These are actual levles that people in our neighborhood are taking to Travis County Appriasal District to protest their property values. THIS SHOULD ALSO SUPPORT SOUND BARRIER WALLS BEING PUT IN FROM AT LEAST BRAKER TO YAEGER.	A traffic noise analysis will be conducted as part of the environmental study that is being done for the project. If it is determined that a noise impact would occur as a result of the proposed project, noise abatement measures will be evaluated in accordance with TxDOT and FHWA policies and procedures.
					Love the diamond flow at IH 35 and IKEA. That intersection works very good. Used to be 3 to 4 lite crossings now I make it in 1 lite now.	Thank you for your input. A similar divergent diamond interchange is being evaluated for the intersection of Parmer Lane and I-35. You can find more information about this project online at: http://my35.org/capital/projects/travis/parmer.htm
16	Meadows	Robert	8/22/2016	Written	I have no opinion about the express lanes because I do not drive on IH 35 because it is too unpredictable and too dangerous.	Thank you for taking the time to provide your input. Adding tolled express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide a more reliable route along I-35. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.
					Please consider looking at best practices for incorporating anti-panhandling features in overpass design - particularly at Braker and IH 35 (e.g., lack of medians).	Medians serve as a refuge for safety in case a pedestrian is unable to cross the entire intersection in one pedestrian signal phase. The medians also help with signal timing efficiency so that a long pedestrian signal phase would not be needed to get someone all the way across the full width of the street.
					Also, please look into intrinsic noise abatement such as concrete surfaces and paints. What are the plans for extrensic noise abatment for owner-occupied housing that directly abuts IH 35? (e.g., sound walls). Noise is a definite problem now in certain sections of the Walnut Creek subdivision (Braker x N. Lamar x Yager x IH 35).	A traffic noise analysis will be conducted as part of the environmental study that is being done for the project. If it is determined that a noise impact would occur as a result of the proposed project, noise abatement measures will be evaluated in accordance with TxDOT and FHWA policies and procedures.

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17	Sheth	Jayant	8/22/2016	Written	I would like to see non-toll lanes added. This section is not that expensive. So stop toll at 183, keeping all lanes, including additional lanes free, north of 183.	Thank you for taking the time to provide your input. Adding tolled express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone. Funding for the project and operation of the facility has not yet been identified.

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18	Almour	Ralph	8/22/2016	Written	$400M for tollway will not work, I don't believe ridership numbers will alleviate traffic or recoup cost. I believe urban rail is the best use of funds and will alleviate traffic multiple times more than tolled express lanes. The average rider does not want to pay more tolls.	Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated Adding tolled express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

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19	Smajstrla	Jim	8/22/2016	Email	How ironic that this website is named "my35.org", when you are stealing I35 away from American citizens. The I35 right-of-way is public land, paid for with public money. Now it is being taken away to become a money making enterprise. And to make money for who? The Engineers at the Cedar Ridge open house tonight had zero information about where the capital to do the construction will come from, who will operate the tollway, and most importantly who will benefit from the collected tolls.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone. Funding for the project and operation of the facility has not yet been identified.
					What has happened to the torrent of tax money being collected that used to go to pay for highway projects? Where has it been diverted to?	Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.
					Simultaneously amusing and sad that the cross-section drawing comparing the before and after roadways are marked "not to scale". Is it to avoid showing the narrow "free" lanes and the nice wide toll lanes?	We apologize for any confusion the typical sections may have caused. Existing lane widths on the mainlanes and frontage roads are 12 feet. Proposed lane widths on the mainlanes, frontage roads and express lanes would also be 12 feet in most locations. The mainlanes and frontage roads will not be narrowed to less than 11 feet wide where space constraints exist.
					No other options considered other than toll lanes! Absurd.	Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated.
					Truckers have chosen to stay on I35 rather than drive extra miles and pay high rates on toll 130. So you will force them onto a tollway by making EVERYTHING a tollway. Devilish.	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.

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					The Engineers at the Cedar Ridge open house tonight had zero information about whether the tolls are to pay for the roadways, how many years they would be in place, etc. Unfortunately, I'm guessing this is being planned as a permanent toll, to be another part of the tax stream to be wasted, rather than earmarked to pay for transportation infrastructure.	Please see response above.
20	Lubenow	John	8/23/2016	Email	Overall this plan is a waste of taxpayer's money and will do nothing to improve mobility in the North Austin/Round Rock corridor. We need much more capacity on 35, not the reduced capacity this plan will bring. The number of public busses and ride-share vehicles in Round Rock is miniscule compared to the overall traffic volume on I35. What we really need is at least 2 additional lanes of traffic flow, usable by all drivers, in each direction. Expanding capacity is the only way to improve the traffic flow on I35 due to the poor political decisions to locate 130 so far east that it is unusable and the inability of our politicians to expand capacity on MOPAC. Variable priced toll lanes on Mopac have been a complete disaster going way over budget and taking years longer than estimated. Studies have shown that the toll lanes will not reduce congestion and improve the mobility for the vast majority of drivers on the road. The toll lanes are specifically priced to keep drivers off of them in order to make busses move faster. That, in and of itself, is a political decision not an optimal engineering design. TxDot needs to get out of political decisions and get back to making good engineering decisions that improve traffic flow overall.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone. In addition to the drawbacks described above associated with adding additional capacity in the form of general purpose lanes, adding multiple lanes in each direction would require additional right-of-way. Right-of-way acquisition would require displacement of residences and businesses and violate one of the goals of the Mobility35 program: to minimize the need for additional right-of-way.

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21	Mitchell	Bryan	8/22/2016	Email	What part of No More Toll Roads don't y'all understand ? We supposedly elected governor there was anti-toll. I won't vote for anybody that votes for a toll road. Especially when you let them have 50 and 100 year leases with the option of more . If they reverted to a free road after it was paid for I'd be ok with it.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					Raise the freaking gas tax !!!	Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.
22	Layton	Dale	8/22/2016	Email	do you have to toll every bloody highway in central Texas? I am sick and tired of all the toll roads here in the Austin area - seems like this is now the preferred solution. How many toll roads or toll segments would this make now in Central Texas? Is this all you can come up with? The south segment of Toll 130 is losing money - Mopac will too!	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

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23	Keith	Melody	8/22/2016	Email	Please no more toll roads.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					I would rather taxes be increased instead of toll roads. It is only beneficial to people that can pay the tolls. For roads it should not be based on income levels. It should be available to all. The roads in Houston are still congested in Katy during rush hour. people are not using the express lanes in HTX to capacity.	Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.

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24	Heater	Stephen	8/22/2016	Email	I'm all for improvements to the 16 mile stretch of I-35 but I am 100% against more toll lanes.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					Please don't toll us, just raise the gas tax.	Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.
25	Hollis	Teresa	8/22/2016	VOH	Please do not add toll roads to ih35. Round Rock, Hutto and Pflugerville could use public transportation, such as a bus line, but but[sic] toll roads.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

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26	N/A	N/A	8/22/2016	VOH	I agree highways and streets are constructed with taxpayers money; so we should not have to pay to drive on them!	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
27	Flores	Ciera	8/22/2016	VOH	Please don't add tool express lanes to 35 for the love of God	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

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28	Branstiter	Nancy	8/22/2016	VOH	TXDOT should NOT tax citizens twice. First at the gas pump and then again by tolling once non-tolled roads.	Thank you for taking the time to provide your input. Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.
					I realize that drivers do not have to use the toll lanes; however, only those with excess disposable income will use the tolled portion. A better name for these lanes would be "Wealthy Lanes."	Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
29	Stalnaker	Lee	8/22/2016	VOH	Will there ever be Direct Connectors from SH45 West bound to IH35 South bound and from IH35 North bound to SH45 East bound? If these connectors had been created when the original SH45 was built I would have been using it all this time as I live in Bradford Park Round Rock. Just think of the Hundreds of Thousands of dollars a year that are not being collected because of this Oversight. Please get someone talking about this.	Thank you for taking the time to provide your input. The determination to construct roadway improvements is based on current and forecasted traffic needs. SH45 direct connections are not currently listed in the CAMPO 2040 plan and are not currently in the project development process.

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30	Powell	Pat	8/22/2016	VOH	no-build alternative. No express lane It should stay free like it is Free HOV lane instead is a better option	Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated. HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and to ensure a reliable travel time even when the general purpose lanes are congested.
31	Powell	Randy	8/22/2016	VOH	No express lane on the I-35	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

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32	N/A	Julian	8/22/2016	VOH	The express lanes should not be tolled at all. Your plan for SH130 to be a loop around Austin and alleviate traffic has not worked. You have created a toll lane and made it a hinderance and expensive for drivers to go around Austin. The solution should be a FREE HOV lane, during rush hour, and a toll lane (if you must) during non-rush hours. This would be similar to Houston's HOV lane that is free during rush hour and is tolled at all other times. This will not ensure more safety with higher occupancy vehicles, but an incentive for them to ride-share and use public transportation which would be allowed on the HOVs as well.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
33	Powell	Gabriella	8/22/2016	VOH	no-build alternative express lane on the I-36 corridor	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

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34	N/A	Julian	8/22/2016	VOH	Your end of the Express Lane on the northbound side should end with the ability to take the 1431 exit, which is a main thoroghfare for North Round Rock. Ending it past that point would be a hinderance to traffic. You could use the same option on Northbound Mopac, where there is an exit to get off at Parmer, yet it continues past Mopac to connect with the 45 toll road	Thank you for taking the time to provide your input. Proposed access points are being determined through traffic modeling, which is currently underway as part of the environmental study for the project. Based on current modeling efforts, users will exit south of FM 3406 to access RM 1431. Placing the exit at this location will accommodate the needed weaving distance from the express lane exit to the general purpose lane exit.
35	Rush	Heather	8/22/2016	VOH	I do not want another tollway with only one express way. There has to be a better solution that is more affordable to the public.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
36	Best	Brett	8/22/2016	VOH	Looks promising! Is there space for an additional main lane on each side as well as the express lanes? It would help in general to reduce congestion, but specifically I'm thinking of Northbound I-35 where 3 lanes of TX-45 toll traffic merge together with 3 lanes of I-35 traffic and then all squeeze into only 3 lanes. Keep up the good work as far as I-35 improvements go. Even "small" improvements will add up to a better driving experience. Thanks! -Brett	Thank you for taking the time to provide your input. Because the corridor is heavily populated by residents and businesses, and one of the goals of the Mobility35 program is to minimize the need for additional right-of-way, the program proposes the addition of only one lane in each direction. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm

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37	N/A	N/A	8/22/2016	VOH	I-35 toll road through Round Rock: NO!	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					Please consider other options, such as diverting all 18-wheelers to 130. This is unfair to taxpayers who have already paid more than our fair share just to drive I-35.	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.

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38	N/A	Bill	8/22/2016	VOH	This City has become Toll-Road happy. All Roads across the entire country were built on Tax Dollars. There are areas of this country that are 100 times more topologically challenging than this mostly flat Texas, and were not tolled. There are toll roads elsewhere, but this State generates enough revenue to pay for new and updated highway systems. It is just another way to separate the haves from the have nots, which you have done for years by not adding connectors at IH-35/Hwy-183, Hwy-183/290, IH-35/SH-45, as you have on the west at Mopac/Hwy-183. But this not about connectors. It is about planning for the future, and Austin will never sail into the future until it stops thinking weird!	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
39	Gonzales	Sandy	8/23/2016	VOH	No more tolls. The tolls are way too expensive and truly unAmerican. We pay over 50% of our wages in taxes and now all the TxDot can think of is taking more.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					I think a public independent audit should be done on what in the world you are doing with our road/gasoline taxes. Bo to tolls!	Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.

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40	N/A	N/A	8/23/2016	VOH	I am sick and tired of at every turn some non-thinking forth point of contact (that's your rear end - in military speak) wants to "make things better" by sticking a toll/charge on it. Instead of spending money on these silly "public input" events, why don't you add some congestion fixes that take care of the problems and not try to separate those who are willing to pay extra to go around those who are stuck in traffic. If you would use common sense to take care of the congestion by enforcing the passing lanes keeping slower traffic from slowing those going faster. Open up choke points and extend on and off ramps so that they can merge at highway speeds.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					If you want to reduce the trucks going North and South - use the money you looking to waste on this toll road project and buy out SH130 making it a free for people to bypass Austin altogether. There are many options that can fix this problem/issue other than cramming another toll road down our throats. So - my answer and that of my family and friends is NO!	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.

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41	Banks	Jody	8/23/2016	VOH	Could we PLEASE find another option WITHOUT adding more toll roads to this area? We are tolling this area to death!! What are our tax dollars doing if we are being paying tolls at every turn?	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					Here is the best option I have heard yet...Use the money that it would take for a project like this and pay off the Toll 130 and 45 expressways and turn the expressways into regular highways....then people would USE the roads. Please stop.	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that more than 85% of trips on I-35 have a destination in the Mobility35 program area. Because both trucks and individuals often have destinations near I-35, attempts to re-route traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.

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42	N/A	N/A	8/23/2016	VOH	I was unable to attend the meeting due to work and the last minute notification received regarding the North 16-Mile Comprehensive project. While yes the entrance and exit lanes need improvement by either making them longer or having the exits be more separated especially along the 620 and Hesters Crossing area of 35, HOWEVER a toll lane of any kind is not the answer. If there were less toll roads in the area I can almost guarantee that there would be less traffic on 35. Many people cannot afford the high tolls on these roads, adding a toll express lane will only take up valuable space, that is extremely minimal to begin with, to remain mostly empty. There needs to be better solutions that the daily driver does not need to pay the price for. We already pay taxes when registering our vehicles, when purchasing gas and then we also pay property taxes which all feeds into the transit department funds. Millions and Millions of dollars had been spent on the diamond at 1431 which quite honestly is a disaster. Take a drive to the area one afternoon at about 5:30 or even on a Saturday afternoon, the traffic has not been helped in anyway, I think it is actually worse and I do all I can to avoid the area.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					My suggestion, remove the tolls on 45 and 183 and I am sure traffic would go down along I35. Also, all the money spent on 130?? what was that for? Again, valuable real estate for traffic that many avoid due to the high tolls. If the tolls are a necessary evil (which I am sure they are) then require a toll for only entrance or exit (not both) AND remove the toll charges every other mile! That is just ridiculous! Texas is the best state in the country! Lets treat all our residents with respect and stop robbing them and creating more troubles with more tolls and instead fix the issues that have been caused by the poor planning in the first place.	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that more than 85% of trips on I-35 have a destination in the Mobility35 program area. Because both trucks and individuals often have destinations near I-35, attempts to re-route traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.

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43	N/A	N/A	8/23/2016	VOH	One of the major throughput issues travelling through Round Rock on I-35 is the inability for westbound 45 drivers to merge south onto I-35 and similarly for northbound I-35 drivers to merge directly onto 45 eastbound or westbound. When 45 was built, they even included some provisions to make this possible - and it needs to happen. The amount of traffic on Louis Henna / 45 access road westbound in the mornings is obscene and most of them are just trying to get to 35. Similarly in the evening the amount of I-35 traffic that redirects to Greenlawn and Louis Henna in an attempt to reach 45 is terrible. All of these routes incur numerous streetlights and passing through congested areas. This would be a huge benefit to all travelers by removing on/off traffic on both the highways and access roads.	Thank you for taking the time to provide your input. The determination to construct roadway improvements is based on current and forecasted traffic needs. SH45 direct connections are not currently listed in the CAMPO 2040 plan and are not currently in the project development process.
44	McMurray	Nicholas	8/23/2016	VOH	I am all for the full option of NB and SB express lanes with the future lane option. The proposed express entrance and exit markers appear adequate as well. My largest concern appears to be handled by another project, according to the schematics included. The single biggest point of congestion, in the Round Rock area, is on IH35 SB between 3406 and 620. The entrance ramp on the north end of 620 is the culprit, but I see plans for improvement that look good in the roll out. The next issue is the entrance ramp from SH45 to NB IH35. I do not see a fix for this in the roll out, though I may have missed it as there's a lot going on in that area. That ramp needs an extended entrance path as traffic continually backs up on the ramp and on NB IH35 before the merger. I am concerned that the express lanes are only proposed for the North and South plans. The biggest point of failure in the greater capital area is in the Central area, between 183 and Slaughter Ln. This entire stretch needs to be reconfigured, and with express lanes. The biggest problem areas being the upper / lower deck merger on SB IH35, the upper / lower desk split on NB IH35, the William Cannon exit on SB IH35, and the Riverside underpass on NB & SB IH35.	Thank you for taking the time to provide your input. Most improvements north of SH 45 are being addressed with separate stand-alone projects, which include ramp reversals, braided ramps and extended entrance/exit lanes. The lane configuration for the SH 45 entrance to northbound I-35 will be studied. Similar to the North16 and South10 projects, the Central7 project is studying the downtown portion of I-35. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm

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45	Nugent	Wesley	8/23/2016	VOH	The mopac expressway has been a disaster and will not mitigate much traffic. There are no public transit options all the way into Round Rock (Old Settlers) from Austin so the public transit is not a viable reason for this type of upgrade. This will cause severe traffic issues on an already congested freeway that is used not only by local residents but by travelers that are passing through. 130 has not reduced congestion, and this will not have much of a benefit either. Instead, building an HOA would be more helpful or increasing regular lanes of traffic to accommodate more traffic. I think it's a travesty that a city as large as Austin does not have any HOA lanes and instead insists on building expensive, unused, toll roads that do not actually provide any benefit.	Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated. HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and to ensure a reliable travel time even when the general purpose lanes are congested.
46	N/A	N/A	8/23/2016	VOH	Is anything going to be done to the northbound entrance to IH-35 north of 290 where traffic entering the highway has to jockey around the traffic exiting IH-35. Then once you are entering the highway traffic comes to a halt due to traffic cutting over and trying to get to the westbound 183 flyover. This whole area from 290 to 183 needs to be completely torn up and redone so that the flow of traffic does not come to a screeching halt at rush hour. Look to the southbound exit and entrance to IH-35 at 290, this is how the northbound should be.	Thank you for taking the time to provide your input. The portion of I-35 from Rundberg Lane to US 290 East is a part of a separate stand-alone project that includes improvements to the US 183 interchange. This project is currently in the detailed design phase and, if funding is identified, construction could begin as soon as fall 2017. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm

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47	N/A	N/A	8/23/2016	VOH	No tolls for RR on I35. Will not help & would be under construction too long.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					Tolls are expensive and we are not using I30 as is. Trucks should get that toll free to keep them off I35.	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.

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48	N/A	N/A	8/23/2016	VOH	No more toll roads. No one uses 130 because it is too expensive. A toll road will not alleviate traffic, it will just make it worse and more frustrating. Stop it.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
49	Villarreal	Rudy	8/23/2016	VOH	As we plan to relieve pressure on I35, it makes sense that we should complete the direct connectors between northbound I35 and east/west tollway SH45. This would take volume off of I35 entering Round Rock which seems like it would reduce traffic. I understand there is no funding allocated for this project. I will write CAMPO and my legislators to encourage them to allocate resources. I think we should make the most efficient use of current infrastructure. The missing direct connectors between I35 and SH45 fails to take full advantage of our existing infrastructure. Thank you for the opportunity to share a comment!	Thank you for taking the time to provide your input. The determination to construct roadway improvements is based on current and forecasted traffic needs. SH45 direct connections are not currently listed in the CAMPO 2040 plan and are not currently in the project development process.

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50	N/A	N/A	8/23/2016	VOH	We already have enough toll roads in Austin. In fact a toll road was built to fix this issue already. It goes from Buda to Georgetown now. I do not see how we can add more tolls based on that fact. Every main entry in/out of Austin will be tolled and this is getting ridiculous. Everything you have proposed doesn't address the bottle neck of downtown. Once you hit the area around the lakes it stops because it is to tight. That area needs to be fixed and traffic will flow better as well.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
					If you put in an actual loop around the city that is not tolled it will get used a ton.	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.
					Also since we are at it why hasn't any rail been put in while there is construction going on? Not the light rail failure to Cedar Park either but a subway system like they use in the larger cities such as New York, Chicago, Washington D.C. and so on. The rock cannot be too hard as you want to put a underground passage through downtown as well.	Based on results of the Planning and Environmental Linkages Study, passenger rail along I-35 is not a feasible alternative within current planning efforts for a few reasons, including: • Placing rail along I-35 would require right of way acquisition and much more reconstruction of I-35 than what is currently planned. This is partly due to the fact that rail requires flatter grades and longer curves than a roadway. • Bridges that cross over I-35 would not provide adequate clearance for rail, and I-35 bridges over cross streets would not have adequate structural capacity for rail vehicles, which would require reconstruction of most roadway bridge structures in the corridor.

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51	Medulan	Martin	8/23/2016	VOH	I disagree with express toll lanes being built on existing highways. This solution by default will not lower traffic as much as a regular extra lane would do, and is not a good use of land.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
52	N/A	N/A	8/23/2016	VOH	Please fix the daily slowdown/traffic jam at the Hesters Crossing exit on southbound I-35! As a Round Rock resident, I drive that way often for errands, to take my kids to extracurricular activities, to visit my mother, etc., and that area is almost always slow or stopped, regardless of the time of day.	Thank you for taking the time to provide your input. A separate stand-alone project at McNeil proposes to change the geometry of the ramps and add auxiliary lanes.

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					Also, I am opposed to toll lanes on 35.	Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
53	N/A	George	8/23/2016	VOH	I recently moved here from Florida we had just a few years before I left put these variable toll Lanes in on a major highway it did not benefit in the way that they expected it to while it will allow people going from one into the city to the other to commute on it anybody in between suffered greatly this drastically reduced the efficiency of the remaining three lanes and with the price of the toll Lanes being variable and ended up being high during hours it was needed it reduced drastically the actual use of the toll road I would not recommend this I would strongly recommend against it and looking for another solution.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

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					As to the safety of these things they were done with a flexible post like divider from the regular traffic Lanes people would cut in and out of these lanes and caused major accidents quite often and made the commute even worse for the toll and non-toll Lanes.	The decision on design for dividers between the express lanes and general purpose lanes has not been made yet. These details will be determined during the detailed/final design stage of project development. Safety for all roadway users will be an important consideration in determining the appropriate lane divider.
54		Average Citizen	8/24/2016	VOH	Proposed express lanes on I-35 are a joke and attempted money grab. Take a look at 130 what a great job that has done to alleviate traffic through Austin on I-35. Some say trying the same thing over and over expecting different results suggests insanity! Just add lanes or make 130 free. Oh and observe what is about to happen on Mopac with the new express lanes...	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

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55	N/A	N/A	8/24/2016	VOH	I couldn't make it to Cedar Ridge High for the open house, but from what I've heard, I'm not gonna like what you are doing. The main complaint is that you're making the new lane/road a toll road. Why does everything have to be toll roads with you guys? Is your department in need of money THAT badly that every new road you build has to be tolled? I recommend you just make the extra lane on each side of I-35, and just leave it at that.....NO TOLLS!!!!	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
56	N/A	N/A	8/24/2016	VOH	Why do we pay taxes for roads and infrastructure when the only solution you can come up with is yet another toll road to benefit a foreign investor? Please solve the traffic issue with our tax money and quit finding new ways to not serve the tax payer and waste more of our hard earned money!!!!	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.

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57	N/A	N/A	8/24/2016	VOH	I oppose this project. This will not ease the I35 highway congestion. It is wasting money.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.
58	Lewis	Lauren	8/27/2016	VOH	I would like to see the State of Texas/TxDot purchase the 130 tollway, make it a free road, and require through traffic, especially trucks, use it instead of IH35. This would eliminate a large amount of traffic through downtown Austin and would eliminate the majority of 18 wheelers from going through downtown on IH35. Since 130 is already built and since it is way underutilized, I believe that this is a viable solution to the current IH35 traffic problem and could be an immediate solution. Upon the creation of NAFTA, the truck traffic through downtown Austin has steadily gotten worse. Routing these trucks around Austin on 130 seems reasonable, as there is no need for them to go through downtown. If 130 were free, I believe that the truckers would prefer going around Austin to gain time. Please give this great consideration. Thank you!	Thank you for taking the time to provide your input. A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. • Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
59	Collins	Andrew	9/1/2016	VOH	I think it's simply wild that TxDOT refuses to use already collected taxes and fees to take care of the existing infrastructure and the growth that's been added to the area. Asking citizens to pay more tolls on massive projects that provide marginal benefits is just wrong.	Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone. Existing infrastructure in the state is maintained by TxDOT and is funded by the gas tax and vehicle registration fees. Tolls are not collected to maintain existing infrastructure, but rather to fund new infrastructure when other funding sources are not available.
60	Stephenson	Michelle	8/22/2016	Email	Regarding the proposed express lane for I-35 North 16. The last thing we need is another 2+ year road project ending with more toll roads.	The Mobility35 Program currently has several projects that are improving the existing non-tolled roads along I-35. Additionally, the Program is currently studying additional capacity through a single express lane in each direction of I-35 from RM 1431 to SH 45SE including the North16 project. The express lanes will be variable tolled, meaning that the price to use the express lane will increase when traffic is heavier and decrease as traffic lightens to better manage congestion. Adding express lanes, along with other roadway operational improvements planned for the area, will enhance safety and mobility and provide more reliable routes along I-35 for all users. The three existing I-35 lanes in each direction will remain free and open to the public. Drivers will have the choice to use the express lane or general purpose lanes. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Citizen input has been vital to further defining potential improvements in the Mobility35 plan. You can find additional information about the express lanes and other operational improvements by visiting the North16 webpage on My35.org at http://www.my35.org/capital/projects/travis/north-austin.htm. Thank you for taking the time to provide us your input, and please stop by to say hello if you are able to attend any of our upcoming meetings for improvement projects along I-35.

Public Meeting #2
February 2, 2017

PUBLIC COMMENT AND RESPONSE MATRIX

#	Last Name	First Name	Method	Comment (Verbatim)	Response
1	Cervantes	Ray	Written	Turnaround from 620 to Round Rock Ave traveling south to Northbound turnaround	At this time, traffic volumes do not indicate the need for a turnaround structure at this location.
2	Stroupe	Loretta J.	Written	My area is between McNeal and SH 45 Noise bars	The North16 environmental study will include a traffic noise analysis as part of the documentation of the Project's potential environmental impacts. The noise analysis will include the following: • Identification of land use activity areas that might be impacted by traffic noise. The determination of whether traffic noise exceeds acceptable levels is partially based on the land use activity that surrounds the project. For example, traffic noise considered excessive at a residence may not be considered excessive at a restaurant or other commercial use. • Determination of existing noise levels. Sound from highway traffic is generated primarily from vehicle tires, engine, and exhaust. To collect baseline noise data for comparison to the build alternative, multiple locations will be modeled along the study area during peak traffic volume hours to obtain a representative sample of the existing noise levels. • Consideration and evaluation of measures to reduce noise impacts. If noise models predict that future traffic noise levels exceed acceptable noise levels based on the impacted property type, noise abatement measures are evaluated. Noise barriers, one of the most commonly used noise abatement measures, would be considered for inclusion in the project along with other measures according to the FHWA-approved TxDOT Guidelines for Analysis of Roadway Traffic Noise. To be considered for inclusion in the proposed project, each noise barrier must be considered both reasonable and feasible. To determine reasonableness, a combination of social, economic and environmental factors is evaluated, including noise reduction goals, view impacts and cost effectiveness. To determine feasibility, topography, access requirements, drainage, utilities, maintenance and noise reduction goals are evaluated. If noise barriers are determined to be reasonable and feasible, property owners immediately adjacent to the proposed noise walls would be contacted, by certified mail and additional outreach as needed, to learn more about the proposed walls and vote on whether the walls should be constructed. The determination to construct each wall is based on a simple majority vote by the property owners immediately adjacent to the wall in question. If the Project is environmentally cleared to proceed into final design, this vote would be held soon after the environmental approval is issued.
				I live off Mays and also smells at rush hr, fumes from cars because of the way an office complex was built.	TxDOT has no control over the development of adjacent lands in regards to controls to air quality. However, an air quality analysis would be completed for the changes to the roadway design.

				Why more tolls when we still in a single family home are having environmental issues	The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is: Need: • Current congestion levels are causing inefficient operations • Travel times will increase as population and employment grow • Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists Purpose: • Improve operational efficiency and manage congestion • Provide more reliable travel times • Create a more dependable and consistent route for transit, emergency responders and other motorists The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to: • Optimize the existing facility • Enhance safety • Increase capacity • Minimize need for additional right of way • Manage traffic better • Improve east/west connectivity • Improve compatibility with neighborhoods • Enhance bicycle, pedestrian and transit-user options Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.

				already why not a loop around RR? Why not a loop around RR instead of increasing the traffic on I 35	As mentioned above, the process of determining which alternative (lane type) will move forward is largely based on how well each alternative meets the project's purpose and need. As population and employment continue to grow in the region, transportation agencies are looking to utilize a diverse range of tactics to manage the congestion that comes with this growth. This includes strategies for managing congestion on I-35, but certainly does not rule out the construction of new facilities to share some of the burden, though those options would not be addressed by this effort. The consideration of a loop around Round Rock would be handled as part of regional planning efforts and is not being considered as part of the proposed project.
				We do not need public trans. lanes on I-35 it would cause more congestion	Although the express lanes do offer a free, reliable route to CapMetro vehicles, surplus space in the express lanes would be available to drivers for a fee when they need a reliable route, so the express lanes are not considered transit-only lanes. Though the addition of express lanes on I-35 would not fix congestion, the lanes would offer a reliable travel alternative for use by CapMetro buses and vanpools, and reliable travel times to drivers when they need it.
3	Patterson	Mary	Written	The information was great and thorough. (Thanks, Brandon Marshall) I do appreciate an opportunity to ask question and gather information for my benefit (knowledge and understanding) as well as to be able to communicate that with my clients and their move/work to Central Texas.	Thank you for taking the time to provide your input.
4	Caws	Justin	Written	I've been to a few of these sessions on 35 and have yet to see a solution that is viable and future proof. With all of the real estate that will not be built on according to the schematics, a similar solution of elevating 35 would get my vote. I feel this current proposal is not maximizing the available space for expansion. Its an advocate of mobility, we need a plan that will allow the most amount of vehicles to travel through the 35 corridor at consistent speeds. The problem only exacerbates when minimal construction meets population growth. What about creating an underground highway that can be future proof?	Previous studies to improve I-35 have focused almost exclusively on large-scale traditional construction projects to address the current and future needs along the corridor. Unfortunately, many of these large-scale projects were determined to be extremely costly and difficult to implement due to the extensive right-of-way acquisitions, construction time required and potential impacts on the community. As a result, they have not advanced toward implementation. The proposed express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. This would create reliable travel times for those using the express lanes. Additionally, with the completion of the express lanes, faster travel speeds are expected in the general purpose lanes, as illustrated by traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes. Implementation of the proposed project does not preclude future consideration of other options for I-35.
5	Torres	Richard	Written	Could you please look at and/or consider revising your plans from southbound Braker Lane exit through the second entrance to Park 35 Circle. Your proposed plans will remove a dedicated turn-in lane that was installed by your agency to help eliminate collisions when turning into Park 35 Circle from the frontage road. In addition the removal of the existing shoulder lane for the 3rd proposed lane will create problems when the public is using dedicated entrance driveway for a building. Please provide us additional information once you review and/or revise the plans. Thanks	The project team is evaluating the possibility of keeping the existing right turn lane in the future proposed configuration. Additionally, the proposed additional third travel lane on the frontage road would add volume for through movements and decrease the amount of traffic per lane. Our team is working to balance the lane number/type of lanes with impacts to adjacent properties such as right-of-way acquisitions and/or construction easements.
6	Gadaria	Mike	Written	Curious about potential for contraflow of existing lanes vs tolled express lane Adding single toll lane seems somewhat self limiting as area grows, assume IH 35 has more volume than Mopac, yet it seems like same capacity is added.	The project team considered the addition of contraflow lanes to I-35 during an early project conceptualization phase. Contraflow lanes were eliminated from further consideration for two primary reasons. First, there was not a clear single-direction traffic split such that traffic patterns warranted the use of contraflow lanes. Second, each of two lanes designated as contraflow lanes, if added in the center median of the existing I-35, would need to be located together on the same side. Right-of-way limitations in the median of I-35 would not allow for the addition of two lanes on one side of I-35 without major reconstruction of all columns that currently exist in the median, as well as many bridges in the corridor. Because of these challenges, contraflow lanes were ultimately eliminated from further study.
7	Nichols	Lilly	Written	TxDOT improvements need to include areas which have more ramps for merging traffic on/off. I commute to Austin daily and my exit is at Far West/Mopac and the construction is making traffic a little better! However, locally here in Round Rock living one mile away from CRHS; Gattis School Road is very dangerous!! It has already caused several fatal accidents involving pedestrians. CRHS has over 3600 students whom are walkers and there are no safe sidewalks wide enough for students. There is no policing of this local road here in Round Rock!	Thank you for taking the time to provide your input. The improvements associated with this project include TxDOT owned facilities (I-35 mainlanes and frontage roads) and some cross streets which are also operated by TxDOT (RM 1431, FM 3406, US 79, RM 620, SH 45, Parmer Lane, US 183). Improvements outside of these roadways would be considered outside of the limits of this project.

8	Lopez	Art	Written	I appreciate the addition of the express lanes and I would make use of them, but I do not believe that 4 lanes in each direction is enough to accommodate anywhere near the projected volume of traffic that will be using I-35 by the time this project is complete. I think 5 lanes in each direction is needed and should be planned for now.	The limited availability of right of way in the median between the existing mainlanes limits us to adding only one express lane in each direction. The State can't possibly purchase enough right of way to construct enough mainlanes to accommodate everyone who wants to use I-35. Additionally, a proposal to greatly expand I-35 would not meet the program goal to minimize the need for additional right of way, which is a goal developed as a result of previous studies to improve I-35 which did not advance toward implementation because they were determined to be extremely costly and difficult to implement due to the extensive right of way acquisitions, construction time required and potential impacts on the community. In order to better manage congestion within TxDOT's existing right-of-way, the express lanes would be dynamically tolled, meaning that the price to use the express lanes would increase when traffic is heavier and decrease as traffic lightens. This is intended to provide a reliable travel time for users of the express lanes, including CapMetro buses, while also removing some traffic from the general purpose lanes.
9	N/A	N/A	Written	Improve lighting at 1431 interchange DDI is confusing, with headlights coming at you on right side.	Concerns with lighting at the I-35 and RM 1431 intersection is outside of the scope of this environmental document.
				Add ramps at SH 45 and I-35 interchange to keep traffic off frontage roads.	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
10	N/A	N/A	Written	Need to talk to people where road/ramps are being built	If you have any questions regarding current ongoing projects along I-35, you can visit the My35 webpage at http://www.my35.org/, or you can sign up to receive announcements and updates about the Mobility35 program at www.mobility35.org. You can also visit http://my35.org/contact-us.htm to submit comments or request a meeting.
11	Denehik	Laurie	Written	Not enough information was available for residents concerning current ongoing projects (under construction now)…TxDOT needed more district people in attendance at this open house that were familiar with ongoing projects…	We will consider the need to have more district staff in attendance for future public involvement activities. In the meantime, if you have any questions regarding current ongoing projects along I-35, you can visit the My35 webpage at http://www.my35.org/, or you can sign up to receive announcements and updates about the Mobility35 program at www.mobility35.org.
	Armstrong	Frances	Written	Wanted to know if we were getting another north bound on ramp between Grandview Parkway and Hester Crossings and a south bound on ramp off of 45. Glad to hear Greenlawn ramp planned	The ramps between Grand Ave and Hesters Crossing are proposed to change, but the number of access points would remain the same. The current entrance ramp just north of Grand Avenue Parkway is being shifted further north, closer to SH 45; the current exit ramp near SH 45 is being shifted further south, closer to Grand Avenue. The exit ramp to Hesters Crossing will remain the same.
12				Sad to hear no plans for south bound 35 from 45 not scheduled yet – Need now because of all the new construction from Hutto and Pflugerville *Stephen from Johnson, PE was awesome.	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
13	N/A	William	Written	Nice idea to have "shared" lane for cyclists but feel speed on frontage road endangers any bikers or pedestrians. Reduced speed or remove shared lane altogether	Thank you for taking the time to provide your input. Due to the active pedestrian and bicycle community in the Austin metropolitan area, one of the goals of the My35 program is to improve mobility and connectivity for all modes of transportation, including bicyclists and pedestrians. Since this is the only form of transportation for some individuals, it is important to provide these accommodations in the corridor. The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three-foot-buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria, and would not warrant a reduced speed limit along the frontage roads.

14	Menendez	Ofelia	Written	I like the proposed intersection bypasses but oppose the toll lanes. It has been horrible for Mopac travelers and the toll lanes are still not in use. * Why charge people additional fees/tolls for roads already paid by tax dollars? * If you are “not taking away” lanes on I-35 for the proposed toll lanes, why don’t you add these much needed lanes?	The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project’s development, the purpose and need is used throughout the project’s development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is: Need: • Current congestion levels are causing inefficient operations • Travel times will increase as population and employment grow • Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists Purpose: • Improve operational efficiency and manage congestion • Provide more reliable travel times • Create a more dependable and consistent route for transit, emergency responders and other motorists The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to: • Optimize the existing facility • Enhance safety • Increase capacity • Minimize need for additional right of way • Manage traffic better • Improve east/west connectivity • Improve compatibility with neighborhoods • Enhance bicycle, pedestrian and transit-user options Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project’s purpose and need, as well as the Program’s goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm.

15	Andrews	Steve	Written	Are the current lanes becoming any narrower and more dangerous than they are now?	The current I-35 mainlanes, in general, are 12 feet in width and are would remain the same width. In space-constricted locations, lane widths may be reduced to minimize impacts to adjacent properties. For example, near the US 183 interchange on the southern end of the project, the I-35 mainlanes would be reduced to 11-ft. each in width to remain within the existing roadway footprint. The existing frontage road lane widths vary throughout the corridor between11-ft.-wide and 12-ft.-wide. All travel lanes are designed to meet TxDOT and federal design criteria.
				When is the entrance ramp from I45 east to I35 south?	The construction of the future SH 45 direct connectors will be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.

16	Marrowe	Jim	Written	Please, no express lanes. Widen the road for everybody. Don't charge us a toll on roads our taxes already paid for.	The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is: Need: • Current congestion levels are causing inefficient operations • Travel times will increase as population and employment grow • Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists Purpose: • Improve operational efficiency and manage congestion • Provide more reliable travel times • Create a more dependable and consistent route for transit, emergency responders and other motorists The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to: • Optimize the existing facility • Enhance safety • Increase capacity • Minimize need for additional right of way • Manage traffic better • Improve east/west connectivity • Improve compatibility with neighborhoods • Enhance bicycle, pedestrian and transit-user options Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm.

				The biggest problem on this area is the hill over McNiel. Trucks slow down.	The southbound on-ramp from RM 620 (which is at McNeil), is currently planned to be lengthened to minimize the steepness of the ramp to improve speeds.
				Please make a law that that through trucks have to take 130 instead of 35.	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule. The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.
				Tearing down the 3406 bridge will be a DISASTER for people that live west of I-35. Please fix the 79 intersection completely first before destroying the 3406 bridge. Please make it a priority to reconstruct the 3406 bridge without it, people that live west of I35 along 3406 are blocked from fire, ambulance, police, the rest of Round Rock, and I35 access.	Comments regarding the timing of construction at I-35 and US 79, as well as I-35 and FM 3406 are outside of the scope of this environmental document.
17	Rivera	Beatriz	Written	1. Disagree for paying to use express lane. You should build a HOV lane.	Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and ensure a reliable travel time even when the general purpose lanes are congested.
				2. There is not an exit on express lane by I-45 or Hesters Crossing should be one for that area	Express lane entrance and exit locations were developed based on traffic volumes and adjoining facilities (such as SH 45). Access points are being located to service the SH 45 ramps, however, it may be the entrance or exit to the express lane is several thousand feet away to allow for weaving distances across the other I-35 lanes, and to balance other access point locations.
18	Lee	S.A.	Written	Any project that will help I 35 traffic is needed. I know the N I35 to N 183 ramp is planned to be lowered to help with the speed of traffic. It would be nice if it could be made into 2 lanes on the ramp. That is a bad intersection that slows traffic considerably on north bound I 35.	Thank you for taking the time to provide your input. Though the flyover ramp at I-35 and US 183 is outside the scope of this environmental document, the Mobility35 Program is proposing to improve operations in the area through the I-35 from Rundberg Lane to US 290 East project.
19	Daley	Jonathan	Written	There is a lot of traffic that travels through Austin as through-traffic (eg, semi trucks) Has there been any thought given to express lanes that travel through downtown with no exits? This would take a good portion of the traffic out of the main lanes for local traffic. Also...Why is there no direct connect planned for 183 South from I-35 North?	Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including a managed (through) lane which would run from SH 45N to SH 45SE with no entrance or exit points in between. This alternative was ultimately eliminated from further consideration because, although it did meet goals to improve operational efficiency and manage congestion, as well as provide more reliable travel times, it did not meet the goal to create a dependable and consistent route for transit, emergency responders and other motorists. The consideration of adding a direct connection between US 183 South and I-35 North would be handled as part of regional planning efforts and is not being considered as part of the proposed project.
20	Hastley	John	Written	Good plan. Happy to see 183 new ramps. Happy to see DDI at Palmer – We must get CAMPO to cut the SH 45-I35 missing ramps on the plans. It is ridiculous to not have them. Causes major additional traffic and loads on the local frontages and probably accidents with entering and exiting plazas, and lost toll revenue for all commuters who don't use 45 to go to and from work since they can't enter (exit I35 directly) or even all leisure traffic wanting to go to and from the city.	Thank you for taking the time to provide your input. The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
21	Kratz	James	Written	There is a Rooms To Go being built at Greenlawn, which needs to be considered as it is being built on the edge of the ROW I am for the project.	Thank you for noting this development. The project team is aware of it and is considering it in the project's proposed design.

				Need to show project that has the southern connectors for IH 35 and SH 45.	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
22	Weiss	Doug	Written	-Direct connect ramps at 45	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
				-Consider pushing traffic to SH-130	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule.
				-Remember My35 recommendation – swapping I-35 and SH 130 designation	The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.
				-Congestion improvements at Wells Branch – consider alternative route from Pecan/1825 to I-35	The intersection of Wells Branch Parkway and FM 1825 is a part of a separate stand-alone project which is currently under study. Future open houses for this project will occur once the team has identified proposed design(s).
23	N/A	N/A	Written	Pedestrians and autos do NOT mix When trying to drive to work, we should not have to worry about dodging pedestrians OR bikes. There should be a law against anybody walking or cycling anywhere close to I-35, especially on and off ramps.	Due to the active pedestrian and bicycle community in the Austin metropolitan area, one of the goals of the My35 program is to improve mobility and connectivity for all modes of transportation, including bicyclists and pedestrians. Since this is the only form of transportation for some individuals, it was important to provide for those accommodations in the corridor. The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three foot buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria.
				Toll lanes are not feasible for some retirees, and people on fixed incomes.	The Project team will analyze and document findings for Community Resources, including Environmental Justice as part of the environmental process. In addition to analyzing Environmental Justice, the environmental process will evaluate the following resources and environmental conditions: • Air Quality • Archeological Resources • Historical Resources • Biological Resources • Water Resources • Hazardous Materials • Parklands, including Section 4(f) and Chapter 26 of Texas Parks and Wildlife Code • Indirect and Cumulative Impacts • Water Resources, including floodplains, water bodies, and storm sewer systems • Park Impact Analysis

				Parking in downtown Austin is not only near impossible, but Austin and points northward are becoming a parking lot. I work in NE Austin and I am only able to take 458/TX 130 to a point, and my commute time is the same as if I took that I-35 to Parmer Lane. Please, taking the tolls $ away, is really what would help commuters, which is what I-35 was built for. Making the toll roads an outer loop would be, financially, a much better option especially for those on more limited incomes. I-35 and Parmer Lane is horrible to get thru for those going southbound.	Variable priced tolled express lanes are proposed for the project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm. As population and employment continue to grow in the region, transportation agencies are looking to utilize a diverse range of tactics to manage the congestion that comes with this growth. This includes strategies for managing congestion on I-35, but certainly does not rule out the construction of new facilities to share some of the burden, though those options would not be addressed by this effort. The consideration of a tolled loop around Austin would be handled as part of regional planning efforts and is not being considered as part of the proposed project.
				Also, widening Braker Ln. east of the interstate would help open up another option for those working on the northeast side (290 and 183). Re-locate the school [to E of Dessau/Cameron Road, and make that stretch of Braker Lane a viable driving option like it is on West Braker Lane.	Thank you for taking the time to provide your input. The improvements associated with this project include TxDOT owned facilities (I-35 mainlanes and frontage roads) and some cross streets which are also operated by TxDOT (RM 1431, FM 3406, US 79, RM 620, SH 45, Parmer Lane, US 183). Improvements outside of these roadways would be considered outside of the limits of this project.
				If you are going to make Parmer and I-35 walking and bicycle friendly, and safer, put in overhead pedestrian/biking bridge, like the one on Mopac in North Central Austin. There have already been people killed trying to walk near or on I-35. I have already had to dodge bicyclists @ the southbound intersection at Park and 35, and the northbound intersection really isn't that much better. Pedestrians/bicyclists should not share spaces where there automobiles exist	Due to the active pedestrian and bicycle community in the Austin metropolitan area, one of the goals of the My35 program is to improve mobility and connectivity for all modes of transportation, including bicyclists and pedestrians. Since this is the only form of transportation for some individuals, it was important to provide for those accommodations in the corridor. The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three-foot buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria.

24	Perry	Kent	VOH	Look, I agree the traffic needs to be fixed. But a toll road? Are there no other alternatives?	The goals and objectives of the Mobility35 Program include optimizing the existing I-35 facility while minimizing the need for additional right of way. This community-driven approach differs from previous studies to improve I-35, which focused almost exclusively on large-scale traditional construction projects. Many of these large-scale projects were determined to be extremely costly and difficult to implement due to the extensive right-of-way acquisition needed, construction time required, and potential impacts to the community. As a result, they did not advance toward implementation. In 2013, the Travis County Mobility35 Corridor Implementation Plan was released, which identified a number of potential mobility solutions for the I-35 corridor, including the Future Transportation Corridor, which was identified as an area for additional capacity down the center of I-35. This improvement would provide the single largest capacity gain for I-35. A Planning and Environmental Linkages (PEL) Study was conducted in 2014 to help determine the purpose and need for the additional capacity, lane type alternatives/mode choice, and segments of independent utility (stand-alone projects) in Travis County. The purpose and need included improving operational efficiency, managing congestion, providing more reliable travel times, and creating a more dependable and consistent route for transit, emergency responders, and other motorists. There were nine potential lane type alternatives/mode choices studied: • General purpose lanes • High occupancy vehicle lanes with transit • Express lanes with transit • Express lanes with enhanced transit access • Rail • Through-traffic only lanes • Transit-only lanes • Freight-only lanes • No build or doing nothing These lane type alternatives were evaluated against the purpose and need of the PEL study, resulting in a recommendation that two express lane alternatives be further evaluated in future National Environmental Policy Act (NEPA) studies: an express lane with transit and an express lane with enhanced transit access. However, since transit plays an integral role in providing an effective travel option for I-35, we determined we should study options to allow Capital Metro the ability to construct structures that provide direct transit access into the express lanes in the future. Consequently, each build alternative for the additional capacity includes direct transit access to the express lanes. Public outreach continues to play a vital role in the development and refinement of the alternatives. General purpose lanes, HOV, rail and other lane type alternatives/mode choices did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers.
				And it's going to be really painful as you cut 35 down by a lane to put these in place.	TxDOT is committed to considering the best options for traffic control during construction and will take every effort to reduce the impacts of construction on the traveling public.

25	Prince	Janice	VOH	Please don't build expansions that are ONLY toll roads. Please consider actually helping residents by having expansions include actual expansions of our highways. This is a gift to the contractor who will collect this regressive stupid toll.	Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Though tolls collected may help to cover the cost of improvements and ongoing maintenance, tolling is not expected to provide a substantial profit. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm.

26	Hall	Terri	VOH	I'm the Executive Director of two grassroots transportation watchdog groups: Texans Uniting for Reform and Freedom and Texans for Toll-free Highways. We have serious concerns about the proposed managed toll lanes on I-35. We urgently implore TxDOT to scrap any imposition of tolls or managed lanes and instead expand I-35 with additional general purpose lanes open to everyone. Not only will managed toll lanes severely restrict the number of cars that have access to it through price, the limited physical access to the lanes themselves will further reduce the practical use of these lanes because it bypasses exits drivers need to reach. Every Texan's tax dollars will pay for this project, but only the very few will ever be able to use it.	The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is: Need: • Current congestion levels are causing inefficient operations • Travel times will increase as population and employment grow • Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists Purpose: • Improve operational efficiency and manage congestion • Provide more reliable travel times • Create a more dependable and consistent route for transit, emergency responders and other motorists The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to: • Optimize the existing facility • Enhance safety • Increase capacity • Minimize need for additional right of way • Manage traffic better • Improve east/west connectivity • Improve compatibility with neighborhoods • Enhance bicycle, pedestrian and transit-user options Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm.

				To expect that if we build it, they will come will somehow work and get more people onto buses when every other forced attempt to get people to take transit hasn't worked (with a rare uptick in Houston that gained some riders but lost many others in the process) is unrealistic and a colossal waste of tax dollars for planners attempts at social engineering. The private sector has solved the problem of affordability, efficiency, and ease that actually gets passengers from door-to-door (unlike most public transit) and that's ridesharing. The city of Austin kicked out Uber and Lyft the one solution that actually worked and took more cars off the road without spending one penny in tax dollars.	Evaluation of the value of ridesharing is outside of the limits of this environmental study.
				Even more confounding, this project would not allow even ride sharers or typical HOV users to access these lanes built with their tax dollars. Only registered vanpools could use it, further limiting who can use the lanes built with their tax dollars. So only two classes of people can use the lanes: transit users (which is roughly 1%) and wealthy users (the top 1% of earners who can afford congestion tolls, which requires paying a premium to drive in peak hours $16/day if the toll is approximately $.50 a mile for 16 miles or over $4,000/year in new toll taxes to get to work).	Around the country, agencies are converting their HOV (carpool) lanes to variably-priced, tolled express lanes to optimize reliability and capacity in the lanes. In many cities, including Dallas, we've seen that when HOV lanes require two or more occupants per car, the lanes are over utilized and become congested. When they require three or more occupants per car, they are underutilized and have excess capacity. Additionally, the express lane provides the opportunity for registered carpools and transit to ride for free; any shift from single occupancy vehicle use to transit use benefits all I-35 users. Though the toll rates may be such that an average driver would choose not to pay daily to use the lanes, variable toll pricing enables the lanes to offer a reliable travel time to drivers who need be on time regardless of their socioeconomic classification. Additionally, the Project team will analyze and document findings for Community Resources, including Environmental Justice as part of the environmental process. In addition to analyzing Environmental Justice, the environmental process will evaluate the following resources and environmental conditions: • Air Quality • Archeological Resources • Historical Resources • Biological Resources • Water Resources • Hazardous Materials • Parklands, including Section 4(f) and Chapter 26 of Texas Parks and Wildlife Code • Indirect and Cumulative Impacts • Water Resources, including floodplains, water bodies, and storm sewer systems • Park Impact Analysis
				Such a proposal is unsustainable, inequitable, unaffordable, elitist, and anti- liberty. Texans pay road taxes to have their highways built and maintained. Public roads means EVERYONE should have fair and equal access to those roads. Allowing unelected bureaucrats to determine who gets a fast ride and who doesn't further divides our community into the haves and have-nots, leaving those who can't afford tolls and whom buses are either unsafe or impractical for daily use to become second class citizens. We're not a third world country. This is Texas. The cradle of liberty. Under no circumstances can the driving public support taking the most vital artery for the movement of people and goods through our state, Interstate 35, and slicing it up into a glorified bus lane. We most certainly cannot support using billions in our tax dollars to do it. We're faced with two contrasting visions for Texas' transportation future. One that protects liberty and facilitates commerce, and the other that hinders commerce and liberty, exponentially adds a crushing level of public debt while also increasing the tax burden, and that artificially imposes road scarcity to advance a political agenda not shared by the vast majority of Texans or Americans. As elected officials, you must actively pursue the former. Roads are the very lifeblood of daily living and facilitate the movement of people and goods through our state. Anything that jeopardizes that, jeopardizes the very foundation of our economy and the Texas miracle.	There is a negative economic impact associated with the current traffic congestion on I-35 which influences the decision-making process of businesses considering a move to Austin. Travel delays drive up the cost of goods and negatively impact the quality of life for everyone sitting in traffic. Additionally, road congestion costs drivers in Austin more than $1,000 a year in excess fuel consumption from being stuck in traffic, according to the 2015 Urban Mobility Scorecard issued in August 2015 by the Texas A&M Transportation Institute. It is important to note that all the existing toll-free lanes will remain in place in the future; the proposed express lanes would be added to the center median of the existing I-35. No conversion of existing lanes to toll lanes is proposed, now or in the future.

				The public has had little to no say about the imposition of toll roads across Texas over the last two decades. Largely imposed by boards the voters do not select or control, like Regional Mobility Authorities (RMA), county or regional tollway authorities, the Texas Transportation Commission, and Metropolitan Planning Organizations (MPO), the public has been virtually shut out of what amounts to the largest tax increase in Texas history. Indeed, transit agencies in most of Texas' major metropolitan areas have fully embraced popular new urbanist and retro urbanist thinking that people must be crammed into ultra dense urban cores and travel by walking, biking, or transit. In order to achieve their ends, they impose radical policies like road diets, shrinking auto capacity to make way for dedicated bike and bus lanes, and, of course, toll roads that restrict travel and make people pay a premium to drive. This is hardly a viewpoint shared by most Texans. While this may be the trendy way to approach transportation on the east and west coasts and global mega cities, it has no place in the land-rich cradle of liberty which is Texas. New urbanists and environmentalists alike argue density is necessary to protect the environment and that ever expanding roads contribute to suburban sprawl that saps natural resources and lacks sustainability. However, the facts do not reflect this reality. Only 9% of employment can be found in central business districts. Eighty percent of job growth from 2007 to 2013 was in the newer suburbs and exurbs. Areas with high density housing experience higher emissions than lower density areas with detached, single family homes. There are twice as many jobs e lanes so they don't jam it up. • Managed lanes give politically correct modes of travel fast rides, while intentionally depriving the general purpose lanes of expansion leaving them perpetually congested. It allows government bureaucrats to pick the winners and losers, and such lanes punish single occupancy vehicles and restrict mobility for the vast majority of Texans who commute alone in their personal automobiles. These policies are starkly anti-car, anti-liberty, anti-mobility, and anti-freedom. In his study The Best Evidence of HOV Lane Effectiveness by Jack Mallinckrodt,14 he notes efforts to improve traffic by restricting it...are counterproductive in proportion to the traffic restriction. • Such conclusions drawn from the study of HOV lanes can apply to High Occupancy Toll Lanes (HOT) as well, since both restrict access for the vast majority of vehicles. Maltlinckrodt does apply his conclusions about HOT lanes at the end of his study (cited below). Dr. Joy Dahlgren in her study Analysis of the Effectiveness of HOV Lanes said: "Public policy currently promotes construction of HOV lanes and discourages construction of general purpose lanes. This reflects a widely held notion that because HOV lanes encourage ride-sharing and transit use, they reduce congestion and emissions. My research shows that in a wide range of typical conditions, construction of a general purpose lane reduces congestion and emission more than the construction of an HOV lane. • 15 14 Jack Mallinckrodt, â€œThe Best Evidence of HOV Lane Effectiveness,â€ • AJM Engineering, June 28, 2003, p. 5 A Parsons-Brinkerhof study showed general purpose lanes provide: 7 times the travel time savings, 2.5 times the freeway congestion relief, 2 times the congestion relief on arterials (side roads), 16 times more emissions reduction, 12 times the reduction of energy consumption All at less than half the total net cost of the HOV alternative. Mixed-flow lane additions surpassed every other alternative in every evaluated benefit per unit total net cost.16 Maltlinckrodt concludes: In all the known complete transportation modeling studies that have quantitatively evaluated (overall congestion and/or polluting emissions), optimal performance occurs in the natural, unrestricted Mixed-Flow operational mode. In all these cases, any attempt to preferentially restrict the natural free distribution of traffic, whether by HOV or HOT (High Occupancy Toll) operation, made overall congestion and emissions worse... And the findings are essentially unanimous in saying that under typical conditions, maximum transportation benefit per added lane-mile is afforded by unrestricted, mixed-flow, rather than HOV operation. • 17	Public involvement is an important part of the Project development process and feedback received from the community is used to determine key aspects of the Project and to guide the Project team as they make important decisions regarding design. The February 2017 open house was the second formal opportunity to view plans and submit comments regarding the specifics of North16 proposal, in addition to the first formal opportunity in August 2016. In addition, the Mobility35 team has been working to gather public feedback on the Program as a whole, as well as specific aspects of various proposals, since 2011. In addition to the in-person open houses held on August 22, 2016 and February 2, 2017, online, virtual open houses were available from August 22 – September 5 and February 2 – 16 to allow the community ample opportunity to review the plans and provide input. You can review the input we received from the first open house online. This response document was developed to provide information on some of the topics discussed by those who participated in the open house and virtual open house. As we've worked to understand the needs and priorities of the community through feedback, the project team will continue to study and research the issues documented in the environmental study and work to refine some design elements of the proposed project. This work will be shared with the public as it is available through stakeholder meetings, as well as through formal opportunities to review plans and submit comments, including an a public hearing. These events will be advertised through local newspaper publications including the Austin-American Statesman and Community Impact; use of social media including Facebook and Twitter; outreach to surrounding neighborhoods and business owners; on variable messaging signs along the study area; and in some cases, on the radio. TxDOT also publishes advertisements for many events in Spanish-language publications and provides some Project information and materials in Spanish. The Mobility35 Program is designed to foster dialogue between the Project team and the public to refine the transportation solutions proposed for the corridor. Input is always welcome, and the Project team is always available to meet with groups. Visit http://my35.org/contact-us.htm to submit comments or request a meeting.

			A recent independent study done by Inrix on the imposition of managed toll lanes on I-405 in Washington State established similar conclusions, The results of this preliminary analysis shows extended peak hour conditions for most segments in the peak direction of travel for those in the general purpose lanes...Additionally, these segments also show slower speeds during the peak hour in the general purpose lanes... As such, this analysis suggests that post-toll speed improvements on I-405 are isolated to vehicles that already experience the least peak hour congestion (ie., those driving in the HOV/HOT lanes), while post-toll speeds in the general purpose lanes have generally degraded for the majority of drivers." 18 15 Mallinckrodt, p. 5 16 Mallinckrodt, p. 6 17 Mallinckrodt, p. 9 In layman's terms, that means the toll managed lanes actually caused congestion to get worse on the general purpose lanes than prior to the toll managed lanes being built. So if there is no appreciable or measurable benefit to managed toll lanes, and the data actually shows such lanes cause more congestion, then why would the state cede its jurisdiction and duty to oversee the mobility of Texans and allow the local MPOs and local governments to intentionally seek to impose them on every highway in urban areas further exacerbating congestion, emissions, and non-attainment? One answer is the anti-car, anti-taxpayer agenda of many urbanists and planners that have been adopted by those in government, which is designed to manipulate people out of their cars. These agencies wants to spend other people's money (to add insult to injury, most of it is tax revenues derived from auto users) to intentionally inflict pain on auto travelers in pursuit of elevating transit over other modes, despite the fact less than 3% of commuters travel by bus. The public is only getting more outraged by the lack of responsiveness, the rigged online surveys (that only let you choose from pre-determined pro-transit options, with no options for automobile preferences or adding traditional, unrestricted auto capacity), and the intent to inflict as much pain as possible on auto users to promote a pro-transit agenda. It's not just studies that show toll roads do not alleviate congestion, former House Transportation Committee Chair Joe Pickett argues that tolls are actually causing congestion. Toll projects actually exacerbate congestion. The one in my community does, proclaimed Pickett at his hearing August 30. Pickett's referring to the Cesar Chavez Border Highway toll managed lane project where only 6% of traffic utilizes the lanes, leaving 94% of commuters stuck in congestion. Pickett told KVIA News in El Paso last year that, Things have changed and if you want to lessen congestion, you open up the roads to everyone. • 18 Report shows Washington toll road caused congestion,TheNewspaper.com February 18, 2016 <http://www.thenewspaper.com/news/48/4898.asp> Here is one citizen's real life take on the loss of control that occurs when congestion tolling is allowed a foothold. It is too expensive to drive on the tollways. When you get on it says it is $0.97, but once you are on, the price changes to $5.67. The cost to Dallas is $20 and the cost back to Fort Worth is $20, so in one day you pay $40 in tolls just to go to work and come home. At that rate, the one person driving the car has spent two and a half hours of work just paying for the drive to go to work. This is not right...reveals Fort Worth driver Kenneth Roman. The state is duty-bound to reverse this debt-toll sink hole and cease the anti- liberty war on cars that seeks to tightly control usage of our public highways in the name of congestion relief. Tolls are the most expensive option, and therefore must cease to be the first and virtually only option. At nearly every Texas Transportation Commission meeting since Governor Greg Abbott took office, the Commission has approved virtually nothing but more toll projects, including granting public funds to prop-up these projects that are not toll viable and cannot be built without state or federal financial assistance. State leaders cannot claim they've changed course when 100 miles of new toll projects are now underway. Texans aren't fooled by the empty rhetoric or planners' platitudes. They experience the reality of these broken, bankrupt policies every single day they face the daunting task of commuting on congested highways while they see empty, underutilized managed lanes right next to them. Those are lanes paid for in part if not in full with their tax money, yet they cannot access them. This chokes our economic vitality and has become nothing more than a way to extort	Because changeable electronic signs display the current rates in real time, drivers know the price before deciding whether to enter the lanes. The price they see before entering the lanes is the price they will pay. As mentioned previously, we anticipate that adding express lanes, along with other roadway improvements planned for the area, will improve travel speeds in the general purpose lanes.

				located 10 miles from city centers than those within city centers. The carbon footprints of those in highly dense urban areas are roughly the same as those living in the suburbs. Higher density is associated with higher rates of coronary disease, psychiatric disturbances, increased obesity, greater susceptibility to infectious disease, and pervasive air pollution that's linked to a variety of respiratory ailments. Air pollution actually increases with density, and air pollution particulates have been associated with killing more people than traffic accidents. 1 Author and executive director of the Center for Opportunity Urbanism in Houston, Joel Kotkin, argues, "Cities should not be made to serve some ideological or aesthetic principle, but they should make life better for the vast majority of citizens...planners and developers often want to impose their visions from above...it is time to recognize that the much praised model of highly stratified, dense urban culture so attractive to the global rich, young people, and childless professionals" ultimately offers little for the vast majority. A new approach to urbanism is desperately needed, one that sees people and families not as assets or digits to be moved around and shaped by their superiors but as the essential element that shapes the city and constitutes its essence. 2 In fact, Kotkin documents that the rise of auto-centric suburbs provides an ideal environment for raising children. 3 Today's cities are downright hostile to families, especially working class families. By imposing stricter regulations in order to discourage sprawl, it makes affordable housing more scarce and drives the vast majority of people to live outside the urban core. Sustainable development promotes a lower standard of living and actually increases poverty and reduces personal space, which is not progressive, but regressive.4 Kotkin insists cities cannot continue on this path toward density without serious long-term consequences. He contends urbanism must restore the central role of families and need to place a greater emphasis not on dense downtowns but on residential districts, arguing that cities with few children and families will prove fundamentally unsustainable, deprived of a base from which they can draw new workers and consumers...5 1 Joel Kotkin, The Human City - Urbanism for the Rest of Us (Chicago: Agate, 2016), p. 9-11, 66-67. 2 Kotkin p. 19, 201. 3 Kotkin p. 30. 4 Kotkin p. 44. 5 Kotkin p. 140. How does this tie into toll roads? Desires of citizens conflict with urban planners and consultants. It's an agenda wholly embraced by many local governments and MPOs in our urban areas, and its choking the life out of Texas and making this an undesirable place to live, work, and raise a family. These policies have chased millions out of California (with a net outward migration 22 out of the last 25 years) 6, and yet Texas, the recipient of many Californians, is implementing the same destructive policies at the behest of the same planners and urbanists that devastated California. Transit ridership has not increased despite major investments The vast majority of travelers do so by automobile. On average in Texas, 97% of commuters use an automobile to get where they need to go on a daily basis. The latest reports on public transit cited by Steven Polzin of the University of South Florida deals a fatal blow to the philosophy, â€˜If you build it, they will come. The reports note a 1.3% - 2.5% decline in transit ridership in 2015. But perhaps the most damaging figure is that transit ridership has remained flat for 45 years.7 That's a very stubborn figure. Contrary to the narrative of transit advocates, overall ridership has also remained flat despite fluctuations in the price of gasoline. Meanwhile, transit supply has exploded while demand for transit has remained the same and even declined (despite lack of car ownership among millennials, urbanization, and the high cost of car ownership). So, after spending billions in taxpayer dollars on shiny new buses and rail cars, government has little to show for it in terms of actual riders. By contrast, the Federal Highway Administration reports a 3.5% increase in vehicle miles traveled in 2015. Yet, 28% of federal surface transportation funds (which primarily originate from federal gasoline taxes) are diverted from highways to public transit. It's high time this raid of road funds ends. Transit only accounts for 2% of total trips taken nationally, with 40% of all mass transit trips originating in one city â€" New York, which is arguably built around mass transit.6, 7, 8 George Avalos, California's skyrocketing housing costs, taxes prompt exodus of residents, San Jose Mercury News June 20, 2016 <http://www.mercurynews.com/2016/06/20/californias- skyrocketing-housing-costs-taxes-prompt-exodus-of-residents/>	As mentioned above, the process of determining which alternative (lane type) will move forward is largely based on how well each alternative meets the project's purpose and need. As population and employment continue to grow in the region, transportation agencies are looking to utilize a diverse range of tactics to manage the congestion that comes with this growth. This includes strategies for managing congestion on I-35, but certainly does not rule out the employment of other strategies and tactics as part of transportation and urban planning efforts.

				7 Steve Polzin, Public Transit Ridership, Three Steps Forward, Two Steps Back, Planetizen April 12, 2016 <http://www.planetizen.com/node/85595/public-transportation-ridership-three- steps-forward-two-steps-back> New York is unique and its travel patterns have not been duplicated on a large scale by most other cities in America. In yet another sign that the age of transit investment needs to cease, millennials, the oft-repeated reason as to why taxpayers must invest in more mass transit, represented the largest group of car buyers last year. TransUnion data recently reported that this group is the fastest-growing segment of auto-loan consumers, responsible for 27% of total auto-loan originations in 2014, compared to only 16% of the same market in 2009.9 J.D. Power reports millennials share of new vehicles bought rocketed to 27 percent in 2014 from 18 percent in 2010.10 According to research by Randal O'Toole of the Cato Institute, buses also contribute more emissions per passenger mile than autos, they also consume more energy than an auto, and they only carry about as many people as five cars.11 When four major metro cities in Texas are in non-attainment, anything that generates more emissions and consumes more energy (like buses), should not be the focus of our state's transportation plans. O'Toole notes in 2014, VIA spent nearly a dollar to move each passenger mile by bus. By comparison, Americans spent an average of just 43 cents per vehicle mile for driving, counting the cost of purchasing, operating, and insuring cars plus highway subsidies out of general funds (less diversions of gas taxes and other highway user fees to transit and non-highway purposes). At 1.67 people per car, that's just 26 cents per passenger mile, little more than a quarter of the cost of VIA bus transit. • The city of Austin gained approval for a $720 million bond last November. This bond package is really about implementing the closure of street lanes on virtual all of the major arteries into downtown Austin. More precisely, it's about the conversion of existing lanes to bus-only lanes. This was already authorized by the Capital Area MPO in June of 2015, when it adopted the conversion of 7 arterials into the 2040 Plan. The plan calls for making the switch in 2020.12 The bond allocates funding to study 9 more arterials for conversion. So the total of 15 arterials carry approximately 500,000 vehicle trips per day. Taking into account buses and commercial vehicles, and we can assume that 225,000 cars will be physically unable to travel to or through the center city unless they switch to I-35 or MoPac. 8 Nate Silver and Reuben Fischer-Baum, Public Transit Should Be Uber's New Best Friend,â€• Five Thirty Eight August 28, 2015 <http://fivethirtyeight.com/features/public-transit-should-be- ubers-new-best-friend/> 9 TransUnion: Auto Loan Growth Driven by Millennial Originations; Auto Delinquencies Remain Stable, February 25, 2015 <http://newsroom.transunion.com/transunion-auto-loan-growth- driven-by-millennial-originations-auto-delinquencies-remain-stable> 10 Leonid Bershidsky, Millennials are buying cars after all, Bloomberg January 4, 2016 <https:// www.bloomberg.com/view/articles/2016-01-04/millennials-are-buying-cars-after-all> 11 Randal O'Toole, Via fails to see its growing irrelevance, Express-News August 28, 2016 <http://www.mysanantonio.com/opinion/commentary/article/VIA-fails-to-see-its-growing-irrelevance-9186942.php> Guadalupe was 6 lanes wide from Cesar Chavez to 24th Street. It is now four lanes wide. The bond item for Guadalupe explicitly calls for reducing it to two lanes from 19th to 29th Street. The 2018 bond will continue the lane reduction from 29th to Parmer Lane via North Lamar. The city of Austin also wants to toll every vehicle that enters downtown Austin.13 Planners often refer to such initiatives as complete streets. The aim is purportedly to make streets more accommodating to buses, bikes and pedestrians. But the end result is choking congestion for vehicles, with the vast majority of travelers stuck in unbearable gridlock so that others can promote an anti-car agenda. The state has a stake in these high-stake gimmicks. If 225,000 cars can no longer navigate city streets in downtown Austin, that means armageddon for I-35 and MoPac.	The proposed use of City of Austin bond funds is outside the scope of this environmental document.

				The city of Austin is just one of many Texas urban areas that have already put complete streets policies into place. The state must step-in to prevent the wholesale standstill of vehicles across our state. To think local transportation policies do not impact the state highway system would be a gross failure to protect the transportation system. Restricted lanes make congestion WORSE not better Imposing any type of restricted lanes on public streets and highways will only create more congestion, not alleviate it. Dedicated or restricted lanes are folly to pursue given the fact that imposing restricted or dedicated bus lanes has not proven to meaningfully increase overall transit ridership or reduce auto trips, and that auto capacity is what the public wants, it's what their tax dollars have paid for, and it's what they're demanding. Adding unrestricted lanes helps add needed capacity for both buses and cars. High Occupancy Vehicle (HOV)-transit-toll lanes (often referred to a managed lanes) do not have public support and taxpayers want unrestricted access to the lanes paid for with their tax revenues. The GOP 2016 Platform added a plank opposing restricted lanes, not just toll lanes. 12 United States, Capital Area Metropolitan Planning Organization, CAMPO 2040 Plan, • <http:// www.campotexas.org/plans-programs/campo-plan-2040/> 13 Vince May, Adler's $720 million bond to convert auto lanes to bus only and eliminate car lanes, Texas TURF, August 17, 2016 <http://www.texasturf.org/2012-06-01-03-09-30/latest- news/2170-buyer-beware-austin-bond-to-eliminate-auto-lanes-convert-others-to-bus-only> The ideology of urban planners is one that if you create road scarcity and put Texans on a road diet, they'll be forced to switch modes and get on a bus to gain mobility. Yet, once again, the data shows overall transit ridership for the last 45 years has been flat, whereas vehicle miles traveled by car has increased, regardless of congestion levels. Road scarcity only drives up emissions due to more congestion and more idling vehicles. Former Texas Department of Transportation (TxDOT) San Antonio District Engineer Mario Medina said at the June 25, 2012, meeting of the Alamo Area MPO policy board that HOV-transit-toll lanes are designed to keep the buses on time...by keeping the cars out of the lanes so they don't jam it up. • Managed lanes give politically correct modes of travel fast rides, while intentionally depriving the general purpose lanes of expansion leaving them perpetually congested. It allows government bureaucrats to pick the winners and losers, and such lanes punish single occupancy vehicles and restrict mobility for the vast majority of Texans who commute alone in their personal automobiles. These policies are starkly anti-car, anti-liberty, anti-mobility, and anti-freedom. In his study The Best Evidence of HOV Lane Effectiveness by Jack Mallinckrodt,14 he notes efforts to improve traffic by restricting it...are counterproductive in proportion to the traffic restriction. • Such conclusions drawn from the study of HOV lanes can apply to High Occupancy Toll Lanes (HOT) as well, since both restrict access for the vast majority of vehicles. Maltlinckrodt does apply his conclusions about HOT lanes at the end of his study (cited below). Dr. Joy Dahlgren in her study Analysis of the Effectiveness of HOV Lanes said: "Public policy currently promotes construction of HOV lanes and discourages construction of general purpose lanes. This reflects a widely held notion that because HOV lanes encourage ride-sharing and transit use, they reduce congestion and emissions. My research shows that in a wide range of typical conditions, construction of a general purpose lane reduces congestion and emission more than the construction of an HOV lane. • 15 14 Jack Mallinckrodt, â€œThe Best Evidence of HOV Lane Effectiveness,â€• AJM Engineering, June 28, 2003, p. 5 A Parsons-Brinkerhof study showed general purpose lanes provide: 7 times the travel time savings, 2.5 times the freeway congestion relief, 2 times the congestion relief on arterials (side roads), 16 times more emissions reduction, 12 times the reduction of energy consumption All at less than half the total net cost of the HOV alternative. Mixed-flow lane additions surpassed every other alternative in every evaluated benefit per unit total net cost.16 Maltlinckrodt concludes: In all the known complete transportation modeling studies that have quantitatively evaluated (overall congestion and/or polluting emissions), optimal	In 2013, the Travis County Mobility35 Corridor Implementation Plan was released, which identified a number of potential mobility solutions for the I-35 corridor, including the Future Transportation Corridor, which was identified as an area for additional capacity down the center of I-35. This improvement would provide the single largest capacity gain for I-35. A Planning and Environmental Linkages (PEL) Study was conducted in 2014 to help determine the purpose and need for the additional capacity, lane type alternatives/mode choice, and segments of independent utility (stand-alone projects) in Travis County. The purpose and need included improving operational efficiency, managing congestion, providing more reliable travel times, and creating a more dependable and consistent route for transit, emergency responders, and other motorists. There were nine potential lane type alternatives/mode choices studied: • General purpose lanes • High occupancy vehicle lanes with transit • Express lanes with transit • Express lanes with enhanced transit access • Rail • Through-traffic only lanes • Transit-only lanes • Freight-only lanes • No build or doing nothing These lane type alternatives were evaluated against the purpose and need of the PEL study, resulting in a recommendation that two express lane alternatives be further evaluated in future National Environmental Policy Act (NEPA) studies: an express lane with transit and an express lane with enhanced transit access. General purpose lanes, HOV, rail and other lane type alternatives/mode choices did not advance, because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. Specific to general purpose lanes, it was concluded that latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. Specific to HOV lanes, around the country, agencies are converting their HOV (carpool) lanes to variably-priced, tolled express lanes to optimize reliability and capacity in the lanes. In many cities, including Dallas, we've seen that when HOV lanes require two or more occupants per car, the lanes are over utilized and become congested. When they require three or more occupants per car, they are underutilized and have excess capacity. However, since transit plays an integral role in providing an effective travel option for I-35, we determined we should study options to allow Capital Metro the ability to construct structures that provide direct transit access into the express lanes in the future. Consequently, each build alternative for the additional capacity includes direct transit access to the express lanes. Public outreach continues to play a vital role in the development and refinement of the alternatives.

				performance occurs in the natural, unrestricted Mixed-Flow operational mode. In all these cases, any attempt to preferentially restrict the natural free distribution of traffic, whether by HOV or HOT (High Occupancy Toll) operation, made overall congestion and emissions worse... And the findings are essentially unanimous in saying that under typical conditions, maximum transportation benefit per added lane-mile is afforded by unrestricted, mixed-flow, rather than HOV operation. • 17 A recent independent study done by Inrix on the imposition of managed toll lanes on I-405 in Washington State established similar conclusions, The results of this preliminary analysis shows extended peak hour conditions for most segments in the peak direction of travel for those in the general purpose lanes...Additionally, these segments also show slower speeds during the peak hour in the general purpose lanes... As such, this analysis suggests that post-toll speed improvements on I-405 are isolated to vehicles that already experience the least peak hour congestion (ie., those driving in the HOV/HOT lanes), while post-toll speeds in the general purpose lanes have generally degraded for the majority of drivers." 18 15 Mallinckrodt, p. 5 16 Mallinckrodt, p. 6 17 Mallinckrodt, p. 9 In layman's terms, that means the toll managed lanes actually caused congestion to get worse on the general purpose lanes than prior to the toll managed lanes being built. So if there is no appreciable or measurable benefit to managed toll lanes, and the data actually shows such lanes cause more congestion, then why would the state cede its jurisdiction and duty to oversee the mobility of Texans and allow the local MPOs and local governments to intentionally seek to impose them on every highway in urban areas further exacerbating congestion, emissions, and non-attainment? One answer is the anti-car, anti-taxpayer agenda of many urbanists and planners that have been adopted by those in government, which is designed to manipulate people out of their cars. These agencies wants to spend other people's money (to add insult to injury, most of it is tax revenues derived from auto users) to intentionally inflict pain on auto travelers in pursuit of elevating transit over other modes, despite the fact less than 3% of commuters travel by bus. The public is only getting more outraged by the lack of responsiveness, the rigged online surveys (that only let you choose from pre-determined pro-transit options, with no options for automobile preferences or adding traditional, unrestricted auto capacity), and the intent to inflict as much pain as possible on auto users to promote a pro-transit agenda. It's not just studies that show toll roads do not alleviate congestion, former House Transportation Committee Chair Joe Pickett argues that tolls are actually causing congestion. Toll projects actually exacerbate congestion. The one in my community does, proclaimed Pickett at his hearing August 30. Pickett's referring to the Cesar Chavez Border Highway toll managed lane project where only 6% of traffic utilizes the lanes, leaving 94% of commuters stuck in congestion. Pickett told KVIA News in El Paso last year that, Things have changed and if you want to lessen congestion, you open up the roads to everyone. • 18 Report shows Washington toll road caused congestion,TheNewspaper.com February 18, 2016 <http://www.thenewspaper.com/news/48/4898.asp> Here is one citizen's real life take on the loss of control that occurs when congestion tolling is allowed a foothold. It is too expensive to drive on the tollways. When you get on it says it is $0.97, but once you are on, the price changes to $5.67. The cost to Dallas is $20 and the cost back to Fort Worth is $20, so in one day you pay $40 in tolls just to go to work and come home. At that rate, the one person driving the car has spent two and a half hours of work just paying for the drive to go to work. This is not right...reveals Fort Worth driver Kenneth Roman. The state is duty-bound to reverse this debt-toll sink hole and cease the anti- liberty war on cars that seeks to tightly control usage of our public highways in the name of congestion relief. Tolls are the most expensive option, and therefore must cease to be the first and virtually only option. At nearly every Texas Transportation Commission meeting since Governor Greg Abbott took office, the Commission has approved virtually nothing but more toll projects, including granting public funds to prop-up these projects that are not toll viable and cannot be built without state or federal financial assistance.	Tolling is a voluntary user fee, paid only by drivers who choose to utilize the lanes, while taxes are mandatory and charged to everyone. The same number of non-tolled lanes available today will remain available in the future, providing a free route for those who do not want to pay a toll. Express lanes benefit all lanes. Numerous studies show that people of all income levels use them, approve of them, and agree they reduce congestion. Tolling provides travelers with a choice. Studies have shown that lower-income individuals face the greatest financial harm when they do not have access to options that can get them to their everyday destinations. Lack of choice can result in lost wages, late fees for day care, or decisions that restrict a person's quality of life that could have been avoided, if they had the option to bypass congestion. Also, express lanes aren't for everyday use, but rather a choice to bypass congestion when you simply cannot be late. Express lanes offer users a reliable trip to get where they need to go, and fast. The current mobility crisis in Texas is bad for everyone – bad for the environment, for the economy, for public safety, and for quality of our life. All new roads, including those that are tolled, give drivers more choices and allow them to spend less time on the road. TxDOT is driven to protect economic vitality by connecting communities and commerce, and closing the gap between affordable housing and employment centers.

				State leaders cannot claim they've changed course when 100 miles of new toll projects are now underway. Texans aren't fooled by the empty rhetoric or planners' platitudes. They experience the reality of these broken, bankrupt policies every single day they face the daunting task of commuting on congested highways while they see empty, underutilized managed lanes right next to them. Those are lanes paid for in part if not in full with their tax money, yet they cannot access them. This chokes our economic vitality and has become nothing more than a way to extort millions of dollars from Texas commuters. It's a runaway confiscatory tax scheme, feeding a bloated bureaucracy whose time must come to an end. Toll weary Texans anxiously await Governor Abbott's promise to fix our roads without tolls to come to fruition. The buck stops here and the taxpayers won't accept any more excuses. Get the tolls off these roads and return to a pay-as-you-go, accountable, transparent, and efficient transportation system. Texans expect and deserve nothing less.	

27	N/A	Janice E.	VOH	This is a bad idea. San Antonio builds roads without making them tolled. Austin needs to figure out how to do it as well. Stop making people pay twice to drive! Remember how the 130 was supposed to fix the congestion? Instead, 35 is more and more crowded and 130 is in bankruptcy. People don't want to use toll roads! Construction on 35 makes the congestion worse.	The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is: Need: • Current congestion levels are causing inefficient operations • Travel times will increase as population and employment grow • Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists Purpose: • Improve operational efficiency and manage congestion • Provide more reliable travel times • Create a more dependable and consistent route for transit, emergency responders and other motorists The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to: • Optimize the existing facility • Enhance safety • Increase capacity • Minimize need for additional right of way • Manage traffic better • Improve east/west connectivity • Improve compatibility with neighborhoods • Enhance bicycle, pedestrian and transit-user options Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm.

				And I've never seen a bus on 35. Is part of the proposal new bus routes as well? People don't use buses to get to work because they take too long.	The express lane alternative, regardless of whether it is raised or lowered, would benefit transit in the following ways: • CapMetro buses and registered vanpools would have an uncongested, toll-free route • Because the variable toll in the express lanes would be priced to maintain an uncongested traffic flow, transit riders would be ensured a reliable trip, even during peak periods • Providing a reliable trip to transit riders, even during peak periods, increases the appeal of transit and offers the community a true alternative to driving alone At this time, congestion on I-35 is such that CapMetro buses do not utilize the corridor. Because the express lanes would provide a reliable travel choice, depending upon bus service levels, approximately 1,500 drivers an hour could ride a bus instead of driving alone during peak travel times.
				Either HOV lanes or a commuter rail would be better than this boondoggle. Do not build this!	HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and ensure a reliable travel time even when the general purpose lanes are congested. In the early stages of development for the proposed Project, a Planning and Environmental Linkages Study (PEL Study) was prepared. The PEL Study evaluated a rail alternative for addition in the median of I-35. This alternative posed several serious design challenges that ultimately prevented it from meeting the proposed Project's purpose and need, and it was removed from further evaluation. These design challenges include: • Rail lines require significantly higher vertical clearance than the current roadway provides and would require reconstruction of all bridges along the corridor • Because the higher bridges would need to touch down to connect to the cross-streets, raising bridges would also require significant reconstruction of cross-streets • Rail lines do not perform well on rolling hills, as trains need a longer distance to climb and descend than vehicles, so a potential rail line could not follow the existing roadway profile of the corridor

28	Jackson, Jr.	Samuel L.	VOH	Please stop building toll roads and lanes... MoPac is a disaster and 5 years of construction to just add a toll lane doesn't do anything for mobility for the average commuter except add more cost on top of the gas taxes he already pays. Build the extra lane and reconfigure the exits but stop double taxing the average motorist. It's shameful.	The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is: Need: • Current congestion levels are causing inefficient operations • Travel times will increase as population and employment grow • Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists Purpose: • Improve operational efficiency and manage congestion • Provide more reliable travel times • Create a more dependable and consistent route for transit, emergency responders and other motorists The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to: • Optimize the existing facility • Enhance safety • Increase capacity • Minimize need for additional right of way • Manage traffic better • Improve east/west connectivity • Improve compatibility with neighborhoods • Enhance bicycle, pedestrian and transit-user options Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm.

29	Dobbs	Michael	VOH	There should be consideration of realigning the stretch of Parmer Lane from the Wells Branch crossing to the approach to I-35 to make it straighter. The sight lines in that area create spots where people cannot see cars coming east or westbound due the curve in that stretch of the roadway.	Straightening the alignment near Parmer would have numerous impacts to the business in the area, making it infeasible as part of this project.
				There are also so many light posts, power lines, and sign posts in that area that block the views of and pedestrians. Pedestrians need more time to cross the roads and also need better marked sidewalks and crossings to get through the Parmer Lane/North Lamar Boulevard, Parmer Lane/I-35 and Howard Lane/I-35/North Lamar Boulevard intersections. North Lamar Boulevard near Connally High School also needs sidewalks and other ways to allow people to walk or bike to school and allow people in the areas around it to have better access to the nearby stores.	A separate, stand-alone project at Parmer is being developed through the Lamar Intersection. During the detailed design phase, timing for signals for both pedestrians and vehicles is performed. Once new intersections have been completed, travel studies generally occur to better optimize signal timing based on driving conditions.
30	Scott	Trevor	VOH	I think the Northbound exit to Grand Avenue Pkwy (exit 248) should stay where it is. Moving it farther north would make it harder to access the businesses on the access road because drivers would have to exit earlier and wait at the stop light.	The project team will investigate if keeping the ramp at its current location in the proposed future condition is feasible.

31	Grizzle	Gary	VOH	More lanes on I-35 would definitely help the traffic problem but why does it have to be a toll road? Every major expressway in Austin is already a toll road. This article says that local, state, and federal government will be funding the construction, which is basically taxes. Whether it be in income tax, sales tax, or vehicle registration. Seems like we already paid for it, so we should be able to drive on it for free.	The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is: Need: • Current congestion levels are causing inefficient operations • Travel times will increase as population and employment grow • Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists Purpose: • Improve operational efficiency and manage congestion • Provide more reliable travel times • Create a more dependable and consistent route for transit, emergency responders and other motorists The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to: • Optimize the existing facility • Enhance safety • Increase capacity • Minimize need for additional right of way • Manage traffic better • Improve east/west connectivity • Improve compatibility with neighborhoods • Enhance bicycle, pedestrian and transit-user options Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm.

32	Nagel	Peter	VOH	The bike/pedestrian improvements are long overdue!	Thank you for taking the time to provide your input.
33	Clements	Andrew	VOH	To change travel/commuter behavior; and if the goal is to reduce single-occupant vehicles and vehicle miles traveled - why not institute high-occupancy vehicle lanes, rather than managed lanes? It is, at the most basic level, wrong, and undemocratic, to create two "classes" of drivers on public-owned right-of-way. It is also reprehensible, and short-sighted, to plan on spending almost 5-billion tax dollars to "fixing" Interstate 35 (when accepted knowledge is that "you can't build your way out of traffic congestion" by building more single-occupant vehicle capacity) - and not planning to spend even a fraction of that same amount on public transit. Why not "half" that $5 billion and spend $2.5 billion on transit - a travel mode that will truly provide a mobility option?	The express lane alternative would benefit transit in the following ways: • CapMetro buses and registered vanpools would have an uncongested, toll-free route • Because the variable toll in the express lanes would be priced to maintain an uncongested traffic flow, transit riders would be ensured a reliable trip, even during peak periods • Providing a reliable trip to transit riders, even during peak periods, increases the appeal of transit and offers the community a true alternative to driving alone At this time, congestion on I-35 is such that CapMetro buses do not utilize the corridor. Because the express lanes would provide a reliable travel choice, depending upon bus service levels, approximately 1,500 drivers an hour could ride a bus instead of driving alone during peak travel times.
34	Novacek	Matthew	VOH	I'm glad to see some bike pedestrian improvements in the project, but I'm disappointed in: 1) The shared use paths seem discontinuous, they come and go somewhat randomly.	The Mobility35 Program is working to expand the network of safe bicycle and pedestrian facilities along the frontage road and improving safety and mobility at east-west crossings for cyclists and pedestrians. We recognize that the sidewalk system along I-35 is incomplete. As part of the proposed project, the system would be upgraded wherever possible to meet current engineering design guidelines. The project would include the construction of, where possible, 10-foot-wide shared use paths on each side of the roadway. At certain locations, this width will be reduced to fit within constraints such as existing right of way as well as to minimize impacts to business and utilities. The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three-foot buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria.
				2) There doesn't seem to be any improved pedestrian or bike access through the 183/35 interchange. This is a dangerous chokepoint and barrier in the active transportation system.	Improvements to bicycle and pedestrian accommodations at I-35 and US 183 are being considered as part of a separate project, I-35 from Rundberg Lane to US 290 East.
				3) I would like to see work tying the shared use path to the Walnut Creek Trail system. 4) The same with the Tier II Little Walnut Creek trail (from the Austin Urban Trails Master Plan).	The project team is currently looking at how to accommodate a connection to the Walnut Creek Trail system under the bridges and is coordinating with the City.
35	Scott	Trevor	VOH	I'd like to see them add flyovers from northbound I-35 to Tollway 45 and from Tollway 45 to southbound I-35.	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
				And I'm also curious as to why the proposed new flyovers at I-35 and 183 are so wide. Wouldn't 1 lane be enough, like the old ones, or are they making them 2 lanes?	Improvements proposed as part of the I-35 from Rundberg Lane to US 290 East Project are outside of the scope of this environmental study.
36	Grimes	Tim	VOH	Will the in-line or T ramp transit accesses be above or below the freeway? I am a frequent transit user and am interested in providing more reliable transit access from Georgetown to Austin	The design of future transit access in the project area has not been determined yet. The North16 project is being designed by TxDOT to accommodate transit access at two locations; however, the transit type (in-line or T-ramp) and access to the transit stop (above or below I-35) would be determined at a later date in coordination with Capital Metro.
37	Aguilar	Hank	VOH	Finish the ramps IH 35 to Toll way 45	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
38	Alperin	Joshua	VOH	In order to maximize the value of this effort, the flyovers between I-35 and Toll45 need to be completed: Toll45E/W --> I35 SB I35 NB --> Toll45E/W The traffic backup associated with those two transitions are significant and problematic.	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.

Public Meeting #3
October 24, 2019

Capital Express North
Public Meeting #3
Comment-Response Matrix

Comment #	Name	Date Rec'd	Source	Topic	Comment	Response
5	David Negrete	10/24/2019	Comment Form	Access	After reviewing the general prospectus of the programmed work, I support the improvements to I35. I though have a couple of requests. 1. The NO (Neighborhood Office) zoned area between Sandpiper & Meadowlark will need to have access from the frontage road as it does now. 5. The NO zoned properties are accessed via hairpin turns off the southbound frontage road. Adding a shared use section complicates those current tight turns (not possible by long trucks only cars & 18'L.Veh.). 6. Consideration of bowing the access by securing more property @ Sandpiper & Meadowlark will make the turn-in practical & safe (sketch provided).	The side street in question is off TxDOT right-of-way. Improvements in this area are limited to what is inside existing right-of-way, plus any proposed right-of-way or driveway licenses.
43				Alternative Routes	2. Incentive Trucks to go around Austin rather than through.	Thank you for your comment.
153	Deborah Ormerod	N/A	Virtual Open House	Alternative Routes	A major improvement would be to get the 18 wheeler s off 35. I go 10 exits and counted 118 18 wheeler s 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/Team can increase safety and reduce congestion in the corridor for all users including 18 wheelers.
15	John Koonz	10/24/2019	Mailed Letter	Alternative Transit	· Make Hwy 130 a free road. This would divert through traffic. · On I35, replace an existing lane with a free managed lane for HOV and buses. This would incentivize people to car pool and use transit. · Work with other agencies to increase transit.	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 project would still allow for some transit enhancements. The project team will continue to work with local transit partners.
7	Kelly Smith	10/24/2019	Comment Form	Bicycle/Pedestrian Access	Increased foot traffic on a very fast frontage road is not a wise idea. Traffic already exceeds the speed limit ALL the time.	Wider sidewalks/shared-use paths are being proposed, and where space allows there will be a buffer between the road and bike/pedestrian pathways.
33	Melinda Kyhn	11/2/2019	Virtual Open House	Bicycle/Pedestrian Access	I appreciate that there will be improvements on I-35; however, I do not agree with the shared pedestrian and bicycle lanes that are expected to be added to the frontage roads. I drive this area (North to South and vice versa) every day, and there are already an abundance of vehicles on the frontage roads, and the Roundabout at 51st Street hasn't improved the traffic flow as much as I think TXDOT thought it would. I believe that if we added shared lanes, with all of the existing abundance of vehicles, even with improved lanes, there would be more issues with the safety of those on the roads, whether they're in a vehicle, on a bicycle, or walking. We need to resolve the issues of vehicle traffic flow before we add any more shared pedestrian and bicycle lanes. The improvements are already 15-20 years behind, and this is where the focus needs to be.	Wider sidewalks/shared-use paths are being proposed, and where space allows there will be a buffer between the road and bike/pedestrian pathways.
85	Richard Boyer	10/30/2019	Virtual Open House	Bicycle/Pedestrian Access	Currently crossing I-35 (between north loop and UT) on a bicycle is difficult and never feels safe. The safe-ish options are limited to the large bridge at the Home Depot (which has a confusing flow pattern that angers car commuters when bikes are present), Dean Keaton, which is slightly protected but has the bike path cross over car exits poorly, and the underpass at the Nature's Treasures rock shop near 41st st which is difficult to safely even use the sidewalk because under i-35 the sidewalk vanishes into awful gravel. It would be great if we had dedicated, signaled, pedestrian and bicycle friendly crossings at *every* vehicular crossing over i-35, because often it is incredibly difficult to "just go up to the next crossing" on foot or a bike. Also the proposed bike lane option on the frontage road is terrible unless there is a solid concrete barrier between the cars and the bikes AND the frontage road is limited to <30mph. Anything else is just a waste of money and families with kids would never be able to use it.	TxDOT is implementing east/west connection at intersections in coordination with the City of Austin. Where space allows, there will be a buffer between the road and bike/pedestrian pathways. 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.

Capital Express North
Public Meeting #3
Comment-Response Matrix

Comment #	Name	Date Rec'd	Source	Topic	Comment	Response
86	Rebecca Becker	10/30/2019	Virtual Open House	Bicycle/Pedestrian Access	I am very concerned about how the widening of the highway will impact east- west connectivity, particularly by bicycle. Current connectivity is abysmal, and where it has been built it is laughably dangerous- are there any cyclists using the roundabouts at 51st? The lanes at Dean Keaton are barely better, as a cyclist sharing the road with cars going 40 mph is hardly my idea of a safe experience. And crossing that many lanes of traffic with the attendant noise and pollution is incredibly unpleasant. We need safe, divided crossings with dedicated signals for pedestrians and bicycles at every highway road crossing- it's easy for cars to go up to the next exit but that is a significant distance for pedestrians and cyclists. Far too many bike lanes dead end at I-35 right now. The idea that it is appropriate to put shared use cycling paths along the frontage roads is confusing to me. Will these paths be fully divided? Will the frontage roads be limited to 30 mph? Physical division and safe speeds won't make the air quality of riding next to three lanes of traffic better but at least it might not be deadly.	TxDOT is implementing east/west connection at intersections in coordination with the City of Austin. Where space allows, there will be a buffer between the road and bike/pedestrian pathways. 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.
181				Bicycle/Pedestrian Access	* Consider parallel bike/ped trails in addition to striped lanes on frontage roads	The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. Parallel bike/ped facilities are being accommodated with the proposed shared-use path.
15				Bicycle/Pedestrian Safety	· Improve pedestrian and cycling facilities and access along the entire I35 corridor. Fix the broken crossing points, such as Austin's 4th street and I35.	The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.
90				Bicycle/Pedestrian Safety	I would like to know more about the pedestrian and bike routes in the Double Diamond design planned for Wells Branch Parkway. It is important that bikes and pedestrians have separate, safe passage across IH35. Will there be a separate bike lane? Will there be a barrier separating bikes/pedestrians from car traffic?	The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings, including Wells Branch Parkway. Where space allows there will be a buffer between the road and bike/pedestrian pathways.
120	Ed Ireson	N/A	Virtual Open House	Bicycle/Pedestrian Safety	Please also consider include ample safe pathways for human-scale transit - pedestrians and bikes.	The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.
165	Kelsey Nunez	N/A	Virtual Open House	Bicycle/Pedestrian Safety	All bike lanes along frontage roads should be fully protected	Wider sidewalks/shared-use paths are being proposed, and where space allows there will be a buffer between the road and bike/pedestrian pathways.
5				Construction	3. With the acquisition of the additional ROW the current access drive should be paved by TxDOT. The rationale for that goes way back to when these properties lost access to the roadway when I35 was developed. And with the inevitable use of this area to stage construction, a hard, durable permanent pavement is essential.	The driveway/street in question is between Sandpiper Ave and Meadow Lark Ave on the west side of IH 35. The street/access road between these streets is approximately 8-foot offset from the southbound right-of-way line and is not intended to be touched during construction.
14	Robert Meadows	10/24/2019	Comment Form	Construction	My neighborhood, the Walnut Creek neighborhood, is bounded by Walnut Creek, N. Lamar (SL275), Braker and IH 35. Given the increasing congestion on Braker and N. Lamar at present, the self-diversion of traffic from IH 35 onto Braker and N. Lamar during construction is a big concern. We already have difficulty leaving the neighborhood from about 3 pm to 7 pm, and traffic fleeing IH 35 construction will be unhelpful. Please consider devising mitigation strategies for this. Perhaps also coordinate with Austin Transportation to avoid work on N. Lamar (upcoming mobility projects) while work is going on at the corresponding length of IH 35.	Detailed construction phasing/sequencing and schedule will be developed in the next phase of the project. Work zone information technology systems/smart work zones will be implemented during construction to help inform the traveling public of various construction activities.
3	Doug McLean	10/24/2019	Comment Form	Design	Double HOV Lanes in North Section except for pinch points. Less Buffer. 2 way HOV Lanes - Moveable Barrier. Social Engineer use of shoulders to allow use during accidents. Lights or signage to indicate.	This section of I-35 has a highly constrained right-of-way and does not allow for dual managed lanes in each direction without significant right-of-way acquisition. Cross street bridges and other geometric constraints do not allow for moveable barriers.
6	Susan Somers	10/24/2019	Comment Form	Design	Can electric vehicles use the HOV Lane?	Electric vehicles will be able to use the HOV lane.
9	Ruth Benson	10/24/2019	Comment Form	Design	I am Ruth Benson again I live off Parmer Lane is the Diverging Diamond going to help traffic further down Parmer or just help to ball-up that we have now in that place. Traffic is so bad in the area of Parmer and metric the turning lane that was added then sure do help maybe you could look at doing something further down the diamond intersection might help Lamar and Parmer at 35 but what else are we doing	The diverging diamond intersection is intended to provide for improved safety and mobility through the intersection. It would also reduce congestion further down Parmer to the extent that there would be less traffic backed up at the Parmer/I-35 intersection because of the improved traffic flow.
10	Ruth Benson	10/25/2019	Comment Form	Design	My suggestion is for I-35; Austin have a lot of straight through traffic why can't we build a highway over 35 starting from the end of George Town all the way to maybe slaughter in the air over I-35 some how, make sure none stop trucks use it an through traffic, then we could have to very little to 35 as is	An elevated I-35 facility would be too cost prohibitive to construct; therefore, it is not a feasible alternative for improving mobility through Austin. Diverting heavy trucks off of I-35 was one of the main reasons that the SH 130 facility was built. SH 130 has seen double digit increases in heavy truck traffic since 2014.

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11	Charlotte Giplin	10/24/2019	Comment Form	Design	one lane doesn't seem like it will bring significant relief. The boards say "such as HOV lanes" have been considered. It would be helpful to see what other options have been considered. And time savings benefits of each. Maybe contra flow?	The north section of I-35 (SH 45N to US 290E) has a highly constrained right-of-way and does not allow for dual managed lanes in each direction without significant right-of-way acquisition and displacements. During development of the I-35 Future Transportation Corridor Planning and Environmental Linkages study, additional alternatives were analyzed. These included the addition of managed lanes (for transit, vehicles, and freight), general purpose lanes, and the No Build Alternative. Although tolled express lanes was a preliminary alternative considered during that study, 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. For more information on the preliminary alternatives considered, and the associated benefits, please refer to the study online at: http://ftp.dot.state.tx.us/pub/txdot/my35/capital/projects/sh45n-sh45se/final-report.pdf
12	Stacey Young	10/24/2019	Comment Form	Design	I am concerned that, although the addition of managed lanes provides an alternative for shared rides, it will not help reduce congestion on IH 35. I would expect construction of this scope should result in a larger benefit to all drivers. It seems that these new lanes should be utilized at full capacity, not just a percentage of the vehicles meeting the criteria of a managed lane.	Managed lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. This incentivizes users of the roadway to share rides; thereby reducing congestion on the existing general purpose lanes.
16	Stacey Young	11/8/2019	Virtual Open House	Design	My understanding that the concept of adding HOV lanes to existing highways in order to, in part, reduce congestion was tried in Dallas and failed. Drivers began using those lanes illegally by not having the required number of riders. The public complained and demanded enforcement. Subsequently, the HOV lanes had to be altered to provide space for police to park and catch/ticket those drivers illegally using the lanes. In the end, the HOV lanes were converted to Express lanes with varying toll rates similar to the expansion of MoPac. The projects on IH35 need to include additional lanes without restrictions.	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.
28	Stephen	11/4/2019	Virtual Open House	Design	Consider designing for an ultimate condition to minimize future bridge replacements and roadway realignments if additional widening/improvements are done in the future after these managed lanes are constructed.	There is currently no other ultimate option plans.
30	Amber McCullough	11/4/2019	Virtual Open House	Design	I am concerned that ONLY one H.O.V. lane in each direction will not alleviate the general traveling public congestion through downtown. Posted materials are not yet convincing that the one lane will get ahead of even the current congestion, and most surely, the future demand. From the October 30th CTRMA board meeting, Mopac (being used as an example of improvement) GP lanes are actually seeing more congestion for longer periods of time. If we spend this much money and the traffic is still stop and go, it will have terrible public perception. If the intent is to improve travel for HOV users only, then please be clear with that. Or please include some comparisons of current to forecasted (at end of project and 10 yrs future) levels of service or speeds at various locations through the project. Please add information about how decisions were made to stop with one HOV lane versus adding more lanes including GP.	This section of I-35 has a highly constrained right-of-way and does not allow for dual managed lanes in each direction without significant right-of-way acquisition.
36	Sean Barry	11/2/2019	Virtual Open House	Design	MoPac's managed lanes are already experiencing major operational issues due to having just one lane in each direction. Also, this project has very little usefulness until the Central portion is constructed (that section should go first).	This section of I-35 has a highly constrained right of way and does not allow for dual managed lanes in each direction without significant right-of-way acquisition.
43				Design	3. Central I35 should be buried to reconnect East Austin - this approach has had success elsewhere and is probably the single most important infrastructure project to Austin's future.	This comment addresses an issue that is outside of the limits of this environmental document.
46	Greg P Anderson	11/1/2019	Virtual Open House	Design	And for the space going through downtown Austin and next to UT Austin please engineer them to be capped at a later time. Also, going from east to west today on foot, bike or scooter is awful. This is the heart of our city, please make these connections better to those of us not in automobiles.	This comment addresses an issue that is outside of the limits of this environmental document.

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66	Kevin Quist	10/31/2019	Virtual Open House	Design	I briefly looked over the schematics and just wanted to make one point: if managed lanes are in the final design, their revenue needs to be funneled towards alternative transportation methods (transit/cycling/walking). Thanks!	The proposed project would include the construction of non-tolled HOV lanes. The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.
69	Benjamin Blackburn	10/31/2019	Virtual Open House	Design	Hello, First of all I would like to express my full endorsement of Sinclair blacks proposal to Barry I 35 through the middle of downtown Austin. I know this would be extremely expensive but I am willing to pay my fair share of the taxes that it would require as the benefit that it would be stole upon the city would outweigh any cost. I know that that is a far-fetched idea a large chance of Getting approved but what we can do in the immediate term is to install manage lanes. Thank You. Benjamin Blackburn	This comment addresses an issue that is outside of the limits of this environmental document.
77	David	10/31/2019	Virtual Open House	Design	PLEASE add NON signalized U turns at ALL DDI intersections. The DDI at 1431 is atrocious for anyone making a u turn or turning left. And PLEEEAASSEEEE. add two HOV lanes in each direction and 4 free lanes. Why does the south project get more HOV lanes than the north section? Round Rock has over 100,000 people. And why do Temple and Waco get 4 free and open lanes and Austin gets 3? that makes zero sense. but then again, txdot has never been very smart..	Where there is available space, separate u-turn, non-signalized lanes could be investigated. We will investigate this opportunity at Wells Branch Pkwy. The north section of I-35 (SH 45N to US 290E) has a highly constrained right-of-way and does not allow for dual managed lanes in each direction without significant right-of-way acquisition and displacements. The other locations along I-35 where additional lanes are being added have more available right-of-way.
90	Jeaneane McNulty	10/27/2019	Virtual Open House	Design	When IH35 gets backed up, we see increased traffic detouring through the Wells Branch neighborhood from Grand Ave Pkwy to Wells Branch Pkwy along Wells Port Drive. I would like to know whether the proposed Double Diamond intersection at Wells Branch Pkwy & IH35 is expected to encourage or discourage this sort of detour traffic.	Improvements to I-35 and cross streets are intended to increase safety, north/south mobility and east/west connectivity through the I-35 intersections. No specific traffic study has been performed at the local street level; however the project is increasing capacity to the facility in order to alleviate detouring traffic.
92	Liz Launchbury	10/27/2019	Virtual Open House	Design	Thank you for the opportunity to comment on the state's plans for I-35 in north Austin. My family and I appreciate your efforts and support your overall plan. The following are my comments on the proposed plan for I-35 Capital Express North: As this will be a costly effort to improve I-35 and we only have "one" chance at upgrading the interstate in the next 10+ years, I urge TxDOT to propose TWO managed lanes in each direction through this area to carry what is already a significant number of drivers/trucks/buses. Traffic will only increase and there are very limited alternatives to using I-35. Please be visionary and build for the future with two lanes. In addition, from a safety perspective, a second managed lane helps with accidents and drivers who drive too fast/too slow. I urge TxDOT to build U-turn bridges (north to south, and south to north) at every location in this corridor where they do not exist today, particularly at Parmer Lane and Braker Lane. Residential growth continues to expand in these areas and the need for those u-turn bridges is there today, and will only grow in the future. I am in support of the diverging diamond at Wells Branch Parkway, but I want to ensure that my family and I are on the email mailing list for construction updates in the future to prepare for the years of necessary inconvenience when it is constructed. I support all efforts in the proposed project to support public transit. Thank you.	The north section of I-35 (SH 45N to US 290E) has a highly constrained right-of-way and does not allow for dual managed lanes in each direction without significant right-of-way acquisition and displacements. Every cross street (including Braker Lane) is being designed with u-turns in both directions. U-turns at Parmer Lane will be part of the diverging diamond intersection. We will add your name to the email list for future construction updates.

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103				Design	Thirdly, the pre-emptive response to congestion on this section of IH-35 would have been the construction of a freeway loop circumventing Austin a few miles to the east, for drivers with destinations to the north of Austin - those who presently are "just passing through." This current problem is typical of Austin, as it is likewise the case with the planning (or, lack thereof) regarding intra-city traffic and public transportation within Austin and between Austin and neighboring cities (i.e., San Antonio): all proposed solutions are DECADES TOO LATE. In all cases, responses to these problems failed to be contemporaneous with their onset. It's akin to advising a person with terminal lung cancer to stop smoking. The "solution" to traffic problems in and around Austin is, at this point, to let traffic congestion get so bad that people stop moving here and start leaving here.	Thank you for your comment.
112	Justin Spillmann	N/A	Virtual Open House	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.	This comment addresses an issue that is outside of the limits of this environmental document..
124	Scott	N/A	Virtual Open House	Design	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 an issue that is outside of the limits of this environmental document.
148				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.
165				Design	and there needs to be a reduction in the number of exits/entrances.	Reducing entrances/exits would put more traffic through the intersections. Where space is allowed (i.e., Wells Branch Parkway and Parmer Lane), a intersection bypass lane is being proposed to reduce vehicles at those intersection. A detailed traffic analysis is being conducted to determine the locations of entrance/exit ramps and weave lengths.
167	Paul Sistare	N/A	Virtual Open House	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.	HOV lanes save time for car-poolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving car-poolers and transit vehicles a less-congested ride. HOV lanes can also provide commuters a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can motivate drivers who typically travel alone to carpool or choose transit, meaning we move more people in fewer vehicles, which benefits everyone.
170	Adelaida Perez	N/A	Virtual Open House	Design	There needs to be an express lane exit for Slaughter and/or FM 1626 in order to benefit commuters from these growing neighborhoods.	This comment addresses an issue that is outside of the limits of this environmental document.
177	John Koonz	N/A	Virtual Open House	Design	CAPITAL EXPRESS NORTH PROJECT - I35 is congested because this area encourages AND subsidizes suburban sprawl rather than denser infill. This is INDUCED DEMAND. Adding a lane will NOT help. It never has, and it never will. Make an existing lane a free managed lane for HOV and buses. Make I35 a toll road and 130 free.	Thank you for your comment.
181				Design	* Consider access points and improvements to roads for access to managed lane facility * Restrict trucks to outside lanes; provide incentives to trucks to use SH 130 * provide incentives/priority use for electric and plug in hybrid vehicles in managed lanes	Appropriate access points and improvements to roads have been considered with traffic modeling. 18-wheel trucks will be prohibited from using the left (inside) lane. Incentives for electric/hybrid vehicles will not be provided.

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101	Peggy Maceo	N/A	Virtual Open House	Environmental	The northeast corner of Braker and IH35 is home to one of the oldest and most significant trees in Austin. The saving of this tree in 1973 by Margaret Hoffman Margaret Hoffman Called attention to it's beauty and historic nature in 1973 because it was to be removed to create 2 parking places. Her words and passion initiated Austin's first tree preservation ordinances, the importance of urban forest preservation and Austin's appreciate for its trees. This iconic tree is in peril because of the IH35 project. The proposed sidewalk, paving, heavy machinery, Trenching, and grade changing will seriously compromise the preservation of this historic tree. All measures should be taken to mitigate these impacts. Has a plan to protect this tree been devised? Has an arborist assessed the tree? It it difficult to see from the plans posted what will change for the frontage road Next to the tree. It appears the road will expand? And there will be a shared use path directly through the critical root zone of this tree. An alternative plan for this path should be devised. The grassy area around the tree and the grassy patch next to the tree need to be preserved so the tree roots get rain. The tree should be heavily armored during construction and be fenced protecting the entire Critical root zone. Best Management practices should be in place. Thank you for attention to this matter.	The project team is aware of the referenced heritage tree. There will be no right-of-way acquired or deep excavation required at the tree's location; therefore, the project would not impact the tree or its root system.
97	Jennifer Hranitzky	10/25/2019	Virtual Open House	Flooding	Ever since the project started.....at the feeder of I35 and Hermitage, excessive silt and mud are running off when it rains and clogs ups the sewer drains to Little Walnut Creek.....even last night I was out there with a large broom moving silt so that my garage wouldn't flood.....is this going to keep happening?.....Since my garage has already flooded once, the construction manager came out once, but whatever engineering is being done to "improve" flooding situations on the feeder has resulted in more flooding of the streets into the neighborhood as it runs downhill into our neighborhood.....it was not like this when I bought my home 12 years ago.....I have not had flooding problems when it rained until the construction began on the feeder.....this was not planned well.....	This comment will be shared with TxDOT's construction crews to determine an appropriate solution.

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42	michael fossum	11/1/2019	Virtual Open House	Historic	The Austin Heritage Tree Foundation communicated with Stacey Benningfield, TxDot, in 2014 and provided several comments that were critical to preserve the historic 700 yr. old tree at the Northern Tool parking lot, just north of Braker. This historic 700 yr. old heritage tree will be heavily impacted by the IH35 Capital Expressway North project. This tree has a honor plaque describing its history that was put by Austin's Tree Lady Margret Hoffman. This is the second most important heritage tree in Austin , after the Treaty Oak. Please, take all measures to protect this very old historic heritage tree, and make the necessary changes. I think that none of my recommendations were used and that this tree will be heavily impacted by the IH35 project. However, I can't tell exactly with the schematics in your web page (attached) if the tree will be impacted by sidewalks/multiuse paths, driveway replacement and/or grade changes. I don't have any notes about being contacted by the consultant after these emails. I do remember a meeting on site, but I'm not sure if that was with the consultant or my certified arborists. I consulted with 3 independent certified arborists at that time. I'm listing my original feedback below regarding the 700 yr. old historic tree. These concerns were provided by my 3 certified arborists and shared by the former City Arborist Michael Embesi: · It is imperative that all the grassy area (the rectangular grassy median as well as the grassy strip in front and north of the tree) be preserved undisturbed due to the historic importance of this tree. This area is marked with red dots in the picture below. · Currently, there is no sidewalk by the tree. Since the plan is to build a sidewalk along the frontage road, it is imperative to place it as far away from the tree as possible and that no work be done with large machinery near the tree. No digging, trenching, or soil compacting within the critical root zone. This tree with almost all certainty will have roots in that entire grassy area and it is too old to have its roots disturbed by construction	The project team is aware of the referenced heritage tree. There would be no right-of-way acquired or deep excavation required at the tree's location; therefore, the project would not impact the tree or its root system.
176	Susan Pantell	N/A	Virtual Open House	HOV Capacity	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.
18	Mary Pustejovsky	11/8/2019	Virtual Open House	Multimodal	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.	The project includes the construction of shared-use paths to be used by pedestrians and bicyclists. TxDOT is working with Capital Metro regarding bus access into the proposed managed lane.
55	Hank Long	10/31/2019	Virtual Open House	Multimodal	Stop building highway expansions and make bus and bike lanes instead.	Right now, public transit buses and registered van pools sit in traffic with all other vehicles on I-35. Managed lanes provide these vehicles with a more reliable route, allowing them to bypass congestion and arrive at their destinations quicker. Where feasible, the Capital Express North project will allow vehicles to directly enter the managed lanes from the frontage road without having to weave through the mainlanes. TxDOT is working with Capital Metro on access points and transit usage. The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.

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66				Multimodal	The state of Texas is choking on cars and we need to start creating multiple transportation systems so no one systems becomes overburdened (see the road system).	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.
86				Multimodal	What provisions for public transit will be incorporated? Will right of way be dedicated for more transit stations and infrastructure? We know building roads just leads to induced demand and more traffic- how will modes other than single occupancy vehicles be promoted so that we're not just building ourselves a bigger traffic problem that cuts our city in half?	Right now, public transit buses and registered van pools sit in traffic with all other vehicles on I-35. Managed lanes provide these vehicles with a more reliable route, allowing them to bypass congestion and arrive at their destinations quicker. Where feasible, the Capital Express North project will allow vehicles to directly enter the managed lanes from the frontage road without having to weave through the mainlanes. 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.
94	Nick Olivier	10/25/2019	Virtual Open House	Multimodal	consider future inclusion of rail facilities, perhaps building the HOV lanes in such a way that they could be converted to rail at a later date.	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 project would still allow for some transit enhancements. The project team will continue to work with local transit partners.
110	Aldo Fritz	N/A	Virtual Open House	Multimodal	It would be great if the project would allow for regional multi-modal transportation that integrates lightrail, BRT, and other forms of transportation and laying down the foundation for better connections to San Antonio, and even DFW region.	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.
111				Multimodal	#2: 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.	Right now, public transit buses and registered van pools sit in traffic with all other vehicles on I-35. Managed lanes provide these vehicles with a more reliable route, allowing them to bypass congestion and arrive at their destinations quicker.

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171	Tim Thomas	N/A	Virtual Open House	Multimodal	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. Right now, public transit buses and registered van pools sit in traffic with all other vehicles on I-35. Managed lanes provide these vehicles with a more reliable route, allowing them to bypass congestion and arrive at their destinations quicker. Where feasible, the Capital Express North project will allow vehicles to directly enter the managed lanes from the frontage road without having to weave through the mainlanes. TxDOT is working with Capital Metro on access points and transit usage. The proposed project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.
181	Thomas Williams	N/A	Virtual Open House	Multimodal	* Please integrate this project with transit centers and mobility hubs to maximize transit and HOV usage * Implement incentives (coupons for SOV managed lane use) if user takes transit X number of times	Right now, public transit buses and registered van pools sit in traffic with all other vehicles on I-35. Managed lanes provide these vehicles with a more reliable route, allowing them to bypass congestion and arrive at their destinations quicker. TxDOT is working with Capital Metro on access points and transit usage.
7				Noise	Sound study + Sound Barrier is a must. "NO ENGINE BRAKE" on 35 or Frontage Road - ALREADY CITY ORDINANCE. IH-10 thru Kerrville has this restriction. TxDOT can do this.	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. During the next phase of the project, No Engine Brake signs will be looked at and added, where appropriate.
8	Michelle Byrum	10/24/2019	Comment Form	Noise	1) would like to see sound barrier installed 3) restrict 18 wheeler air brake usage through rundberg to parmer - with posted signs	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. During the next phase of the project, No Engine Brake signs will be looked at and added, where appropriate.
93	Gary Brewer	10/25/2019	Virtual Open House	Noise	WE KEEP REQUESTING THAT THE NO ENGINE BRAKE SIGNS THAT USED TO BE ON IH35 NORTH UP TO YEAGER LANE (I THINK) BE PUT BACK. WE (WCNA) HAVE BEEN REQUESTING THIS FOR YEARS TO NO AVAIL YOU KEEP TELLING US THAT YOU WILL GET BACK TO US BUT NO ONE HAS. THE JAKE BRAKE NOISE COMING INTO OUR NEIGHBORHOOD (WEST OF IH35 BETWEEN BRAKER AND WALNUT CREEK) IS DEAFENING!!! THE NOISE COMING INTO OUR NEIGHBORHOOD FROM IH35 IS DEAFENING. WE NO LONGER CAN ENJOY OUR BACK YARD/PATIO BECAUSE OF THE INCREASE NOISE OVER THE YEARS, ESPECIALLY AFTER REWORKING IH35 BETWEEN YEAGER / PARMER & BRAKER SEVERAL TIMES. THE LAST REWORK FROM PARMER TO BRAKER REALLY DONE US IN. A NOISE INCREASE OF 10 DB OR MORE. I HAVE MEASURED AS MUCH AS 92 DB COMING INTO OUR BACKYARD AT [redacted]. USED TO BE VERY QUITE BACK IN THE OLD DAYS, WE HAVE BEEN AT THIS RESIDENCE OVER 50 YEARS.... YOURS TRULY, GARY BREWER (PAST PRESIDENT WCNA)	During the next phase of the project, No Engine Brake signs will be looked at and added, where appropriate. 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.

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182	Ellen Ruth Sullivan	N/A	Virtual Open House	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.	This comment addresses an issue that is outside of the limits of this environmental document.
169	Adam Greenfield	N/A	Virtual Open House	Opposed to the Project	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. 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. 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? 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 purpose of the proposed project is to improve safety and mobility for all users of I-35. Right now, public transit buses and registered van pools sit in traffic with all other vehicles on I-35. Managed lanes provide these vehicles with a more reliable route, allowing them to bypass congestion and arrive at their destinations quicker. Where feasible, the Capital Express North project will allow vehicles to directly enter the managed lanes from the frontage road without having to weave through the mainlanes. TxDOT is working with Capital Metro on access points and transit usage. The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.
172	Dan Keshet	N/A	Virtual Open House	Opposed to the Project	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!	Thank you for your comment.

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Comment #	Name	Date Rec d	Source	Topic	Comment	Response
184	Eric Virag	12/5/2019	Mailed Letter	Opposed to the Project	Mr. Hawley, I am against TxDOT's proposed project for IH 35, on both this northern section and the entire length of the project. I am also very disappointed by TxDOT's public outreach. It is unacceptable practice in 2019 to only accept comments in person or through physical mail. The comment period is also very short at only two weeks. I was not aware of the open house meetings for the project, and therefore missed both the north and south meetings. I don't think TxDOT has done their due diligence to advertise these meetings. It is very easy to put up a project website and have people submit comments to it or allow comments by email. IH 35 runs down the middle of Austin. It currently provides our city with: air pollution from vehicle emissions, noise pollution from vehicles, water pollution from runoff, a slow and congested route for vehicles, limited opportunities to cross the roadway as a pedestrian, no bicycle facilities, and no rail lines of any variety (passenger or freight). It divides our city. It stands as an example of freeway/highway infrastructure gone wrong. So we should do something to address the problems of IH 35. I'm writing you because the proposed project doesn't solve any of the problems with IH 35. It only exasperates them by adding more vehicle lanes. To make IH 35 a larger problem, and to spend $8 billion doing it, is unethical. The route IH 35 takes between the large cities of San Antonio, Austin, and Dallas, as well as the many growing smaller cities between them, is suitable for moving large volumes of people and goods as safely, efficiently, and with the smallest environment impact as possible. That means our solutions for IH 35 should be directed at passenger rail, freight rail, and station connections to rail in the cities. This entire project should be scraped. I know that TxDOT doesn't control the statewide project selection, but you can still do the right thing by not advancing this project past the preliminary stages. I am also a P.E. and there is a basic evaluation we conduct in engineering: does this project provide solutions to our problems and is the cost of the project justified by its benefits? The proposed IH 35 project is the most extreme example I have seen of high cost and low benefit. Please do the right thing and halt the project as proposed. Let's spend our state dollars on a project (or a series of projects) that solve IH 35's problems in a responsible manner. Sincerely, Eric Virag.	The Oct. 24, 2019 public meeting was advertised in the following ways: · Publication in The Austin American Statesman, Community Impact, and El Mundo; · Mail out to property owners adjacent to the project area; · Changeable message signs at multiple locations along IH 35 within the project limits; · Twitter and Facebook posts; · E-blast and Media Advisory; and, · Posted on TxDOT website TxDOT accepted written comments during and after the public meeting via mail, fax, email at info@mobility35.org, or by visiting the virtual open house at mobility35openhouse.com. Verbal comments were accepted at the public meeting by a court reporter. The purpose of the proposed project is to improve safety and mobility for all users of I-35. The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.
64	Matt Desloge	10/31/2019	Virtual Open House	Opposition to Project	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?	The proposed project would include the construction of non-tolled HOV lanes. Because HOV lanes are designed for mass transit, they provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles.
6				Pedestrian Safety	For diverging diamond, make signage clear so pedestrians know how to get across the highway. Barriers + infrastructure to discourage pedestrians from crossing travel lanes near diverging diamonds	Pedestrian signage at the diverging diamond intersection would be provided. Pedestrian crossing at the diamond interchange will be allowed at designated sidewalks and crosswalks.
17	Tyler Markham	11/8/2019	Virtual Open House	Pedestrian Safety	For safety, I would like to request that pedestrian crossings along I-35 frontage roads be raised to the level of the sidewalk. This increases visibility and lowers the speed at which a potential crash would occur.	Typical design standards for these types of facilities (frontage roads/freeways) lower the sidewalk to the street elevation due to the vehicle speeds on these roadways.
18				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.	Exact locations of sidewalks on the DDI has yet to be determined.
89	Phillip Ells	10/28/2019	Virtual Open House	Pedestrian Safety	I care most about potential improvements that could be made for pedestrians and cyclists as well as air quality. Being in a neighborhood close to the highway will decrease our air quality.	The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. TxDOT will perform an air quality analysis for the project.
13	Jose San Miguel	10/24/2019	Comment Form	Public Involvement	Thanks for holding the Open House. Very informative! Loved the Maps!	Thank you for your comment.

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5				Safety/ Noise	2. With the addition of the shared use path. consideration for a 42" High solid Barrier should be considered both for fall protection & for sound rebound to lesser noise pollution for the neighborhood.	Generally, a roadway curb will be used on the edge of the frontage road to separate vehicles from the shared-use-path, not a raised concrete traffic barrier due to safety for vehicles and needed access to business and side streets. 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.
5				Speed Limit	4. Please reduce the speed on the frontage Rd it is already near impossible to access the frontage due high speed of traffic.	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.
7				Speed Limit	Lower speed on I35 between Rundberg & Parmer.	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.
8				Speed Limit	2) lower speed limit through Rundberg to Parmer	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.
127	Truman Fenton	N/A	Virtual Open House	Support for HOV Lanes	I favor managed HOV lanes for the new lanes.	Thank you for your comment.
138	Monica Luxon	N/A	Virtual Open House	Support for HOV 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. The project design would not prevent tolling in the future.
146	Sherri DeSpain	N/A	Virtual Open House	Support for HOV 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.	Thank you for your comment.
46				Support for Managed Lanes	Please allow for managed lanes!	The proposed project would include the construction of non-tolled HOV lanes.
27	James B	11/4/2019	Virtual Open House	Support for Non-Tolled Lanes	Please do not make toll road lanes. Not everyone can afford to pay to drive on the roads everyday. Not just the affluent get to drive. If they go bankrupt, make it default to being free, unlike SH-130. Did MoPacs lanes open up to many beyond the nice cars to drive down during high traffic?	The Capital Express North project would include the addition of non-tolled HOV lanes.
29	Fred Flint	11/4/2019	Virtual Open House	Support for Non-Tolled Lanes	Toll lanes are pure cancer. Under no circumstances should any be built and existing toll lanes should be converted to non toll lanes.	The Capital Express North project would include the addition of non-tolled HOV lanes.

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103	Renaud Sarti	N/A	Virtual Open House	Support for Non-Tolled Lanes	This proposal for “managed” (paid/toll) lanes is garbage. Firstly, construction to add them would render congestion on IH-35 untenable for a few years. Secondly, no one wants to pay extra to pass through Austin.	The proposed project would include the construction of non-tolled HOV lanes.
113	Cindy Brummer	N/A	Virtual Open House	Support for Non-Tolled 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.	Thank you for your comment.
114	Frederick Mitchell	N/A	Virtual Open House	Support for Non-Tolled 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 proposed project would include the construction of non-tolled HOV lanes.
115	Greg	N/A	Virtual Open House	Support for Non-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 proposed project would include the construction of non-tolled HOV lanes.
139	Peter Birk	N/A	Virtual Open House	Support for Non-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 proposed project would include the construction of non-tolled HOV lanes.
152	Wendy Gonzales	N/A	Virtual Open House	Support for Non-Tolled Lanes	Please keep any lanes added FREE for drivers to use.	The proposed project would include the construction of non-tolled HOV lanes.
154	Meredith Matthews	N/A	Virtual Open House	Support for Non-Tolled Lanes	No more toll lanes! Please add HOV lanes!!	The proposed project would include the construction of non-tolled HOV lanes.
44	Wendy	11/1/2019	Virtual Open House	Support for Non-Tolled Managed Lanes	Please keep any lanes added FREE for people to use ...	The proposed project would include the construction of non-tolled HOV lanes.
2	Nick Stanko	10/24/2019	Comment Form	Support for Project	Love the idea of managed lanes on I35, Long overdue Need some "Slow Traffic Keep Right" Signs. I know "Left Lane for passing" exist. But not sure that gets the point across well. (I'm not supporting speeding, Just slower traffic keep right. I Believe a cheap expense to move Left Lane traffic (thru) Quicker.	Detailed traffic signs will be developed during the next phase of the project. The team will look into adding these signs, where appropriate.
4	Alan Rivaldo	10/24/2019	Comment Form	Support for Project	Thank you so much for hosting this open house at John Connally High School. Sam Yacoub was very helpful in his explanations of what is happening, and of the proposed changes to I-35 to facilitate I-35 Capital Express North. I appreciate what TxDOT is doing to improve mobility in the I-35 corridor, and enjoyed meeting the people who work behind the scenes & who will make this happen. Thank you for braving the rough weather to be here.	Thank you for your comment.
21	Anne Wynne	11/6/2019	Virtual Open House	Support for Project	Good plan. keep going.	Thank you for your comment.
26	Stephen Johnson	11/5/2019	Virtual Open House	Support for Project	Please accept this comment as support for the project. Additional main lane and frontage road capacity and operational improvements are needed.	Thank you for your comment.
47	Tom Van Pelt	11/1/2019	Virtual Open House	Support for Project	The plans proposed in this project I believe would have an overall positive impact on traffic flow on I-35 North. They look like effective ways of relieving congestion and other issues that impact drivers.	Thank you for your comment.
54	Roland Pena	11/1/2019	Virtual Open House	Support for Project	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.R	Thank you for your comment.
76	Tom Kolko	10/31/2019	Virtual Open House	Support for Project	The highway improvement projects and adding capacity projects are long overdue in the Austin area	Thank you for your comment.

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119	Krystal Shaw	N/A	Virtual Open House	Support for the Project	I applaud the use of non-tolled lanes and encouraging carpooling!	Thank you for your comment.
122	Ronda Barton	N/A	Virtual Open House	Support for the Project	Please continue plans for HOV lanes on I-35 and please DO NOT add ANY toll lanes to I-35.	The proposed project would include the construction of non-tolled HOV lanes.
142	Dick Sanger	N/A	Virtual Open House	Support for the Project	I am highly supportive of this plan and what it can bring to Austin.	Thank you for your comment.
166	Alan McKendree	N/A	Virtual Open House	Support for the Project	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.	HOV lanes save time for car-poolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving car-poolers and transit vehicles a less-congested ride. HOV lanes can also provide commuters a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning we move more people in fewer vehicles, which benefits everyone.
183	Wallace Walker	N/A	Virtual Open House	Support for the Project	let's get those additional lanes open then see if we still need those managed lanes	Thank you for your comment.
1	Joseph Carrizales	10/24/2019	Comment Form	Support for Tolled Lanes	Develop Managed Lanes as Tolled Managed Lanes. This will allow improvements to be build sooner rather than later. Good Job by all! Great information	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.
5				Support for Tolled Lanes	7. Our preference is for the new center managed lane to be toll lanes. The option to move quickly N/S & toll cost is actually less expensive for business & anyone in terms of A. Time B. Money. The initial cost of even $2.00 is realized in 5x the amount in real fuel savings & for business in compensated travel time for employees the savings is another easy $40 to $50 savings.	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.
6				Support for Tolled Lanes	Consider doing tolled lanes instead of HOV. Tolls are the Only to prevent induced demand! If it must be HOV study best practices and don't back down Can we construct so that conversion to tolls later is 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. The project design would not prevent tolling in the future.
15				Support for Tolled Lanes	Make I35 a toll road from Georgetown to San Marcos	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	Celia Israel	11/8/2019	Virtual Open House	Support for Tolled Lanes	As we move forward on the IH-35 Capital North Express Project, I urge you to consider the development of variable-priced managed lanes rather than the non-tolled managed lanes under the current proposal. This alternative would speed up the construction process, secure the financing needed for a project of this magnitude, and is a more effective congestion management tool. We know that the appetite for this alternative exists in our Austin region, as we have seen great success with the development of the new MoPac express lanes. The success of these variable-priced managed lanes has been measured in several ways, one being the dramatic increase in Cap Metro bus ridership due to its advantage over the non-tolled traffic. This is one way for our region to promote transit as a viable solution for Central Texans. TxDOT has shown its ability to innovate and find creative solutions in order to most effectively move people, rather than succumbing to political pressure - one only needs to look to the recent Loop 610 elevated bus lane in Houston to see this. We have one chance to do things right as we rebuild the Capital section of IH-35, and variable-priced managed lanes would ensure we get Austin moving as quickly and efficiently 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.
22	Timothy Grimes	11/6/2019	Virtual Open House	Support for Tolled Lanes	Glad to see I-35 will be adding capacity. Would like to see tolled managed lanes, similar to what is provided on MoPac. 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.
26				Support for Tolled Lanes	Please also make sure not to preclude future tolling infrastructure. Dynamically priced toll lanes are needed, as shown in the previous PEL studies done through Austin. Once it is politically palatable, tolls need to be utilized to provide a continuous revenue source to supplement Propositions 1 and 7 (especially after they expire).	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.
31	Jim Skaggs	11/3/2019	Virtual Open House	Support for Tolled Lanes	I believe it is ill-advised to not consider managed toll lanes. Without these lanes and toll roads, we would be in a horrible traffic mess. The Governor is constraining TxDOT's ability to serve the greater-good of the area's citizens.	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.

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32	Christopher Williams	11/2/2019	Virtual Open House	Support for Tolled Lanes	Hi, In agreement with the Austin Chamber of Commerce 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. Thank You, Christopher	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.
35	Eric Stratton	11/2/2019	Virtual Open House	Support for Tolled Lanes	I applaud all the hard work that has gone into the planning of the I-35 expansion project. It is years overdue for the greater Austin region which tops multiple surveys as the most congested region in Texas and one of the most in the country as well. Given this, it is CRITICAL that this project happen QUICKLY and be FULLY FUNDED. The only way to ensure this occurs is with the use of VARIABLE TOLLED LANES in conjunction with THE CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY. CTRMA has a history of building projects that work much faster than public taxpayer funded roadways alone. Please listen to the thoughtful plans of our community and local partners in this matter. It is the only way to ensure these multi-billion-dollar expansions and improvements occur in a timely manner while providing the most flexibility to drivers. 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. The Capital Express North Project is fully funded, as documented in TxDOT's Unified Transportation Plan.
36				Support for Tolled Lanes	HOV lanes have been proven to be inadequate and have generally been phased out across the state and country. Managed TOLL lanes are needed in order to ensure proper functionality, especially to ensure reliable travel times for transit vehicles. Until we get a governor who is willing to support tolling these lanes, the whole project should be put on hold, since the money won't achieve meaningful results. In addition, while I know space is constrained, having two toll lanes in each direction would greatly improve the functionality (not just the capacity) of the 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. The Capital Express North Project is fully funded, as documented in the UTP.
37	Cameron Pawelek	11/1/2019	Virtual Open House	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.
39	Mark Terry	11/1/2019	Virtual Open House	Support for Tolled Lanes	Thanks for asking for feedback regarding I-35. Please consider utilizing express lanes - variable toll managed lanes on I-35 rather than non-tolled HOV lanes. I travel across the state (from Austin) and it has been my experience that few people access HOV lanes. They do use variable tolled lanes (Houston and DFW). No matter how much one tries to force carpooling, folks just don't do it. Let's use ideas that will work.	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.

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43	Albert Diaz	11/1/2019	Virtual Open House	Support for Tolled Lanes	1. Strongly favor variable priced lanes over 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.
45	C. Brian Cassidy	11/1/2019	Virtual Open House	Support for Tolled Lanes	The I35 Capital Express Project should be built as 2 variable tolled managed lanes in each direction throughout all segments, including the northern 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.
58	Andrew D smith	10/31/2019	Virtual Open House	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.
62	Ali Khataw	10/31/2019	Virtual Open House	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.
68	Brandon Halpin	10/31/2019	Virtual Open House	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.
70	Maureen Kelly	10/31/2019	Virtual Open House	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.
71	Brian Boitmann	10/31/2019	Virtual Open House	Support for Tolled Lanes	Make 35 like Mopac with HOV or 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.
72	Nicolas Sfeir	10/31/2019	Virtual Open House	Support for Tolled Lanes	Hi there, please consider the following for the I-35: Consider adding HOV and Express Lanes Consider adding Toll lane Add lanes in Austin Frankly all the above solutions to relieve the congestion.	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	Casey Burack	10/30/2019	Virtual Open House	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.
84	Jonathan L Packer	10/30/2019	Virtual Open House	Support for Tolled Lanes	Please use all tools at disposal, including variable tolling to grow capacity on I35.	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	Farmer	10/29/2019	Virtual Open House	Support for Tolled Lanes	Please consider the utilization of variable speed managed lanes (toll lanes) when constructing the IH 35 project. We need as many new lane miles as possible and this would be a legitimate 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.
88	Jerry Ramos	10/28/2019	Virtual Open House	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.
96	Eric Ratzman	10/25/2019	Virtual Open House	Support for Tolled Lanes	I would like TxDOT to use managed express lanes (variable toll lanes similar to Mopac). This will likely result in the project being financed and built sooner and ease congestion by diverting some traffic from general purpose lanes into the managed lanes. It will also provide a more predictable travel time for express lane users (both for transit AND for those of us who need to make a trip into town and be on time). 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.
107	William Massingill	N/A	Virtual Open House	Support for Tolled Lanes	please consider variable-rate "express" lanes in lieu of HOV lanes. flexibility is key.	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.

Capital Express North
Public Meeting #3
Comment-Response Matrix

Comment #	Name	Date Rec d	Source	Topic	Comment	Response
111	Sarah Simpson	N/A	Virtual Open House	Support for Tolled Lanes	#1: 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. #3: 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.
120				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.
				Support for Tolled 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	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. Providing an alternative route to I-35 was one of the main reasons that the SH 130 facility was built. SH 130 has seen double digit increases in heavy truck traffic since 2014.
129	Jeri Stone	N/A	Virtual Open House	Support for Tolled 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.
133	Brianna Frey	N/A	Virtual Open House	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.
140	Glenn Hart	N/A	Virtual Open House	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.
147	Charles Betts	N/A	Virtual Open House	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.
148	Lonny Stern	N/A	Virtual Open House	Support for Tolled Lanes	I would like to advocate for two things: 1) Using variable-price tolling lanes (instead of HOV lanes) on I-35 Thanks for your help to improve this infrastructure for our community!	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.

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Comment-Response Matrix

Comment #	Name	Date Rec'd	Source	Topic	Comment	Response
149	Richard Kooris	N/A	Virtual Open House	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.	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.
163	Julia Taylor	N/A	Virtual Open House	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.
165				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.
168	Sierra Holloway	N/A	Virtual Open House	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.
173	Kevin Hoffman	N/A	Virtual Open House	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.
178	John Munoz	N/A	Virtual Open House	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.
181				Support for Tolled Lanes	* Implement user fees to manage demand and maintain speeds on managed 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.
25	Jeffrey Lara	11/5/2019	Virtual Open House	Support for Transit Improvements	Stop building limited use lanes. It does not improve traffic. Mopac Express Lane is a perfect example of that. It only serves to make money for companies and maybe the city ..maybe. It does nothing for the general public who live here and have to sit in traffic. I would rather use funds to build out a rail system so I just didn't need a car. If you are going to expand lanes then build a rail right in the middle of the highway instead of HOV/Express Lane. It will serve more people every day.	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 project would still allow for some transit enhancements. The project team will continue to work with local transit partners.
30				Traffic	I do not see traffic analysis here.	A traffic analysis is being conducted for the Capital Express North project to optimize the roadway configuration based on roadway constraints.
105	Yasbel Flores	N/A	Virtual Open House	Support for HOV Lanes	I DO NOT WANT Variable price lanes. I want HOV Lanes!	The proposed project would include the construction of non-tolled HOV lanes.
106	Ronald Flores					

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Comment #	Name	Date Rec'd	Source	Topic	Comment	Response
34	Jordan McGee	N/A	Virtual Open House	Climate	· No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways	TxDOT has prepared a Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report (https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf), which takes into consideration increases in temperature. This statewide approach is consistent with the Council on Environmental Quality (CEQ) draft Guidance on the Consideration of Climate Change in National Environmental Policy Act (NEPA) Reviews (dated June 26, 2019). Please refer to the technical report for more details, including the climate change assessment and how TxDOT is responding to a changing climate.
60	Liza Wimberley			Bicycle/Pedestrian Safety & Design	· all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications · all bike lanes should be fully protected · reduce the number of entrances and exits · no slip-lanes, they're too dangerous to pedestrians and cyclists	Designated bike lanes (i.e., striped bike lanes within the roadway pavement) are not part of the frontage road; however, they will be implemented at east/west crossings in coordination with the City of Austin. Wider sidewalks/shared-use paths are being proposed, and where space allows there will be a buffer between the road and bike/pedestrian pathways. NACTO is a guide for urban streets, and is not the appropriate design guide for freeways. Reducing entrances/exits would put more traffic through the intersections. Where space is allowed (i.e., Wells Branch Parkway and Parmer Lane) an intersection bypass lane is 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. Turn lanes will be added at intersections to increase traffic flow and reduce congestion. Pedestrian and bicycle pathways at these locations will be clearly marked for safety.
63	Heyden Walker			Speed Limit	· frontage road design speed should be 30 mph or lower	Once the project is completed, a speed study will be conducted to determine appropriate speed limits along the roadway.
67	Chris Wojtewicz			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.
20	Ann Kelly					
24	John Lewis					
38	Josh Miksch					
41	Alexandra M Martin					
48	Jacqueline Dudley					
49	Leticia Estavillo					
50	Kimberly Nordhoff					
51	Justin Brodnax					
52	Roland Pena					
53	Patrick Rose					
56	Andrew Grimm					
57	Lance Coplin					
59	James Cain					

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Comment #	Name	Date Rec d	Source	Topic	Comment	Response
61	Hal Guggolz	N/A	Virtual Open House	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.	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.
65	Josh Lickteig					
69	Benjamin Blackburn					
73	Kelly Ballard					
74	Drew Scheberle					
75	Natassia Marie Smith					
78	Lindsay Wood					
79	Mike Kennedy					
80	Brittany Glasschroeder					
81	Jerry Frey					
82	David Huter					
95	Dana Harris					
98	Matthew Geske					
100	Roger Borgelt					
102	Jeff Henley					
104	A. ZInni					
108	Marian Casey					
109	Sydney Loyed					
116	Kyle Kerrigan					
117	Stephanie Voutselakos					
118	Deyla					
121	Clint Sayers					
123	Annetta Petropoulos					
125	Clayton Hoover					
126	Monti Jefferson					
128	Crispin Ruiz					
130	Keeley Shrode					
131	Janice Hillenmeyer					
132	Jan Fulton					
134	John Andersen					
135	Megan Frey					
136	JD Moore					
137	Cid Galindo					
141	Burnie Burner					
143	Robert Burton					
144	Amy Harding					
145	Jennifer Todd-Goynes					
149	Richard Kooris					
150	Lora Herring					
151	Bryan					
155	Najad Blataji					
156	Margaret Robinson					
157	Annette French					
158	Terrence					
159	Jessica Grahek					
160	Elizabeth Buongiorno					
161	Tom Stacy					
162	Alex Westermann					

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Comment #	Name	Date Rec d	Source	Topic	Comment	Response
164	Dana Hansen					
174	Kim Fernea					
175	Atul Patel					
179	Shaun Cranston					
180	Andrea Sanchez					

Public Hearing
May 10, 2021

I-35 Capital Express North
Virtual Public Hearing
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Harry Swinnery	5/10/2021 9:42	Email to: capexnorth@txdot.gov	I strongly support the proposed addition of shared pedestrian-bike use paths on each side of I-35. Please include a sound barrier between the automobile lanes and the pedestrian-bike paths. Without a sound barrier the noise level will be very unpleasant. I ride my bike on the shared pedestrian-bike lanes along US 183 north from Martin Luther King Blvd and the noise level is indeed VERY unpleasant. Thank you. Harry Swinney PS. I learned to ride a bike in 1947 on 44th St near East Ave, which years later became the route for I-35. I continue to ride my bike throughout Austin.	Thank you for your comment. TxDOT conducts noise analyses to determine if adjacent noise-sensitive land-uses, also known as a noise receptors, might be impacted by roadway traffic noise and may benefit from reduced noise levels by some form of mitigation, typically a noise barrier. The proposed shared-use-path that would be constructed as part of the project is part of the I-35 corridor and would not be considered an adjacent noise-sensitive land-use for which TxDOT would provide mitigation.
2	Deirdre	5/10/2021 15:08	General Website Comment Form	Austin and TxDOT should not throw more money into even more construction on I35. The reason it's congested is because there is no toll free and/or expedient way to bypass the city. No one wants to pay a toll to use 130 and there is no way to bypass the city. We need a circular beltway that allows travelers to go around the city when they don't have business in the city. TxDOT should also Require that trucks go around the city when they are just pass throughs. If we spend money on HOV lanes, it will not change anything. It just shuffles the position of cars on the road and will actually encourage more cars to be on the road. I don't mind paying a toll to make my trip faster and less congested, but I've lived in the northeast US where they are common and traffic is a	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. Studies conducted in 2013 and 2015 by the Texas A&M Transportation Institute concluded that re-routing truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Additionally, SH 130 has its own congestion, prompting the need to add a third travel lane in each direction from SH 45 North to SH 71. Only 14% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 1% are trucks;

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				nightmare. But here in Texas, people do not want to pay a toll. It's not in their belief system. The best way to improve Austin's traffic woes is to build a non-toll beltway that circumnavigates the city, get trucks off I35 as it goes through town, and to get rid of all toll roads.	the other 86% of vehicles are local I-35 travelers. Additionally, most of the truck traffic on I-35 has an origin or destination near the corridor, meaning that I-35 is a desirable or necessary route. HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving carpoolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone.
3	Charles George	5/10/2021 15:23	Email to: capexnorth@txdot.gov	Following are my comments: with few exceptions HOV lanes do not meet operational design standards (few people carpool) HOV lanes should allow BEV vehicles regardless of occupancy. BEV (full battery electric vehicle) does not include hybrids. Windshield tag provided to verified BEV HOV lanes should be monitored like tolled lanes with cameras and windshield tags. Regards Charles George	HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving car poolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				1703 Main St Cedar Park, TX 78613	
4	Michael Shear	5/10/2021 16:07	Email to: capexnorth@txdot.gov	One thing we are growing here in Texas is congestion and the construction phases on I35 will increase travel times, expense and emissions. We need a bold and unique infrastructure strategy and we need to be able to quickly replicate it in other major metropolitan areas. This distributed model is patented, 1 of 19 finalists in the Gigabit worldwide challenge and selected over 100 other national teams as one of 2 tracks in this year's NSF Civic innovation Challenge. I would like to schedule a call, zoom or meeting as your schedule may permit. I look forward to your response. Michael Shear Strategic Office Networks®, LLC LinkedIn Posts (Articles on Distributed Metropolitan Design®) 720-253-3700	Thank you for your comment.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
5	Ben Heebner	5/10/2021 17:56	VPH Comment Form	While I do not doubt the recommended improvements are needed, can anything be done about the traffic just north of 45? The section between 1431 and 45 is brutal. Way too many merge.	Thank you for your comment. This comment addresses an issue that is outside of the limits of this environmental document. More information on the future development of I-35, north of SH 45 can be found at: http://my35.org/capital-project-information.htm
6	Kyla Morgan	5/10/2021 23:29	VPH Comment Form	Homes along wear Austin Mopac were provided with a sound barrier wall. It would be equitable for homes along 35 to be offered the same. Please build barrier wall for homes backing to I35 between Barker Lane and Tech Ridge Blvd Austin TX 78753.	Thank you for your comment. Seven noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project. One of the proposed noise barriers is located at the North Oaks Neighborhood on the east side of I-35 between Tech Ridge Boulevard and Braker Lane. The final decision to construct the proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of all benefitted and adjacent property owners and residents.
7	Keith McCormic	5/10/2021 23:54	VPH Comment Form	PLEASE stop putting those UGLY noise barriers along highways! Not only do they make the city look bad and heighten claustrophobia on our already too-narrow roads, but they exacerbate the noise for those driving on the highway who have to roll their windows down because they can't afford to fix their A/C! Let us see the roadside and stop using unnecessary barriers to speed up gentrification!	Thank you for your comment. Seven noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project. The final decision to construct the proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
8	Alexander Kaho Chan	5/11/2021 15:07	VPH Comment Form	I believe that TxDOT needs to shift its focus away from building bigger and wider freeways with more and more lanes, as that is not the solution to our transportation and congestion woes. It's been demonstrated again and again that adding capacity does not necessarily increase capacity because of the phenomenon of induced demand. As we build more and more roads, we encourage more and more people to drive. The demand in the central Texas area is so high that adding lanes to I-35 will not solve the issue, and by the time the project is finished, traffic and congestion will be even worse than it is now and whatever is planned will be even less effective. An underlying issue is that the single occupancy vehicle is the most inefficient way to move people in a city. It is inefficient energy-wise, as most of the energy generated by the internal combustion engine or electric motor goes towards propelling the car itself, not the human, since the average car weighs over 3000 lbs and the human weights 150. It is inefficient space wise, as a single bus can transport 50 people in the space that 2 cars carrying 1 person each would, and we dedicate huge swaths of our cities to moving and storing cars. This is not to mention the dangers of driving to our health through sedentary lifestyle and traffic accidents. Any improvement to I-35 would also need to address the the social tear that I-35 has cause to Austin by dividing the city in two.	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. TxDOT is committed to working with Capital Metro and the City of Austin to include transit operations along the I-35 corridor. TxDOT has investigated conceptual direct 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 North project preserves the ability to make the connections.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				Instead of trying to increase supply by simply building bigger and better roads, TxDOT needs to focus on managing the ever increasing demand that Texas have on our roads. This needs to be done by building far more than the pitiful 15 miles of pedestrian and cycling improvements along the frontage road, by using tolls to manage demand and investing in public transit (buses, trains, etc). In short, we simply cannot outbuild the demand for roadways because of the built-in inefficiency of our current transportation system and we need to shift the focus away from single occupancy cars towards more efficient and sustainable forms of transportation. Please don't spend another 400 million dollars and years of construction just to create a new highway that barely addresses the ever growing congestion and demand on our system.	
9	Christina Bonnington	5/11/2021 19:29	VPH Comment Form	Hi there, Thank you for what you do! A few thoughts on the proposals for I-35 improvements: -Please don't add "Shared use sidewalks." Instead, add regular sidewalks for pedestrians and a robust bike lane for cyclists. As a long north-south corridor ideal for commuting, a shared use sidewalk is neither ideal nor practical. At intersections and driveways, cars are not expecting bikes traveling 12-15+ MPH to cross, which is a danger to the safety of those riding bikes. A robust, possibly protected bike lane along the feeder would be a better	Thank you for your comment. The proposed project would add 10-foot shared-use-paths, where feasible, along both sides of I-35 within the project limits. In constrained areas along the roadway, the shared-use-path would narrow to 8-feet. A 5-foot on-street bike lane with a 2-foot buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed diverging diamond intersection (DDI) at Wells Branch Parkway and the DDI under construction at Parmer Lane, an 8- to 10-foot

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				solution for this particular stretch of road. Shared use sidewalks are great for families, people with strollers, and people walking dogs -- it is not a good option for people riding bikes. It's also not a great solution unless there are overpasses or underpasses at every single intersection -- having to walk across the crosswalk is both inconvenient and a safety hazard. -Please reconsider adding new lanes, and instead think of a more future-proof solution for traffic alleviation like high speed rail. Most of the congestion is not through traffic, it's local -- people trying to get to work or trying to get downtown or across town. This traffic doesn't need to be done in cars. With a reliable high-speed rail system along this corridor, we can get cars off the road for good and get local residents to walk, bike, or drive to the train station, then walk, bike, or rent a car/scooter/bike to their destination. If we're spending hundreds of millions of dollars on this project, let's make this a real solution and not a bandaid. On top of this, there is plenty of research to show that adding lanes to highways does nothing to alleviate traffic, it makes traffic worse: https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/ . Thank you! Christina	shared-use-path would go down the center of the bridges between opposing directions of travel. These improvements are compatible with City of Austin's bicycle/pedestrian plans and TxDOT's Bicycle Accommodation Design Guidance, which implements United States Department of Transportation and Federal Highway Administration policy regarding bicycle and pedestrian accommodations. 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 North project preserves the ability to make the connections.

I-35 Capital Express North
Virtual Public Hearing
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
10	Jackson Hurst	5/11/2021 20:59	VPH Comment Form	I highly approve and support TxDOT's I-35 Capital Express North Project. The aspects that I love about TxDOT's I-35 Capital Express North Project is as follows: 1. That the Interchange at I-35/Wells Branch Parkway will be converted to a Diverging Diamond Interchange which will help improve safety and reduce the number of conflict points. 2. That one Express Lane will be added to I-35 from US 290 to TX 45 which will help reduce congestion and improve travel times on I-35.	Thank you for your comment.
11	Eric G Englert	5/11/2021 22:25	VPH Comment Form	This is monstrous and totally incongruous with Vision Zero commitments and environmental need. Any ceding of greenspace is unacceptable and this is a slap-in-the-face to residents and a fundamentally inappropriate proposal for an urban area.	Thank you for your comment. The purpose of the proposed project is to enhance safety and improve mobility for all local and regional users of the roadway. The project is consistent with local and regional transportation plans.
12	Carlos Aguilera	5/12/2021 21:54	VPH Comment Form	I reviewed the Draft Environmental Assessment document section "5.14 Traffic Noise" and I see that the Representative Receiver R53 located at "Mansions at Onion Creek Apartment Balconies" rated the highest Noise Impact in the study (a change of +5 db) but the study did not recommend a noise barrier at this location to be both reasonable and feasible. I think development at this location has changed since the assessment was performed and would suggest reviewing the assessment at this particular complex since it is dramatically impacted by the noise projected to be cause by the i35 Capital Express South project.	Thank you for your comment. The I-35 Capital Express South 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 South project can be found at: http://my35capex.com/projects/i-35-capital-express-south/

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13	Jennie Simpson	5/13/2021 1:17	VPH Comment Form	I oppose this project and the general expansion of lanes.	Thank you for your comment.
14	Robin Melanson	5/13/2021 13:08	Email to: capexnorth@txdot.gov	Hello, I went through the presentation and am a bit confused. Doesn't the diagram on side 10 show 4(FOUR) traffic lanes plus 1 HOV lane. The cross sections on slide 9 indicated it would only be 3(THREE) traffic lanes? I may be looking at this wrong but is diagram 10 incorrect? thanks	Thank you for your comment. I-35 within the project limits has three continuous general-purpose lanes in each direction. There are specific locations in the corridor where an additional lane is added from an entrance ramp; however, those ultimately become exit ramps at the next intersection. These 'auxiliary' lanes are not through lanes. They are intended to improve traffic operations (i.e., lane merging) between intersections.
15	Mac M. Ragsdale	5/13/2021 16:45	General Website Comment Form	I own the property at 5339 IH 35 N, just south of Capitol Plaza. I was curious about what specific improvements are planned in the ROW that would affect my property. If some plans are available, even if conceptual, I would like to see them. I had signed up for info but apperently your notices went to spam, so I did not know about public meetings until after they were over. If there's a project manager or someone available that can nswer questions I would love to have that info. Thanks.	Thank you for your comment. The I-35 Capital Express South 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 South project can be found at: http://my35capex.com/projects/i-35-capital-express-south/
16	Ted Yang	5/14/2021 5:44	VPH Comment Form	Please consider adding DDIs at Braker & I-15 and Parmer & I-35. The traffic at these intersections each exceeds that of Wells Branch & I-35.	A diverging diamond intersection (DDI) is already under construction at the Parmer Lane and I-35 intersection. A DDI functions best at interchanges with heavy left turns from the cross street relative to through movements along the cross street. Forecasts for Braker Lane show significant westbound through traffic at the interchange,

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					making a DDI less beneficial to operations. Additionally, the Braker Lane intersection has a constrained right of way with a lot of adjacent development. DDI's require more right of way than a traditional intersection, so putting in a DDI at Braker Lane would have resulted in displacements.
17	Mike Andry	5/15/2021 23:02	VPH Comment Form	Hi, TxDOT-Austin District! Point A: In regards to Austin's Capital Express—North, the Department should reverse the proposed southbound IH-35 entrance and exit ramps between Tech Ridge Blvd. and Braker Ln. The currently proposed lanes show an entrance ramp first, an auxiliary lane on the mainlanes, and then an exit. The design should be adjusted to exit first, frontage road auxiliary lane, and then an entrance ramp to the mainlanes. This would enable improved continuity in the X-like configuration of new ramps included in the Project. It would also enable a continuous SB auxiliary lane from the entrance from Tech Ridge to the exit to Rundberg Ln. Point B: Secondly, the Department should adjust the proposed northbound bypass lane over Tech Ridge so that it goes *under* the Blvd. This is to avoid potential displeasing visual impacts immediately above Tech Ridge. Point C: Additionally, the Department should also add 'flyover' exits at IH-35 and SH-45 N near the City's northern edge. More specifically direct connector ramps (1) from IH-35 NB to SH-	Thank you for your comment. The ramp configuration in the southbound direction between Tech Ridge Boulevard/Yager Lane and Braker Lane are configured based on the traffic analysis and needs from the cross streets. A bypass lane would not fit under the Tech Ridge Boulevard/Yager Lane bridge due to limited space/width available for construction of an "at-grade" lane. Reconstruction of this intersection would require relocating the exit off the bypass lane to Parmer Lane, which would decrease the traffic operations/weaving requirements. Thank you for your comment. Constructing flyovers in this area would have significant right-of-way impacts and could be evaluated as a future project. A goal of the project is to implement the managed lanes within the existing corridor while minimizing impacts to adjacent properties. Adding additional direct connectors from the I-35 managed lanes to US 183 would require significant right of way along I-35 and US 183. Ingress and egress

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				45 N eastbound, (2) from IH-35 NB to SH-45 N westbound, (3) SH-45 EB to IH-35 SB, and (4) SH-45 WB to IH-35 SB should be added. Those DC ramps should be added whether tolled or toll-free. Point D: Finally, the Department should consider adding express lane direct connections, such as from SB IH-35 Express to NB and to SB 183, as well as from NB and SB 183 to NB IH-35 Express, as well as to the four additional flyovers mentioned in Point C. Thank you, -Mike.	locations to the I-35 managed lanes are placed so traffic from US 183 can access the I-35 managed lanes by weaving across the general-purpose lanes.
18	Lee Hill	5/16/2021 22:16	VPH Comment Form	The proposed scope of this project is whole inadequate for what is needed. The proposed managed lanes would waste precious right of way. This freeway needs to be rebuild with concrete lanes. There should be at least 4 main lanes in each direct the length of this project. If manage lanes are a priority, buy the ROW and build them. Do not waste the money on this project. If you really want to do something helpful in North Austin, put some St. John's turn arounds on either side of Parmer @ I-35. YOU ARE KILLING BUSINESS. This I mentioned at the public hearing for that project. It is great to see TxDOT employs both the deaf and ignorant.	The proposed project would require the minimum amount of additional right of way in order to construct the proposed managed lanes and other safety and mobility improvements in the corridor. Constructing a fourth continuous mainlane in the corridor would require significant right-of-way acquisition, resulting in a high number of residential and business displacements within this highly constrained corridor.

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19	Russell Taylor	5/17/2021 2:06	VPH Comment Form	DO NOT add lanes to IH35. It is an obsolete roadway that is destructive to life in Austin. Divert traffic around the city via TX45 and 130, and return this land for use as a local boulevard and parkland. Any modifications MUST prioritize pedestrian and active transportation, mass transit, and reduction of PM 2.5 and greenhouse gasses over private automobile travel times, and reduce the impact of this scar on the BIPOC communities that live along it in terms of negative health outcomes and limitation of walking and cycling mobility.	Thank you for your comment. Studies conducted in 2013 and 2015 by the Texas A&M Transportation Institute concluded that re-routing truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Only 14% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 1% are trucks; the other 86% of vehicles are local I-35 travelers. Additionally, most of the truck traffic on I-35 has an origin or destination near the corridor, meaning that I-35 is a desirable or necessary route. The proposed project would add 8- to 10-foot shared-use-paths along both sides of I-35 within the project limits. Additional bicycle and pedestrian accommodations would be constructed at east/west cross streets. The proposed managed lanes would provide public transit buses and registered van pools with a more reliable route, allowing them to bypass congestion and arrive at their destinations quicker. Where feasible, the project would allow vehicles to directly enter the managed lanes from the frontage road without having to weave through the mainlanes. 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

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20	Flora McArthur Girl Scouts of Central Texas	5/24/2021 16:44	Email to: capexnorth@txdot.gov	[Email included an attached PNG] Hello, The Girl Scouts of Central Texas (GSCTX) office building is located at 12012 Park 35 Circle. The I-35 Capital Express North project affects the property in multiple ways: 1. Requires additional ROW currently located on GSCTX property 2. Changes access location of nearest I-35 southbound on-ramp 3. Provides one option to access the I-35 southbound frontage road 4. Provides no option to access Walnut Creek Crossing GSCTX requests that TxDOT work with the City of Austin to provide the ability to turn left out of the GSCTX parking lot. This will allow drivers to access Walnut Creek Crossing and the new I-35 southbound on-ramp. Providing access to North Lamar Blvd via Walnut Creek Crossing can alleviate congestion due to accidents in the vicinity. Since there will be changes to Park 35 Circle, this is a good opportunity to change the road. See the attached picture for an example of the request. If you have additional questions, please do not hesitate to contact me.	TxDOT is currently evaluating the request to construct a left-turn out of the GSCTX parking lot onto Park 35 Circle.

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				Thanks and Best Regards, Flora McArthur Senior Project Manager Girl Scouts of Central Texas (800) 733-0011	
21	Nick Olivier	5/24/2021 15:53	VPH Comment Form	I support the added non-tolled HOV lanes, and the addition of shared use paths. Please consider bike/ped accessibility when reconstructing any intersections and overpasses. Please consider future transit use along the IH-35 corridor, including the potential for rail, when re-designing the roadway. I believe that adding lanes does not necessarily improve traffic flow, but I support HOV lanes because they can incentivize carpooling and public transit. Thanks.	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 North project preserves the ability to make the connections. Additionally, the proposed project would include bicycle and pedestrian accommodations at intersections and overpasses. A 5-foot on-street bike lane with a 2-foot buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed diverging diamond intersection (DDI) at Wells Branch Parkway and the DDI under construction at Parmer Lane, and 8- to 10-foot shared-use-path would go down the center of the bridges between opposing directions of travel.

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22	No Name	5/24/2021 1:29	VPH Comment Form	Desperately need to add a SB US 183 flyover to NB I-35 (crazy that y'all didn't include that in the current construction project at that location). Also SB I-35 has 4 lanes from US 183 all the way to 11th St, but in the proposed configuration one of those lanes just suddenly dies off in order to make space for where the managed lane suddenly dies off - this will lead to significantly worse traffic than currently exists (not to mention dangerous potential for collisions)!!! Lastly, but most importantly: the whole project is a complete waste of taxpayer dollars unless the managed lanes are actual managed lanes (variable tolling, like on MoPac); otherwise these are just HOV lanes with a different name and are really just expensive standard lanes with congestion and no benefits for transit or reliability - a failed concept! If the governor won't let you build the right project, just wait 10 years until he is out of office!	Thank you for your comment. A southbound US 183 and northbound I-35 flyover was analyzed previously as part of another project. It was determined that flyover would require additional right of way and result in displacements. Additionally, it was determined that traffic volumes do not currently warrant the construction of that flyover. However, a stub-out, which is a temporary roadway ending intended to be extended as part of a future project, has been constructed on I-35 that would allow for construction of that flyover once traffic volumes warrant it.
23	No Name	5/22/2021 10:54	VPH Comment Form	1 lame?? 400 million for 1 lane?? No way. Why would the south project get 2 lanes and this gets 1? Have you seen the mopac toll lane? It sucks. Please make this project 2 managed lanes and FOUR free regular lanes. 3 and 1 is not nearly enough. You're just gonna have a mopac. And mopac sucks,	Thank you for your comment. The I-35 Capital Express North project has a highly constrained corridor and would not allow for two managed lanes in each direction without significant right of way acquisition and displacements. The other locations along I-35 where additional lanes are being added have more available right of way.
24	Thomas Thayer	5/22/2021 4:25	VPH Comment Form	While I support HOV lanes and frontage road bypass lanes in theory, the impact of the proposed express lanes doesn't justify the expense and disruption of this plan. These lanes will have a minimal impact on traffic and would just be a waste of money. The I-35 ROW	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

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				can't accommodate the amount of people who may use this corridor 20 years in the future via personal vehicle. A better idea would be to funnel commuters to the Project Connect Park and Rides to utilize mass transit which has the capacity to move the amount of people who will be using this corridor in the future. Through traffic should be routed around the city via SH 130. this would be much more cost-effective as well as leverage the mass transit investment being made by Capital Metro. Also, the slip lanes shown at most frontage road intersections are not safe for bicyclists and pedestrians - they promote fast turning traffic that rarely looks for non-vehicular users. This is a very dangerous design.	Capital Metro. The design of the I-35 Capital Express North project preserves the ability to make the connections. Thank you for your comment. Studies conducted in 2013 and 2015 by the Texas A&M Transportation Institute concluded that re-routing truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Only 14% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 1% are trucks; the other 86% of vehicles are local I-35 travelers. Additionally, most of the truck traffic on I-35 has an origin or destination near the corridor, meaning that I-35 is a desirable or necessary route. 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 North project preserves the ability to make the connections.
25	Leah M Lobsiger	5/21/2021 21:04	VPH Comment Form	Everything but one detail looks great. My only quibble would be the lack of flyovers from NB 35 to Toll 45 in both directions. I realize this could be beyond the scope of a managed toll lane project, but put it on the list somewhere! 45 has been open for years and traveling NB on 35 to go west on 45 is a pain in the hind end and at times not worth it at all.	Thank you for your comment. Constructing flyovers in this area would have significant right-of-way impacts and could be evaluated as a future project.

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26	James Ascher	5/25/2021 22:11	General Website Comment Form	You must eliminate all bicycle projects from consideration. Cyclists have a serious disregard for public safety and traffic laws. They are a danger to themselves and others and do not deserve any infrastructure geared to that activity.	Thank you for your comment. In addition to reducing congestion and mobility, the proposed project is intended to improve safety for all users of the roadway, including people walking and riding bicycles. The proposed shared-use-path along both sides of I-35, as well as the proposed on-street bike lanes at cross streets, would be buffer-separated from vehicular traffic lanes for safety.
27	Randy Mallory	5/26/2021 17:31	VPH Comment Form		

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28	Sarah Simpson	5/26/2021 21:32	VPH Comment Form	This expansion project is a waste of taxpayer dollars and I do not support its progression. The addition of lanes that will only result in increased traffic; encroachment into parklands; and use of diverging diamonds that endanger non-motorist road users are all reasons why this project should be abandoned. Please reallocate funds to much needed roadway maintenance - not harmful, futile roadway expansions projects that only fuel the concrete industry.	Thank you for your comment. Comment noted.
29	Melinda Kyhn	5/27/2021 4:08	VPH Comment Form	I appreciate all that each person on this team has done; however, as a citizen who lives off of Interstate-35, and a daily user of this highway, I do not agree with using non-managed (HOV) lanes. I grew up in Minnesota, and they have these lanes, and it did not decrease the traffic for daily drivers, it helped the City buses more, which was only a partial reason to incorporate them. I believe it would benefit our Community more by using these lanes for the general traffic instead of only those considered high occupancy vehicles. Even though these lanes are non-tolled, it wouldn't give the main lanes the reprieve necessary for the general public. Please reconsider this portion of the project; especially for those of us that live here and drive on this freeway daily. Thank you.	HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving carpoolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone.

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30	Jim Christianson	5/27/2021 8:55	Email to: capexnorth@txdot.gov	To Whom It Concerns I have relatives in the French Place/Cherrywood neighborhood. I own property on Robinson street off 35 east of 35 at 3103 Robinson. It has been in my family since 1949. Because it is so close to 35 for years any new project proposed for 35 I have participated in. I have been to countless open houses sponsored by TxDot. You have published drawings of how additional alternative lanes would work. I asked Susan several months ago after the drawings were released if she knew how many homes would be taken in this expansion. She said she did not know. She did not know if any land would be taken. I cannot believe that and I want to know if that is still your position. Secondly will federal funds be used for this project and what impact this project have will have on the historic Mt Calvary cemetery the oldest Catholic Cemetery and St George Episcopal church which has columbarium niches. Neighbors along Robison Ave in different sections have discussed applying a National Register District for our street. . Will that impact the use of federal funds? Third would these proposed bike and pedestrian lanes be the reason for homes being taken on the east side of 35? In other words would it be necessary to take business	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/.

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				property and homes if these were not part of the project?. In the proposal before this latest one TxDot had the gall to ask relatives of persons buried in Mt Calvary if they would allow their loved ones removed from Mt Calvary so they could expand the highway? They said Hell No.!!Will you be doing this again in this proposal? Jim Christianson 512 477-34448	
31	Mac Ragsdale	5/27/2021 11:10	PDF Coment Form	I was disappointed in the last public hearing that the discussion was all about turning IH 35 into some bike and pedestrian friendly paradise as if that's a foregone conclusion. I would like to be in record as saying that this is a fools errand- the purpose of an interstate highway is to move vehicular traffic through and to places over long or moderate distances and this should be the primary focus. If bikes and pedestrians can be accommodated economically and with minimum disruption that would be fine, but not at the expense of to vehicle flow and volume.	Thank you for your comment. In addition to reducing congestion and mobility, the proposed project is intended to improve safety for all users of the roadway, including people walking and riding bicycles. The proposed shared-use-path along both sides of I-35, as well as the proposed on-street bike lanes at cross streets, would be buffer-separated from vehicular traffic lanes for safety.

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32	Brian Nunnery	5/27/2021 15:00	VPH Comment Form	Research shows diverging diamond intersections are dangerous for pedestrians and cyclists. It's disappointing that, yet again, maximizing vehicle throughput through intersections like Wells Branch and I-35 is casting pedestrian safety aside, and prioritizing car movement as a monolithic solution to transportation. Wells Branch is a critical pedestrian and cyclist crossing point of I-35 in this area, since Tech Ridge (the next safest crossing) fails to connect to pedestrian/cycling infrastructure on its west end. The number of pedestrian crossings involved in this diamond interchange are obviously ridiculous - if any of you have been a pedestrian commuter before in situations like this (challenge me - have you?), you'd know that without requiring the research. While certain aspects of this project are helpful (turnarounds at Braker, added sidewalk connectivity), the diverging diamond at Wells Branch is a wildly dangerous solution that will further relegate pedestrians/cyclists, and the relentless commitment to vehicle throughput will continue to thwart our regional effort to diversify transit mode - especially in areas closer to the urban core. I remain unconvinced of TxDOT's commitment to improving our transportation holistically and	Pedestrian crossings within Diverging Diamond Interchanges (DDIs) can be designed to be equally as safe as they are in conventional interchanges. DDIs have about the same number of pedestrian conflict points as conventional intersections depending on specific configurations. Pedestrian crossings typically have fewer lanes to cross than conventional intersections which makes for shorter crossing distances. All of the pedestrian crossings will be signalized except for potentially the single-lane eastbound and westbound right turn lanes. The configuration shown in the schematic design has an added benefit of pedestrians being able to cross Wells Branch through the interchange instead of having to walk to the traffic signal beyond the interchange. Cyclists can be accommodated with the shared use paths through the interchange. The roadways beyond the DDI do not include on-street bike lanes and neither does the proposed configuration. The decision to implement a DDI at Wells Branch is a balance to fit the needs of many different factors of the interchange. The DDI does not reduce the chances for implementing transit improvements in the future. The DDI enhances the overall efficiency of the transportation system as a whole.

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				sustainably, and am personally slighted by this plan's impractical approach to pedestrian safety.	
33	Nathan Searcy	5/27/2021 18:32	VPH Comment Form	After reviewing the proposed changes I'd like to make my thoughts known to TxDOT and other involved in the project. I don't not support the idea of removing park land to expand the highway. These added lanes will induce additional drivers and will reduce air quality in and around the park. The added capacity will be filled in a very short time and will at best be a short term band aid to the congestion. The only long term solution to congestion is providing alternative transportation options. I like the added bike lanes they support the city's initiatives to reduce our impact on the environment. However, the paths should not cross the highway or other intersections at grade. This creates dangerous conflict points that will reduce safety and will discourage the use of the path. Lastly, given the Texas heat shade trees should be planted along the path to make the ride quieter and more enjoyable.	Thank you for your comment. The right of way required from Upper Little Walnut Creek is needed to accommodate the addition of a northbound and southbound bypass lane over Rundberg Lane, as well as shared-use-paths on both sides of I-35. These improvements would not result in impacts to any recreational amenities in the park. To offset these impacts, TxDOT has been working with the City of Austin on ways to provide bicycle and pedestrian connectivity across I-35. 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 North project preserves the ability to make the connections.

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34	David Orr	6/1/2021 6:54	VPH Comment Form	I'm concerned about the amount of land in the floodplain, especially on the upstream (west) side of the highway, e.g, along Walnut Creek tributaries as they pass under. It would appear that ponding is occurring as a result of flow constriction caused by the existing roadway. Is this true? Is there a way to mitigate the potential flooding that will undoubtedly increase over time. Climate-change models suggest our area will see more intense flash flooding. This project needs to take this into account. I'm also concerned about the provision of adequate pedestrian and bicycle facilities. The area around Rundberg has a high volume of foot traffic at all hours. Lighting is inadequate for public safety. Bicycle travel is increasing throughout the area for commuting, short trips, and recreation. This segment of I-35 needs a safe path and good lighting to service the growing needs. Thank you for the opportunity to comment.	The land in the floodplain exists today. The proposed project would add little, if any, fill to the floodplain within TxDOT right of way. The proposed project is actually raising the profile and bridges from what exists today. Hydraulic modeling is being completed to mitigate impacts both upstream and downstream of the creek crossing. The models are using the latest Atlas 14 rainfall data which has recently been updated based on historic rainfall data. TxDOT has addressed climate change by adding Section 5.18 *Greenhouse Gas Emissions and Climate Change* to the Final Environmental Assessment. Currently, supplemental lighting is being considered around the Rundberg Lane intersection, including underneath the I-35 bridge at Rundberg Lane.
35	Ashley Keith	6/2/2021 4:11	VPH Comment Form	DO NOT BUILD ANY MORE HIGHWAYS THROUGH AUSTIN. DO NOT EXPAND ANY HIGHWAY THAT RUNS THROUGH AUSTIN. Highways cause traffic. Why would anyone want MORE traffic?	Thank you for your comment. Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
36	Sumit Dutta	6/3/2021 6:16	VPH Comment Form	I bike frequently in Austin and I wanted to point out that cyclists need safe ways to *cross the expressway* more than paths to bike along the expressway. I think the plans shown for diverging diamond intersections with shared use paths could work, only if one of the following happens: (1) There should be traffic lights at the points where bikes and pedestrians would cross car driving pavement. The current intersection of Loop 1 and Slaughter Lane is very confusing in this regard because it looks like drivers need to run over pedestrians to get to the red light, but really the traffic light should just be at the crosswalk so that cars stop at the right place without running anyone over. This is the more cost-effective option. (2) Perhaps preferable to the previous option is if shared use paths have any additional narrow bridges or tunnels at the intersections to avoid contact with cars and greatly enhance safety. I would also like to point out that I really like the bike path currently under I-35 at 4th St. because both cars and bikes can easily anticipate each other and avoid accidents. I would appreciate actions on your part to increase safety for all.	The proposed on-street bike lanes at east/west cross streets would be separated from vehicular travel lanes by a 2-foot buffer for safety. The proposed shared-use-paths would also be separated from the frontage roads for safety. Pedestrian crossings within Diverging Diamond Interchanges (DDIs) can be designed to be equally as safe as they are in conventional interchanges. DDIs have about the same number of pedestrian conflict points as conventional intersections depending on specific configurations. Pedestrian crossings typically have fewer lanes to cross than conventional intersections which makes for shorter crossing distances. All of the pedestrian crossings will be signalized except for potentially the single-lane eastbound and westbound right turn lanes. The configuration shown in the schematic design has an added benefit of pedestrians being able to cross Wells Branch through the interchange instead of having to walk to the traffic signal beyond the interchange. Cyclists can be accommodated with the shared use paths through the interchange. The roadways beyond the DDI do not include on-street bike lanes and neither does the proposed configuration. The decision to implement a DDI at Wells Branch is a balance to fit the needs of many different factors of the interchange. The DDI does not reduce the chances for implementing transit

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					improvements in the future. The DDI enhances the overall efficiency of the transportation system as a whole.
37	Eva Esparza	6/5/2021 17:22	General Website Comment Form	I 35 needs to be removed and be replaced by improvements to HW130 to the east to route all traffic, whose destination is not Austin, around the city. Currently we have been suffering with year after year of increased truck traffic that's been shifted from rail. Almost half my taxes go to pay for a service that harms my community through pollution and division. Money should not be spent on further dividing Austin. It's an expensive short term fix. I'd much rather see my tax dollars going to rail so we could take a train to San Antonio, Dallas and Houston.	Thank you for your comment. Studies conducted in 2013 and 2015 by the Texas A&M Transportation Institute concluded that re-routing truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Only 14% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 1% are trucks; the other 86% of vehicles are local I-35 travelers. Additionally, most of the truck traffic on I-35 has an origin or destination near the corridor, meaning that I-35 is a desirable or necessary route. 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 North project preserves the ability to make the connections.

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38	Tom Wald	6/7/2021 13:03	Email to: capexnorth@txdot.gov	Below are the Red Line Parkway Initiative's comments for the I-35 Capital Express North project virtual public hearing closing June 10th, 2021: 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. On some previous projects, TxDOT has excluded the provision of bike & ped crossings at major highway crossings. Rather, this project should include the all-ages-and-abilities pedestrian and bicycle crossings on both sides of all roadway crossings, not excluding U.S. 290 East (Spur 69), U.S. 183, SH 45 North.	The proposed project would add 10-foot shared-use-paths, where feasible, along both sides of I-35 within the project limits. In constrained areas along the roadway, the shared-use-path would narrow to 8 feet. A 5-foot on-street bike lane with a 2-foot buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed diverging diamond intersection (DDI) at Wells Branch Parkway and the DDI under construction at Parmer Lane, an 8- to 10-foot shared-use-path would go down the center of the bridges between opposing directions of travel. The proposed shared-use-path along both sides of I-35, as well as the proposed on-street bike lanes at cross streets, would be buffer-separated, where possible, from vehicular traffic lanes for safety. These improvements are compatible with City of Austin bicycle/pedestrian plans

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				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, including rebuilding or supplementing (in parallel) existing sidewalks. 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: Little Walnut Creek Walnut Creek These additional shared-use paths should connect with the shared-use paths along the corridor. Completing these I-35 crossings at these creeks would help address providing a crossing at least every half-mile and help address Section 4(f) impacts. 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. The shared-use paths should be built for people	and TxDOT's Bicycle Accommodation Design Guidance, which implements United States Department of Transportation and Federal Highway Administration policy regarding accommodations for people walking and riding bicycles. These improvements are also designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) and Public Rights-of-Way Accessibility Guidelines (PROWAG), which considers people of all ages and abilities in their guidelines. TxDOT has worked with the City of Austin on design standards that will work within this corridor. The width range of shared-use-paths to comply with the City's design standards is 8 to 12 feet. TxDOT has also coordinated with the City of Austin to incorporate shared-use-path connections under the I-35 bridges at Walnut Creek and Little Walnut Creek. A physical barrier between the frontage road and shared-use-path would be an obstruction to vehicular traffic, particularly at every driveway. This would decrease safety for both vehicular and bicycle traffic and was therefore not included in the design. The updated TxDOT Bicycle Accommodation Design Guidance released in April 2021 applies to projects with a letting date after

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				of all ages and abilities to use. Notably: 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. The shared-use paths in the I-35 ROW should be as far away from the frontage roads as possible. In no case should the shared-use path be placed immediately adjacent to the frontage road without a physical barrier–such facilities do not serve users of all ages and abilities. A 6" curb is not an adequate barrier. 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 TxDOT and its contractors should publicly present and accept feedback on detailed bicycle and pedestrian accommodations. On many occasions in TxDOT and CTRMA projects, different but cost-neutral choices in design would have resulted in far superior implementations, in regards to usability and safety. Ending traffic deaths and serious injuries needs to be among the top concerns in this project.	September 2022. The letting date for the proposed project is March 2022. While the updated guidance doesn't apply to this project due to applicability dates, TxDOT will incorporate additional provisions of the new guidance, where possible. I-35 within the project limits is considered an urban highway, not a rural highway or an urban street. As such, the FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance does not apply. The additional lane capacity being provided is an HOV lane, which will accommodate a higher occupancy per vehicle, such as Capital Metro transit buses and registered van pools, as well as providing those individuals a more reliable travel time through the corridor. This design serves to encourage people to avoid single-occupancy vehicles, thereby reducing the number of vehicles in the general purpose lanes. TxDOT has prepared a Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report (https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf), which takes into consideration increases in temperature. This statewide approach is consistent with the Council on Environmental Quality (CEQ) draft Guidance on the Consideration of Climate

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				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. 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. 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. The project needs to mitigate its environmental impacts, including climate change impacts. Those climate change impacts will affect people locally and globally, and those 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.	Change in National Environmental Policy Act (NEPA) Reviews (dated June 26, 2019). Please refer to the technical report for more details, including the climate change assessment and how TxDOT is responding to a changing climate. A summary of the report has also been added to the Final Environmental Assessment. The capacity improvements being proposed are consistent with the Capital Area Metropolitan Planning Organization's (CAMPO) 2045 Regional Transportation Plan, which was prepared using CAMPO's travel demand models. Individuals that our team requested input on induced development were planning professionals who represent agencies, organizations, and governmental jurisdictions within the project's area of influence, which extends out further than the project corridor. The project team reached out to these individuals on multiple occasions to get their input. In some cases, we were directed to other individuals who were better able to provide input on the project's indirect effects.

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				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). Mitigation can take the form of funding completion of nearby trails, e.g. connecting the Northern Walnut Creek Trail to the Southern Walnut Creek Trails, adding to the Red Line Trail, and completing the MoKan Trail. 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. The Indirect Effects Technical Report is not a good precedent for the analysis of indirect effects nor for induced demand or "induced growth". Glaringly, the vast majority of the agencies with the AOI did not participate, and the points of contact chosen were often not in the study area of expertise, e.g. development or urban planning would be more appropriate. Additionally, there were other substantial methodological flaws with the study. As a result, the conclusions stated were not soundly supported. Thank you for the opportunity to provide input on this project.	

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39	Adam Hite	6/7/2021 15:56	Email to: capexnorth@txdot.gov	1. Use safe design speed matched to target speed and posted speed for all elements. This means no higher than 35mph for any surface element with sidewalks or crosswalks and low enough design on main lanes to integrate safely into the urban fabric. 2. There must be safe pedestrian crossings at the very least every half mile. Ideally these should be safe, multimodal surface streets. 3. Please do not add car-priority lane capacity to this corridor in any way. This doesn't preclude safety or operational improvements. But the call for capacity expansion for expansion's sake is based on flawed, inequitable, near meaningless forecasts & travel demand models. 4. Please treat the safe, multimodal access needs of low income residents of nearby areas like Rundberg at Lamar as just as important as the needs of wealthier people who live in sub-urban car-dependent areas. A 1-mile walk trip is just as important as a 30-mile commute. 5. Also, please do not add bike lanes to any frontage roads that are faster than 35mph. It's extremely dangerous to expect people to use those bike lanes. Thank you.	Thank you for your comment. Speed limits on Texas highways are set by the 85th percentile method, which represents the speed the majority of drivers will be traveling at or below. This is a sound engineering principle to set speed limits on highways nationwide for the past 60 years. Design speeds are determined by several factors, including topography, anticipated operating speed, and the functional classification of the highway. I-35 is a major interstate highway with a lot of freight traffic that was previously designed and currently operates with a similar speed to the proposed design speed. The design speed used for the proposed project matches the typical design speed used for this type of facility. The proposed project would include bicycle and pedestrian accommodations at intersections and overpasses. A 5-foot on-street bike lane with a 2-foot buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed diverging diamond intersection (DDI) at Wells Branch Parkway and the DDI under construction at Parmer Lane, an 8- to 10-foot shared-use-path would go down the center of the bridges between opposing directions of travel. The proposed shared-use-path along both sides of I-35, as well as the proposed on-street bike lanes at cross

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					streets, would be buffer-separated from vehicular traffic lanes for safety.
40	City of Austin Transportation Department	6/9/2021	Mailed letter	Mr. Tucker Ferguson, P.E., Austin District Engineer, TxDOT, and Ms. Michelle Cooper, P.E. I-35 Capital Express North Project, TxDOT 1608 W. 6th Street Austin, TX 78703 RE: I-35 Capital Express North Project Comments for Public Hearing Dear Mr. Ferguson and Ms. Cooper: Thank you for the opportunity to comment on the I-35 Capital Express North project. The Austin Transportation Department (ATD) appreciates the efforts of TxDOT staff on this project that would address the mobility issues within this portion of the critical I-35 corridor.	Thank you for your comment. Multimodal Crossings: TxDOT will continue its ongoing coordination with the City of Austin regarding the additional bicycle and pedestrian crossings mentioned in the Jan. 4, 2021, and Jan. 19, 2021, letters. TxDOT believes the crossings mentioned in the two letters can be accommodated, either through inclusion in the North project, or through not precluding future construction. 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

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				ATD, representing the mobility interests of Austin, 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 North Austin and the broader region. ATD is focused on the efficient, effective, and safe movement of people, goods, and services along the I-35 Corridor. We recognize that I-35 is the economic corridor that ties Austin to the state and national economy. With this understanding, we offer the following comments for the I-35 Capital Express North 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 direct-connect ramps, bypass lanes, and collector-distributor lanes defined as part of the preferred alternative all represent a significant change from how the corridor presents today. Please confirm that these concepts have a thorough public vetting before assuming full support from the community and area stakeholders. Please coordinate with the City and community to fully	additional elevated structures to support a direct transit connection to the facility. The design of the I-35 Capital Express North project preserves the ability to make the connections. 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 designs are a part of TxDOT's design criteria and are 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

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				convey the proposed connectivity across the corridor, improved safety, reduced noise impacts, and attractive aesthetics that are achieved through construction of the preferred alternative. We request on-going work with the community to 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 Crossings: Plans for the north segment currently propose few 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 master plans for Urban Trails and Parks which the Austin City Council adopted in 2014 and 2019, particularly north of U.S. 290. These crossings would relieve connectivity gaps, reduce mobility barriers for lower income populations, and mitigate hot spots for pedestrian-involved crashes. The City requests continued coordination with TxDOT to ensure the design of the Capital Express North project does not preclude or complicate these	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. 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, 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

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				proposed future crossings that may be developed subsequent to completion of the I-35 North project. A map of these proposed crossings of the Capital Express North project is attached. The Austin Transportation Department is interested in partnering with TxDOT to bring these proposed crossings to a future fruition. Transit Facilities: In 2020 ATD commented on plans for the North segment that proposed a "T" ramp over IH-35 near the Tech Ridge Park-and-Ride to provide direct transit vehicle access between the managed lanes and the transit facility. TxDOT provided response at that time that they were engaged in ongoing discussions with Capital Metro to address ATD's comments regarding merging areas between transit and non-transit vehicles and not precluding the structures needed to support this T-ramp over IH-35. ATD also communicated that the City's North Lamar Boulevard Corridor Plan identifies a transit-only connection from northbound Lamar Boulevard to Howard Lane. At the time, TxDOT indicated that they were actively working to coordinate this connection. The latest North Segment plans provided by TxDOT to the public	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. HOV/HOT Managed Lanes: The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express North project is currently fully funded in the Unified Transportation Program (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. Community Engagement: Community involvement is essential to this project's success. To further engage the community on the I-35 Capital Express North project, TxDOT hosted a virtual public hearing with an in-person option from May 10 through June 10, where 1017 community members attended.

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				for the hearing show neither the proposed "T" ramp nor a connection to Howard Lane. The City requests a status update from TxDOT on how these requests are or are not incorporated into the currently preferred alternative or how they might be accommodated via future investments by the City or regional transit provider. HOV/HOT Managed Lanes: The addition of the managed lane element of the preferred alternative 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 reliable and 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 Austin Transportation Department is on record 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 oversubscribed conditions when occupancy requirements remain at 2+ and transit. Likewise, demand on many Texas HOV lanes is not sufficient to sustain 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. ATD requests that TxDOT consider combining the operational concepts of HOV and toll management, operating the future managed	

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				lanes as HOT (HOV and Toll managed lanes). We believe this will maximize the ability of these lanes to move the most people and freight through the corridor while establishing a sustainable operational approach for the facility. Signalized Intersection Safety: Signalized intersections should be designed with safe crossings for pedestrians and cyclists. 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. ATD has provided design examples that illustrate this concept previously. 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	

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				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. 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 lanes to 10 feet, use of appropriate street trees and landscaping, and on-street parking. In addition, ATD recommends high-quality shared-use paths as proscribed in the AASHTO Guide for the Development of Bicycle Facilities - Shared Use Path guidance, instead of standard narrow sidewalks, to improve pedestrian and bicyclist safety and mobility. The Austin Transportation Department is eager to partner with TxDOT on these and other appropriate techniques to humanize frontage road travel speeds. 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	

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				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 ft. setbacks of the shared-use paths (no less than 5 ft.), and cross street widths reduced to the extent possible while maintaining the appropriate number of lanes. At cross streets where slip lanes are proposed, ATD requests constructing the turn lanes as smart-rights with raised crossings for the shared-use paths to improve crossing safety and comfort. 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 for maximizing the movement of people, goods, and services through and within the Austin region. The Austin Transportation Department welcomes TxDOT's efforts to reconstruct this corridor. We want to be your partner in this process and strive 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 our combined vision for the I-35 Corridor. We recognize the importance of this corridor today,	

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				carrying somewhere between 200,000 and 300,000 vehicles per day. While I-35 is vital to our economy, the current facility 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 our shared City and State goals of eliminating fatalities and serious injuries due to car crashes. We recognize that with replacement, we must improve the efficiency, safety, and carrying capacity of the facility, emphasizing the movement of people, goods, and services through and across the corridor, in preference to vehicle trips. Sincerely, Robert Spillar, P.E., Director, Austin Transportation Department City of Austin Attachment: map of these crossings for the Capital Express North project Cc: Gina Fiandaca, Assistant City Manager	
41	Debra Bush	6/8/2021 17:56	VPH Comment Form	At what point can the Main Lanes be accessed from 12015 Park 35 Circle? It appears there is no entrance to IH-35. It appears travel must be made on the 2-lane frontage road and/or Bypass Lanes for over seven (7) miles with no plan for entrance to the Main Lanes.	Thank you for your comment. The proposed project would provide access to the southbound I-35 mainlanes via the northern connection of Park 35 Circle with I-35 frontage road. The proposed entrance ramp would be located approximately 300 feet south of that intersection, which would allow for vehicles exiting Park 35 Circle to access the I-35 mainlanes. This distance meets the minimum design criteria standards.

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					Additionally, this was determined to be the ideal location of the proposed ramp based on traffic modeling and the availability of right of way. Moving the ramp further south would require additional right of way that would have resulted in business displacements. An alternate route to the entrance ramp would be to travel to Yager Lane via Walnut Park Crossing and Lamar Boulevard.
42	Debra Bush	6/8/2021 18:02	General Website Comment Form	At what point can the Main Lanes be accessed from 12015 Park 35 Circle. It appears there is currently no access point for over seven (7) miles. Travel SB on Frontage Road continues with existing entrance ramps closed and new additional exist ramps constructed onto the two-lane Frontage Rd from Braker Lane continuing south to Hwy 290. How many intersections with signal lights must be travelled before access to the Main Lanes?	Thank you for your comment. The proposed project would provide access to the southbound I-35 mainlanes via the northern connection of Park 35 Circle with I-35 frontage road. The proposed entrance ramp would be located approximately 300 feet south of that intersection, which would allow for vehicles exiting Park 35 Circle to access the I-35 mainlanes. This distance meets the minimum design criteria standards. Additionally, this was determined to be the ideal location of the proposed ramp based on traffic modeling and the availability of right of way. Moving the ramp further south would require additional right of way that would have resulted in business displacements. An alternate route to the entrance ramp would be to travel to Yager Lane via Walnut Park Crossing and Lamar Boulevard.

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43	Sherry Stowers	6/10/2021 8:18	Email to: capexnorth@txdot.gov	Thank you for the opportunity to participate in this process. I agree that something must be done along I35 corridor in the greater Austin area. So, the proposed project appears to be a good solution for addressing the traffic needs in this area.	Thank you for your comment. Comment noted.
44	Ora Houston	6/10/2021 8:53	Voicemail	My name is Mrs. Ora Houston. And I want to thank you all for giving me an opportunity to comment on this other than via computer or cell phone. So, thank you for thinking about people who just use the phone. Two comments. One, sound barriers need to be put up all along the interstate where residential housing is, whether that's residential housing that is up in the sky, or residential housing that still is on the ground level. But sound barriers need to be placed everywhere there are residential houses. The second thing is, I'm not sure, couldn't tell from the presentation about the bicycle and pedestrian ways. I don't think that people need to be walking along the interstate, high traffic areas like I-35. I question about bicycles, I question that - whether that's the right thing to do. We just had somebody get killed trying to walk across I-35 near Capital Plaza a week ago. So, I'm not clear based upon your description about how these pedestrian and bike paths will be added so that people just don't, are not aware that the interstate is not a place to walk or bike. There are other places to bike safely. To get from here to San Antonio might take you a little longer, but I hate for us to develop a plan.	Seven noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project. The proposed noise barriers are located along the right-of-way line between the frontage road and the following adjacent developments: Lantower Ambrosio Apartment Complex, The Vineyard Apartment Complex, North Oaks Neighborhood, Cricket Hollow Apartment Complex, Starburst and Orbit Apartment Complexes, Woodland Heights Apartment Complex, and Towne Oaks I Apartment Complex. The final decision to construct the proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents. In addition to reducing congestion and mobility, the proposed project is intended to improve safety for all users of the roadway, including people walking and riding bicycles. The proposed shared-use-path along both sides of I-35, as well as the proposed on-street bike lanes at cross streets, would be

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					buffer-separated from vehicular traffic lanes for safety.
45	athena leyton	6/10/2021 12:29	VPH Comment Form	I-35 should not be expanded. Commercial traffic should go around the city on 130. Create and enforce congestion fees for commuters. Embrace the new rail lines that will be built. We don't want I-35 to end up like the monstrosity that is the Katy Freeway.	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. Studies conducted in 2013 and 2015 by the Texas A&M Transportation Institute concluded that re-routing truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Only 14% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 1% are trucks; the other 86% of vehicles are local I-35 travelers. Additionally, most of the truck traffic on I-35 has an origin or destination near the corridor, meaning that I-35 is a desirable or necessary route. 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 North project preserves the ability to make the connections.

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46	Michael Fossum Austin Heritage Tree Foundation	6/10/2021 13:30	Email to: capexnorth@txdot.gov	700 YEAR OLD TREE: Please avoid impacting the 700 yr old tree north of Braker in the Northern Tools parking lot. Avoid disturbing (compacting, parking on, storing, regrading, pouring concrete over, allowing heavy foot or machinery, etc.) as much of the crz of that tree. Especifically avoid disturbing as much of the current grassy area in front of that tree facing IH35. The current plan shows pinks areas on that grassy area qualified as construction easement. See attached screenshot. Our previous discussion with TxDot was that a fence would be installed to protect that area. ** Is that still the plan? Will that pink space be used for construction purposes? Try to increase that root protection are a bit more. That tree has roots in that grassy area so any work there will disturb the 700 yr old tree and may cause it to die. If roots are encountered have them pruned (flush sharp cut) by a certified arborist only and painted right away to prevent oak wilt. There's active oak wilt in that area. February to june is the highest risk but oak wilt could occur any other month if the humidity and temperature are high.	The project team is aware of the referenced heritage tree. There will be no right of way acquired or deep excavation required at the tree's location; therefore, the project would not impact the tree or its root system. The following commitments for the tree's protection will be followed during construction: <u>Site Preparation</u> • Completion of an initial inspection and assessment (Level 1) by an experienced certified arborist prior to any work activity. This Level 1 inspection report will be provided in writing to TxDOT. • Prune tree to remove dead wood and branches which may interfere with construction. Pruning must be conducted by certified arborist. • Take soil samples and implement necessary soil augmentation of rooting environment for tree. Results and recommendations will be provided in writing to TxDOT before implementation. • Preserve a minimum of 50% of the critical root zone (CRZ), not cut four inches within the ½ CRZ without an air spade or hand tool, and not cut or fill within the ¼ CRZ for tree.

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				Please contact landowner to see if parking lot entrance could be removed to give more open grassy area to the tree along the sidewalk. If that is done. Soil aerate the area under the removed asphalt so that roots can grow. If tree needs you be pruned for clearance' have a certified arborist do that work. HERITAGE TREES Similarly, protect as many healthy heritage trees as possible. Don't remove them if it's possible to adjust the design instead. But also plan the construction, parking and storage areas well so that those activities don't impact the roots in the full crz if possible, minimum in the 1/2 crz of all healthy heritage trees. Heritage tree is defined by COA as 24 inches or larger of several species. See ordinance. CREEK AND PARKLAND Minimize impact to trees, creek and wildlife when building or expanding bridges over creeks. Especially in the southern area in the Little Walnut Creek parkland that you are acquiring. That's a very wooded area. See attached screenshot. ** Can some of the activities be moved to the northern area that has fewer trees to save some trees in the southern wooded area?	<u>Tree Protection Fencing</u> • 5-foot, chain-link with steel support poles or T-posts with welded wire fabric when approved by TxDOT. • Install fencing, a 4-foot layer of mulch and/or more substantial material to protect the Critical Root Zone (CRZ) of the tree within TxDOT ROW. <u>Tree and Root Care</u> • Prune tree in accordance with the most recent ANSI A300 standards and in compliance with the guidelines for the prevention of oak wilt. The maximum allowable impact for tree crowns is that not more than 25% of the foliage should be removed within an annual growing season. • Do not trim tree from February-June. • Avoid impacting roots when digging (where feasible) and apply fertilization when applicable. • All root cuts over 1-foot diameter will be conducted by a certified arborist. • Develop a supplemental watering plan for tree. • Assess rooting environment and provide soil aeration where needed. • Replenish mulch for tree annually. • Cover and rebury roots as soon as possible. Avoid leaving unburied roots for more than 12 hrs.

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					<u>Construction</u> • Certified arborist must be present onsite when work near tree CRZ is occurring. • Hand grading within the CRZ of tree only. • Shall use sand to build up the SUP above grade. • Use a plastic vapor barrier when installing concrete within the CRZ of tree. Vegetation clearing that would be done as part of the proposed project would remove habitat for wildlife. Adjacent areas are similar in vegetative composition and are in close proximity to the construction limits which allow wildlife to relocate to nearby parcels. Re-vegetation efforts would provide appropriate and sustainable cover to prevent erosion and siltation. Vegetation clearing activities would be avoided during the general bird nesting season, March 1 through Sept. 15, to minimize adverse impacts to birds. Impacts to creeks would be covered by a Clean Water Act (CWA) Section 404 permit. The CWA Section 401 Certification requirements would be met by implementing a Storm Water Pollution Prevention Plan (SW3P). The SW3P would include at least one best management practice (BMP) from the Section 401 Water Quality Certification Conditions, as published by the Texas Commission on Environmental Quality. These BMPs would address erosion control, post-construction total suspended solids control,

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					and sedimentation control. The right of way required from Upper Little Walnut Creek is needed to accommodate the addition of a northbound and southbound bypass lane over Rundberg Lane, as well as shared-use-paths on both sides of I-35. These improvements would not result in impacts to any recreational amenities in the park. To offset these impacts, TxDOT has been working with the City of Austin on ways to provide bicycle and pedestrian connectivity across I-35. TxDOT considers protecting heritage trees on a case-by-case basis if a proposed project can safely accommodate the tree while still meeting the purpose and need of the project.
47	Isaac Garcia	6/10/2021 13:33	VPH Comment Form	Adding any lanes to I-35 would do nothing to reduce traffic but will only induce demand for more traffic. Furthermore, it'll create a bottleneck where the lanes reduce back down to "normal," causing even more traffic at all points along I-35. Some of the project elements (redone intersections) may be good by themselves, but this solution as a whole will cause more problems then it solves.	Thank you for your comment.
48	Lou Loufingwell	6/10/2021 13:37	VPH Comment Form	It's unconscionable that TxDOT could be spending billions of dollars on a highway project and add zero new crossings. People are dying on your facilities. I don't know if it's incompetence or indifference, but if you are unable or unwilling to design a facility that can't protect peoples lives better than this then you	Thank you for your comment.

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				need to resign. Asking people to walk two miles round trip just to use a crossing is insanity, and shows your arrogance and lack of understanding about human behavior. Do your job.	
49	Ted Yang	6/10/2021 16:50	VPH Comment Form	Need a DDI at 45 and I-35	A DDI at the intersection of I-35 and SH 45N would not be possible geometrically due to the distance between the frontage roads and the conflict with multiple bridge columns supporting the SH 45N mainlanes and direct connectors to I-35.
50	Michael Regan	6/10/2021 16:54	VPH Comment Form	Why has roundabouts not been utilized at intersections in TxDOT projects? Roundabouts move a higher volume of traffic and are not dependent on traffic signals. Traffic signals stop traffic and delay vehicles from freely moving and halt traffic increasing idling which increase NOx and PM emissions from motor vehicles.	Thank you for your comment. The decision to construct a roundabout is based on traffic volumes, access management, operations of adjacent intersections, right of way and utility constraints, and safety impacts.

51	Stephanie Webb	6/10/2021 18:07	Email to: capexnorth@txdot.gov	This entire report can be destroyed with one statement: it is impossible to reduce congestion by making space for cars. As long as more lanes are produced, that will induce demand, which will increase both congestion and carbon dioxide. This has been proven all over the country, not least of which being Houston and Los Angeles. Expanding highways does not improve traffic, so one must assume that the goal of this project is not to reduce traffic, but to continue enriching TXDOT contractors. Promoting more diamond intersections is ridiculous because most people are not aware of how to navigate them. I have no vehicle, and am aware of exactly two examples, one being at University Boulevard off I-35 and the other being at Slaughter off MoPac. I have never seen consistent pedestrian or cycling traffic at either one of those intersections, but I do see such traffic at the intersections of Airport and I-35, 51st and I-35, and 290 East and I-35. Placing diamond intersections in Central Austin is a surefire way to increase fatalities while not solving any of the problems. Seeking more land for highways is the opposite of "environmental plans." While I doubt that TXDOT has the lack of awareness of Gohmert, this report is equally ridiculous. Noise pollution is the only issue being addressed, which is ludicrous due to the heat island effect of excessive concrete on a failing grid that will take years to upgrade, air pollution due to more traffic, and more highway runoff into the Edwards Aquifer. Identifying wetlands is not the	In addition to the proposed additional managed HOV lanes, the project would reconstruct bridges, add a diverging diamond intersection (DDI) at Wells Branch Parkway, add pedestrian and bicycle paths, and make additional improvements within the corridor to reduce congestion and improve safety and mobility. HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving carpoolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone. Pedestrian crossings within Diverging Diamond Interchanges (DDIs) can be designed to be equally as safe as they are in conventional interchanges. DDIs have about the same number of pedestrian conflict points as conventional intersections depending on specific configurations. Pedestrian crossings typically have fewer lanes to cross than conventional intersections which makes for shorter crossing distances. All of the pedestrian crossings will be signalized except for potentially the single-lane eastbound and westbound right turn lanes. The configuration shown in the schematic design has an added benefit of pedestrians being able to cross

				same as reporting on runoff. Pictures are not numbers or real information, and none of the slides for the presentation addresses those issues. Moreover, there is the extremely difficult barrier of construction to expand the highway. TXDOT has demonstrated poor project management skills when blowing up a ramp after years of construction. Therefore, sidewalks and bike lanes already in existence will be inaccessible--for years. The most absurd premise of TXDOT is that it is entitled to expand highways, regardless of public input. The agency is already discussing eminent domain and land acquisition, as if it is incapable of processing the word, "No." No one seems to grasp that commuting for work in a car is a privilege that has become obsolete due to the pandemic and the paradigm shift. People are quitting their jobs rather than give up working from home, so expanding highways makes no sense. However, because we all know that TXDOT is not representative of the public any more than any of the other state government, the agency will do what it wants.	Wells Branch through the interchange instead of having to walk to the traffic signal beyond the interchange. Cyclists can be accommodated with the shared use paths through the interchange. The roadways beyond the DDI do not include on-street bike lanes and neither does the proposed configuration. The decision to implement a DDI at Wells Branch is a balance to fit the needs of many different factors of the interchange. The DDI does not reduce the chances for implementing transit improvements in the future. The DDI enhances the overall efficiency of the transportation system as a whole.

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52	Debra Bush	6/10/2021 21:58	VPH Comment Form	After discussion today with TXDOT representatives, we would like to reiterate the newly designed and relocated entrance ramp to the Main Lanes located near the TCEQ campus between Yager Lane and Braker Lane poses a severe life safety risk to the 3,000+ employees from TCEQ campus, Central TX Girl Scouts headquarters and numerous other businesses who will be attempting to cross 2-lanes of frontage road to access the entrance ramp that is approx 100' from the campus exit. We disagree with the plans to relocate the existing Main Lane entrance ramp, which is currently located south of Walnut Creek and allows for the largest populations of employee campuses to safely access the Main Lanes of I-35.	The proposed project would provide access to the southbound I-35 mainlanes via the northern connection of Park 35 Circle with I-35. The proposed entrance ramp would be located approximately 300 feet south of that intersection, which would allow for vehicles exiting Park 35 Circle to access the I-35 mainlanes. This distance meets the minimum design criteria standards. Additionally, this was determined to be the ideal location of the proposed ramp based on traffic modeling and the availability of right of way. Moving the ramp further south would require additional right of way that would have resulted in business displacements. An alternate route to the entrance ramp would be to travel to Yager Lane via Walnut Park Crossing and Lamar Boulevard.
53	Karen Pair Pair Holdings LLC	6/15/2021	Mailed Comment Form	Affected address: 13810 N I-35, Austin, TX - Noise from IH 35 will be louder with the expansion of the lanes and will disturb our tenants and their customers. Potentially losing our tenants as a result. - Encroachment of the taking of the strip will hinder the septic system and cause an issue with our drain field. - IH 35 sign will have to get repermitted (if that is even possible) and reinstallation of sign. - Dumpster and parking - the taking will limit the parking area and the dumpster area.	As part of the noise analysis process, noise sensitive land uses (e.g., residences, schools, churches, etc.) are modeled to determine if a noise barrier would need to be analyzed. At these noise sensitive land uses, noise "receptors" are placed in an area of frequent outdoor use. The property in question is commercial, so it was not included in the noise analysis. However, an interior noise receptor was analyzed at a nearby noise sensitive land use located approximately the same distance from I-35. Noise levels at that location did not exceed the impact criteria of 52 dB(A) for interior noise levels under the existing or proposed conditions.

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					The proposed encroachment on your property's septic system/drain field, sign, and dumpster/parking will be assessed during the right-of-way appraisal process. Please refer to the TxDOT publication 'State Purchase of Right of Way' at https://ftp.txdot.gov/pub/txdot-info/row/booklet_15.500.pdf for more information about the right-of-way appraisal process.
54	Karen Pair for JK Pair LLC	6/15/2021	Mailed Comment Form	Affected address: vacant lot at approximately 13820 IH 35, Austin, TX (North of Austin Stone Works) - The taking of the strip of land will limit our building, parking and septic space, - Noise from the expansion will limit our potential tenants, - Access to property – the expansion will limit our access driveway or restrict entry.	As part of the noise analysis process, noise sensitive land uses (e.g., residences, schools, churches, etc.) are modeled to determine if a noise barrier would need to be analyzed. At these noise sensitive land uses, noise "receptors" are placed in an area of frequent outdoor use. The property in question is commercial, so it was not included in the noise analysis. However, an interior noise receptor was analyzed at a nearby noise sensitive land use located approximately the same distance from I-35. Noise levels at that location did not exceed the impact criteria of 52 dB(A) for interior noise levels under the existing or proposed conditions. The proposed encroachment on your property's building, parking, and septic space will be assessed during the right-of-way appraisal process. Please refer to the TxDOT publication 'State Purchase of Right of Way' at https://ftp.txdot.gov/pub/txdot-info/row/booklet_15.500.pdf for more

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					information about the right-of-way appraisal process. For information on driveway permits at the property, please reach out to the TxDOT Austin District.
55	TCEQ	6/3/2021	Mailed Letter	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 NORTH – FROM SH 45N TO US 290E (CSJs: 0015-10-062, 0015-13-389:) 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.	Thank you for your comment. Comment noted.

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				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.	