



Documentation of Public Meeting

Project Location

Travis County

Capital Express North Project
CSJs: 0015-10-062 & 0015-13-389

Project Limits

I-35 from SH 45N to US 290E

Meeting Location

John B. Connally High School Cafeteria
13212 N. Lamar Boulevard, Austin, TX 78753

Meeting Date and Time

October 24, 2019; 5:30 p.m. to 7:30 p.m.

Translation Services

Spanish

Presenters

None

Elected Officials in Attendance

None

Total Number of Attendees (approx.)

93

Total Number of Commenters

184

Contents

- A. Comment/response matrix
- B. Notices
- C. Sign-in sheets
- D. Comments received
- E. Figures (display boards/maps, handouts, photographs, VOH)

I. Overview

The Texas Department of Transportation (TxDOT) held an open house on October 24, 2019, to gather input on the Capital Express North Project. The open house provided attendees the opportunity to review informational boards and exhibits, provide comments and ask questions about the project.

The proposed improvements presented at the October 2019 open house include adding one non-tolled managed lane in each direction, reconstructing intersections and bridges to increase bridge clearances and east/west mobility, and improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.

Attendees were encouraged to provide written feedback about the project, email comments to the project team, or submit a comment as part of the virtual open house. Comments will help guide the next planning phases of the project, including environmental analysis, design and construction. A summary of the comments received, and responses, is included in **Appendix A**.

II. Open House Information

The open house was held from 5:30 to 7:30 p.m. on October 24, 2019, in the cafeteria of John B. Connally High School, located at 13212 N. Lamar Boulevard, Austin, TX 78753. Notices announcing the open house were distributed beginning 30 days before the event and continued on an ongoing basis through the day of the open house.

Copies of the notices are included in **Appendix B**. Notices included:

- Newspaper advertisements
- Letter to elected officials
- Notice mailed to adjacent property owners
- Notice mailed to general stakeholders
- TxDOT.gov notice
- Electronic changeable message signs
- TxDOT News Release
- Social media posts on Twitter and Facebook

Approximately 93 people (63 members of the public and 30 staff) registered their attendance by signing in at the open house. Sign-in sheets are included in **Appendix C**.

Upon arrival, attendees were provided with handouts, including a Capital Express North Project fact sheet, a Diverging Diamond Intersections fact sheet, a High-Occupancy Vehicle Lanes fact sheet, and a comment form (available in English and Spanish).

Open house displays included 11 informational boards and two copies of the project schematic. Copies of the open house handouts and display boards, as well as photos from the open house are included in **Appendix E**.

III. Comments and Responses

A total of 14 written comments were submitted on the day of the open house, two comments were mailed, and 168 comments were submitted as part of the virtual open house. Copies of the comments received in response to the open house are included in **Appendix D**.

Feedback includes:

- Opinions regarding the proposed improvements, including entrance/exit ramps and u-turns
- Opinions regarding the use of tolling, the number of HOV lanes and transit accommodations
- Concerns about noise
- Concerns about speed limits
- Concerns about safety for bicyclists and pedestrians

A.

**COMMENT/RESPONSE
MATRIX**

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.

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86	Rebecca Becker	10/30/2019	Virtual Open House	Bicycle/Pedestrian Access	<p>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.</p> <p>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.</p>	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?	<p>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.</p> <p>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</p>
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	<p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for attention to this matter.</p>	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	<p>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.....</p>	This comment will be shared with TxDOT's construction crews to determine an appropriate solution.

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Comment #	Name	Date Rec'd	Source	Topic	Comment	Response
42	michael fossum	11/1/2019	Virtual Open House	Historic	<p>The Austin Heritage Tree Foundation communicated with Stacey Benningfield, TxDOT, in 2017 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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> · 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. <p>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.</p>	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.	<p>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.</p> <p>The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.</p>

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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.	<p>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.</p> <p>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.</p> <p>The proposed project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.</p>
181	Thomas Williams	N/A	Virtual Open House	Multimodal	<p>* Please integrate this project with transit centers and mobility hubs to maximize transit and HOV usage</p> <p>* Implement incentives (coupons for SOV managed lane use) if user takes transit X number of times</p>	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	<p>Sound study + Sound Barrier is a must.</p> <p>"NO ENGINE BRAKE" on 35 or Frontage Road - ALREADY CITY ORDINANCE. IH-10 thru Kerrville has this restriction. TxDOT can do this.</p>	<p>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.</p> <p>During the next phase of the project, No Engine Brake signs will be looked at and added, where appropriate.</p>
8	Michelle Byrum	10/24/2019	Comment Form	Noise	<p>1) would like to see sound barrier installed</p> <p>3) restrict 18 wheeler air brake usage through rundberg to parmer - with posted signs</p>	<p>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.</p> <p>During the next phase of the project, No Engine Brake signs will be looked at and added, where appropriate.</p>
93	Gary Brewer	10/25/2019	Virtual Open House	Noise	<p>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!!!</p> <p>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 QUIET BACK IN THE OLD DAYS, WE HAVE BEEN AT THIS RESIDENCE OVER 50 YEARS....</p> <p>YOURS TRULY, GARY BREWER (PAST PRESIDENT WCNA)</p>	<p>During the next phase of the project, No Engine Brake signs will be looked at and added, where appropriate.</p> <p>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.</p>

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182	Ellen Ruth Sullivan	N/A	Virtual Open House	Noise	<p>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.</p> <p>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.</p> <p>This will be even more noticeable for the many homes being built along the highway.</p> <p>And there are studies showing that this noise is harmful.</p> <p>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.</p>	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	<p>I strongly oppose this project and urge TxDOT not to expand any part of I35.</p> <p>There is no good reason to expand I35. We know that expanding roadways doesn't ease congestion; wider roads merely induces more driving.</p> <p>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.</p> <p>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?</p> <p>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?</p> <p>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!</p>	<p>The purpose of the proposed project is to improve safety and mobility for all users of I-35.</p> <p>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.</p> <p>The project would include the addition of bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.</p>
172	Dan Keshet	N/A	Virtual Open House	Opposed to the Project	<p>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.</p> <p>No new lanes!</p>	Thank you for your comment.

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184	Eric Virag	12/5/2019	Mailed Letter	Opposed to the Project	<p>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.</p> <p>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.</p> <p>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.</p>	<p>The Oct. 24, 2019 public meeting was advertised in the following ways:</p> <ul style="list-style-type: none"> · 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 <p>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.</p> <p>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.</p>
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.

Capital Express North
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Comment-Response Matrix

Comment #	Name	Date Rec'd	Source	Topic	Comment	Response
32	Christopher Williams	11/2/2019	Virtual Open House	Support for Tolloed Lanes	<p>Hi,</p> <p>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.</p> <p>Thank You,</p> <p>Christopher</p>	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 Tolloed 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 Tolloed Lanes	<p>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.</p> <p>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.</p>	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 Tolloed 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. Tolloed 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 Tolloed Lanes	<p>Thanks for asking for feedback regarding I-35.</p> <p>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.</p>	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
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Comment #	Name	Date Rec'd	Source	Topic	Comment	Response
43	Albert Diaz	11/1/2019	Virtual Open House	Support for Tolloed 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 Tolloed 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 Tolloed 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 Tolloed 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 Tolloed 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 sighted.	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 Tolloed 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 Tolloed 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 Tolloed 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 Tolloed 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 Tolloed 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 Tolloed 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 Tolloed 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 Tolloed 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 Tolloed 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
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Comment-Response Matrix

Comment #	Name	Date Rec'd	Source	Topic	Comment	Response
111	Sarah Simpson	N/A	Virtual Open House	Support for Tolled Lanes	<p>#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.</p> <p>#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.</p>	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	<p>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.</p> <p>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.</p>
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	<p>I would like to advocate for two things:</p> <p>1) Using variable-price tolling lanes (instead of HOV lanes) on I-35</p> <p>Thanks for your help to improve this infrastructure for our community!</p>	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 #	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	<p>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.</p> <p>Thank you for your work to fund transportation improvements in the central Texas region.</p>	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	<p>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.</p> <p>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.</p>	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	<p>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.</p> <p>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.</p> <p>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.</p>
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					

Capital Express North
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Comment-Response Matrix

Comment #	Name	Date Rec'd	Source	Topic	Comment	Response
61	Hal Guggolz	N/A	Virtual Open House	Support for Tolloed Lanes	<p>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.</p> <p>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.</p>	<p>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.</p>
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. Zlnni					
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					

Capital Express North
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Comment-Response Matrix

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

B.

NOTICES

Display Ads

Newspaper	Run Dates
<i>Community Impact - Northwest Austin</i>	9/25/19
<i>Austin-American Statesman</i>	10/16/19
<i>El Mundo**</i>	10/3/19

** appeared in Spanish

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State of Texas County of Travis

BEFORE ME, the undersigned authority, on this day personally appeared Jessica White, who being duly sworn on her oath stated as follows:

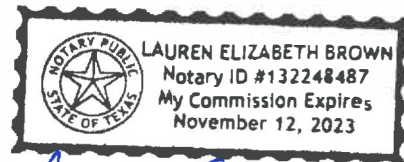
My name is Jessica White. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published in the Community Impact Newspaper Northwest Austin edition on September 25, 2019 at the cost of \$1,575.00 per ad.

I certify that the attached tear sheet is a true and accurate copy of the publications as they appeared in the Community Impact Newspaper on the above-specified date.

SUBSCRIBED AND SWORN TO BEFORE ME on this 22 date of January, 2020, to certify which witness my hand and official seal.

Jessica White
Employee, Community Impact Newspaper

Notary, State of Texas
(seal)



Lauren Brown

REAL ESTATE

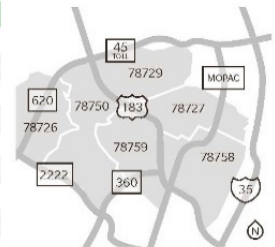
MARKET DATA

HOMES SOLD (AUGUST 2019)

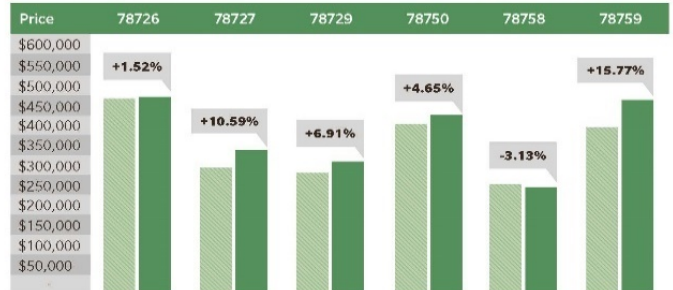
Price range	Number of homes sold / average days on the market					
	78726	78727	78729	78750	78758	78759
\$149,999 or less	-	-	-	2/13	2/7	-
\$150,000-\$199,999	-	-	2/3	1/5	5/17	3/41
\$200,000-\$299,999	-	12/9	8/29	7/15	13/7	8/16
\$300,000-\$399,999	1/35	18/14	22/11	8/15	10/17	9/14
\$400,000-\$499,999	3/80	6/22	6/8	1/1	3/4	9/18
\$500,000-\$599,999	4/13	3/21	-	5/20	-	12/30
\$600,000-\$799,999	-	-	-	12/29	-	13/21
\$800,000-\$999,999	-	-	-	1/6	-	2/11
\$1 million +	1/19	-	-	-	-	1/6

RECENT PROPERTY LISTINGS

ZIP code	Subdivision	Address	Bed/bath	Price	Sq. ft.	Agent	Agency	Phone
78727	Brigadoon Townhomes	12212 Brigadoon Lane, Unit 144	2br/3ba	\$270,000	1,320	Stephen Kupec	Avalar Austin	512-473-9796
78727	Whispering Valley Condo	4501 Whispering Valley Drive, Unit 7	2br/3ba	\$275,000	1,518	Michael Rodriguez	Realty Austin	512-789-9879
78729	Hunters Chase	12728 Tantara Drive	3br/3ba	\$399,900	2,449	Laurie Flood	Keller Williams Realty	512-576-1504
78729	Milwood	12604 Dringenberg Drive	3br/3ba	\$319,000	1,860	Heather Greenberg	Realty Austin	512-695-6002
78758	Jamestown	8514 Bradford Drive	3br/1ba	\$300,000	1,036	Lisa Munoz	Realty Austin	512-856-4549
78758	Neans Place	1106 Neans Drive	3br/2ba	\$315,000	1,152	Joe Keenan	Realty Austin	512-415-7653
78759	Morado Cove Condo	10300 Morado Cove, Unit 1002	2br/2ba	\$349,000	1,590	Mary Battaglia	Coldwell Banker United, Realtors	512-413-8787
78759	Spicewood Point Townhomes	3809 Spicewood Springs Road, Unit 249	1br/1ba	\$200,000	740	Joe Keenan	Realty Austin	512-415-7653
78759	Walnut Crossing	3101 Canter Lane	3br/2ba	\$350,000	1,313	Laurie Flood	Keller Williams Realty	512-576-1504



MEDIAN PRICE OF HOMES SOLD IN AUGUST



Residential real estate listings added to the market between 9/11/19 and 9/15/19 were provided by the Austin Board of Realtors, www.abor.com. Although every effort has been made to ensure the timeliness and accuracy of this listing, Community Impact Newspaper assumes no liability for errors or omissions. Contact the property's agent or seller for the most current information.

MOBILITY35 CAPITAL EXPRESS NORTH OPEN HOUSE

Join us for an open house to learn more about the Mobility35 Capital Express North project in Travis and Williamson counties. Team members will be on hand to answer questions and provide information.

The purpose of the Mobility35 Capital Express North project is to improve mobility and safety for all users of I-35 while minimizing right-of-way, community and environmental impacts, and to provide a reliable travel time for cars and bus transit using the non-tolled managed lanes. The improvements include:

- Adding non-tolled managed lanes in each direction
- Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings
- Addressing safety and mobility improvements proposed under the Mobility35 program that are not included in a series of stand-alone projects between SH 45 North and US 290 East

THURSDAY, OCT. 24, 2019
5:30 - 7:30 p.m.

Connally High School Cafeteria
13212 N. Lamar Blvd.
Austin, TX 78753



Public comments on the project may be submitted at the open house, by mail, email, fax or online at www.mobility35openhouse.com starting Oct. 24.

EMAIL: info@mobility35.org

FAX: (512) 832-7157

MAIL: Shashider Velugati, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426

Comments received between Oct. 24 and Nov. 8, 2019 will be included in the official record.

Persons interested in attending the open house requiring special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Celeste Quiñones at (210) 785-3888 or cquiñones@triviera.com at least two days prior to the open house. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 16, 2014, and executed by PHWH and TxDOT.





LABOR of LOVE HOLIDAY MARKET

Join us for our 29th Annual Holiday Market! Find one of a kind gifts for everyone from our 80 vendors. Grab lunch while you shop! Enjoy Margaret's Enchiladas, Dee's Chicken Salad, Debbie's Soups, Margaret's Chocolate Cake and Jodena's Cake Balls. Proceeds from food sales and booth rentals benefit our youth to fund their various activities throughout the year.

Hillcrest Church
3838 Steck Avenue
www.hillcrest.church
Friday, October 25, 10am - 7pm
Saturday, October 26, 9am - 4 pm

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Austin American-Statesman austin360 ahora sí

PROOF OF PUBLICATION STATE OF TEXAS

PUBLIC NOTICE

Before the undersigned authority personally appeared Jalen Rocha, who on oath says that he/she is a Legal Advertising Agent of the Austin American-Statesman, a daily published newspaper that is generally circulated in Bastrop, Bell, Blanco, Brazos, Burleson, Burnet, Caldwell, Colorado, Comal, Coryell, Fayette, Gillespie, Gonzales, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Milam, Nueces, San Saba, Travis, Washington and Williamson Counties, and State of Texas, and that the attached advertisement was published in said newspaper, to wit: RJ RIVERA ASSOCIATES INC, first date of publication 10/16/2019, last date of publication 10/16/2019, published 1 time(s), and that the attached is a true copy of said advertisement.

RJ RIVERA ASSOCIATES INC
8023 VANTAGE DR
SUITE 1100
SAN ANTONIO, TX 78230

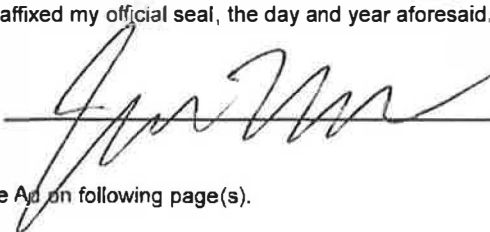
Invoice/Order Number:	0000519014
Ad Cost:	\$3,527.03
Paid:	\$0.00
Balance Due:	\$3,527.03

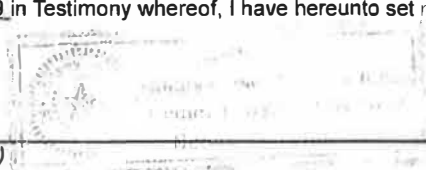
Signed


(Legal Advertising Agent)

Sworn or affirmed to, and subscribed before me, this 17th day of October, 2019 in Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

Signed


(Notary)



Please see Ad on following page(s).

Invoice/Order Number:	0000519014
Ad Cost:	\$3,527.03
Paid:	\$0.00
Balance Due:	\$3,527.03



MOBILITY35 CAPITAL EXPRESS NORTH OPEN HOUSE

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**THURSDAY,
OCT. 24, 2019
5:30 – 7:30 p.m.**

Connally High School Cafeteria
13212 N. Lamar Blvd.
Austin, TX 78753



Public comments on the project may be submitted at the open house, by mail, email, fax or online at www.mobility35openhouse.com starting Oct. 24.

EMAIL: info@mobility35.org

FAX: (512) 832-7157

MAIL: Shashider Velugati, PE.,
TxDOT Austin District, P.O. Box 15426,
Austin, TX 78761-5426



Comments received between Oct. 24 and Nov. 8, 2019 will be included in the official record.

Persons interested in attending the open house requiring special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Celeste Quinones at (210) 785-0888 or cquinones@rivera.com at least two days prior to the open house. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 16, 2014, and executed by FHWA and TxDOT.

AX000005 (02) (4.0)

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §

COUNTY OF TRAVIS §

Before me, the undersigned authority, on this day personally appeared

Irma B. Portuondo, who being by me duly sworn,
(Name of newspaper representative)

Deposes and says that (s) he is the: Traffic Manager
(Title of newspaper representative)

Of the El Mundo Newspaper; that said newspaper is generally
(name of newspaper)

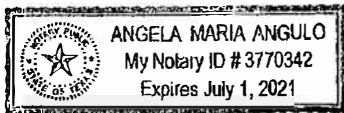
Circulated in Travis County, Texas

That the publication for I-35 Capital Express North were published in said
newspaper on October 3, 2019 Edition.

Irma Portuondo
(Newspaper representative's signature)

Subscribed and sworn to before me this the 23 day of January 2020 to certify
which witness my hand and seal of office.

(Seal)



Notary Public in and for the State of Texas

Print or Type Name of Notary Public

Angela M. Angulo

My Commission Expires 07/01/2021

HISPATTEX

SERVICIO DE INCOME TAX



Cartas del IRS

¿No sabe qué dice o lo qué debe responder? Le ayudamos a entenderla y a contestarla

Nuestros Servicios

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- DECLARACIONES ESTATALES
- ENMIENDAS
- TRADUCCIONES
- ITIN
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NOTARY PUBLIC

Lunes, Miércoles y Viernes
Sábado 9am a 2pm
Martes, Jueves y Domingo cerrado

104 Robert T. Martínez Jr., Austin, TX 78702
(Esquina con César Chávez St. / Diagonal a la Iglesia Católica Cristo Rey)



MOBILITY35 CAPITAL EXPRESS NORTH REUNIÓN PÚBLICA

Acompañenos para reunión pública para aprender más sobre el proyecto

Mobility35 Capital Express Norte en los condados de Travis y Williamson.

Nuestro personal estará disponible para responder preguntas y proporcionar información.

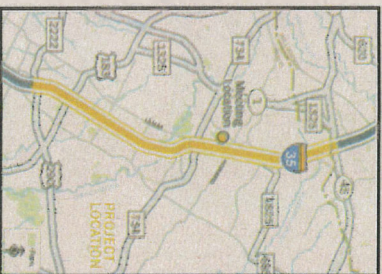
Jueves 24 de octubre de 2019
5:30 - 7:30 p.m.

Connally
High School Cafeteria
13212 N. Lamar Blvd.
Austin, TX 78753

El propósito del proyecto Mobility35 Capital Express Norte es mejorar la movilidad y la seguridad de todos los usuarios de la I-35 al mismo tiempo reducir al mínimo el derecho de vía e impactos ambientales y comunitarios. y proporcionar un tiempo de viaje confiable para automóviles y autobuses que utilicen carriles, gestionados y sin cobros de peaje.

Las mejoras propuestas incluyen:

- Agregar carriles gestionados sin peaje en cada dirección
- Mejorar el alojamiento para bicicletas y peatones a lo largo de las carreteras de acceso I-35 y en los cruces este / oeste
- Mejorar la seguridad y movilidad propuestas bajo el programa Mobility35 que no están incluidas en una serie de proyectos independientes entre SH 45 norte y US 290 este



Los comentarios públicos sobre el proyecto pueden ser presentados en la reunión pública, por correo, correo electrónico, fax, o internet en www.mobility35openhouse.com a partir del 24 de octubre de 2019.

CORREO ELECTRONICO: info@mobility35.org
FAX: (512) 832-7157

CORREO: Shashinder Velugati, P.E., TxDOT Austin District, P.O. Box 15406, Austin, TX 78761-5426

Comentarios recibidos entre el 24 de octubre y el 8 de noviembre de 2019 se incluirán en el registro oficial.



Las personas interesadas en asistir a la reunión pública que requieran comunicación especial o necesidades de alojamiento, como la necesidad de un intérprete, deben comunicarse con el personal de la reunión pública al (512) 785-0838 o communications@mobility35.org con al menos de dos días antes de la reunión pública. Se harán todos los esfuerzos razonables para satisfacer estas necesidades. La reunión ambiental consultiva y otras acciones requeridas por las leyes federales ambientales aplicables para este proyecto están siendo o han sido realizadas por TxDOT de conformidad con 23 U.S.C. 327 y un memorando de entendimiento de 16 de diciembre de 2014 y especificado por FHWA y TxDOT.

Elected Official Letters

I 35 Capital Express North – Elected Officials List

Organization	First Name	Last Name	Title	Physical Address	Mailing Address	City	State	Zip	Email	Phone *(512)
City of Austin	Steve	Adler	Mayor	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2100
City of Austin	Natasha	Harper-Madison	Councilwoman District 1	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2101
City of Austin	Delia	Garza	Councilwoman District 2	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2102
City of Austin	Sabino	Renteria	Councilman District 3	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2103
City of Austin	Gregorio	Casar	Councilman District 4	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2104
City of Austin	Ann	Kitchen	Councilwoman District 5	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2105
City of Austin	Jimmy	Flannigan	Councilman District 6	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2106
City of Austin	Leslie	Poof	Councilwoman District 7	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2107
City of Austin	Paige	Ellis	Councilwoman District 8	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2108
City of Austin	Kathie	Tovo	Councilwoman District 9	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2109
City of Austin	Alison	Alter	Councilwoman District 10	301 W. 2nd St Austin, TX 78701	P.O. Box 1088	Austin	Texas	78767	N/A	978-2110
City of Pflugerville	Victor	Gonzales	Mayor	100 E. Main St Pflugerville, TX 78691	P.O. Box 589 100 East Main Street, Suite 300	Pflugerville	Texas	78691	victor.gonzales@pflugervilletx.gov	990-6101
City of Pflugerville	Doug	Weiss	Council Place 1	100 E. Main St Pflugerville, TX 78691	P.O. Box 589 100 East Main Street, Suite 300	Pflugerville	Texas	78691	doug.weiss@pflugervilletx.gov	990-6103
City of Pflugerville	Jeff	Marsh	Council Place 2	100 E. Main St Pflugerville, TX 78691	P.O. Box 589 100 East Main Street, Suite 300	Pflugerville	Texas	78691	jeff.marsh@pflugervilletx.gov	990-6103
City of Pflugerville	Omar	Pena	Council Place 3	100 E. Main St Pflugerville, TX 78691	P.O. Box 589 100 East Main Street, Suite 300	Pflugerville	Texas	78691	omar.pena@pflugervilletx.gov	990-6103
City of Pflugerville	Rudy	Metayer	Council Place 4	100 E. Main St Pflugerville, TX 78691	P.O. Box 589 100 East Main Street, Suite 300	Pflugerville	Texas	78691	rudy.metayer@pflugervilletx.gov	990-6103
City of Pflugerville	Mike	Heath	Council Place 5	100 E. Main St Pflugerville, TX 78691	P.O. Box 589 100 East Main Street, Suite 300	Pflugerville	Texas	78691	mike.heath@pflugervilletx.gov	990-6103
City of Pflugerville	Jim	McDonald	Council Place 6	100 E. Main St Pflugerville, TX 78691	P.O. Box 589 100 East Main Street, Suite 300	Pflugerville	Texas	78691	jim.mcdonald@pflugervilletx.gov	990-6103
City of Round Rock	Craig	Morgan	Mayor	221 E. Main St, Round Rock, TX 78664	221 E. Main St.	Round Rock	Texas	78664	cmorgan@roundrocktexas.gov	218-5400
City of Round Rock	Tammy	Young	Council Place 1	221 E. Main St, Round Rock, TX 78664	221 E. Main St.	Round Rock	Texas	78664	tammyyoung@roundrocktexas.gov	218-5410
City of Round Rock	Rene	Flores	Council Place 2	221 E. Main St, Round Rock, TX 78664	221 E. Main St.	Round Rock	Texas	78664	reneflores@roundrocktexas.gov	218-5410
City of Round Rock	Matthew	Baker	Council Place 3	221 E. Main St, Round Rock, TX 78664	221 E. Main St.	Round Rock	Texas	78664	mattbaker@roundrocktexas.gov	218-5410

Organization	First Name	Last Name	Title	Physical Address	Mailing Address	City	State	Zip	Email	Phone *(512)
City of Round Rock	Will	Peckman	Council Place 4	221 E. Main St, Round Rock, TX 78664	221 E. Main St.	Round Rock	Texas	78664	willpeckham@roundrocktexas.gov	218-5410
City of Round Rock	Writ	Baese	Council Place 5	221 E. Main St, Round Rock, TX 78664	221 E. Main St.	Round Rock	Texas	78664	writbaese@roundrocktexas.gov	218-5410
City of Round Rock	Hilda	Montgomery	Council Place 6	221 E. Main St, Round Rock, TX 78664	221 E. Main St.	Round Rock	Texas	78664	hildamontgomery@roundrocktexas.gov	218-5410
Travis County	Sarah	Eckhardt	Judge	700 Lavaca St, Ste 2.300 Austin, TX 78701	P.O. Box 1748	Austin	Texas	78767	sarah.eckhardt@traviscountytexas.gov	854-9555
Travis County	Jeff	Travillion	Commissioner, Precinct 1	700 Lavaca St, Ste 2.200 Austin, TX 78701	P.O. Box 1748	Austin	Texas	78767	Jeffrey.Travillion@traviscountytexas.gov	854-9111
Travis County	Brigid	Shea	Commissioner, Precinct 2	700 Lavaca St, Ste 2.700 Austin, TX 78701	P.O. Box 1748	Austin	Texas	78767	brigid.shea@traviscountytexas.gov	854-9222
Travis County	Gerald	Daugherty	Commissioner, Precinct 3	700 Lavaca St, Ste 2.400 Austin, TX 78701	P.O. Box 1748	Austin	Texas	78767	gerald.daugherty@traviscountytexas.gov	854-9333
Travis County	Margaret	Gómez	Commissioner, Precinct 4	700 Lavaca St, Ste 1510 Austin, TX 78701	P.O. Box 1748	Austin	Texas	78767	margaret.gomez@traviscountytexas.gov	854-9444
House Representative - 10th District	Michael	McCaul	Congressman	3301 Northland Dr. Ste 212, Austin, Texas 78731	3301 Northland Dr. Ste 212	Austin	Texas	78731	N/A	473-2357
House Representative - 17th District	Bill	Flores	Congressman	14205 Burnet Road, Suite 230, Austin, Texas 78728	14205 Burnet Road, Suite 230	Austin	Texas	78728	N/A	373-3378
House Representative - 21st District	Chip	Roy	Congressman	5900 Southwest Parkway, Bldg 2 Suite 201a Austin, TX 78735	5900 Southwest Parkway, Bldg 2 Suite 201a	Austin	Texas	78735	N/A	871-5959
House Representative - 25th District	Roger	Williams	Congressman	1005 Congress Avenue, Suite 925 Austin, Texas 78701	1005 Congress Avenue, Ste 925	Austin	Texas	78701	N/A	473-8910
House Representative - 31st District	John	Carter	Congressman	1717 North IH 35, Ste 303, Round Rock, Texas 78664	1717 North IH 35, Ste 303	Round Rock	Texas	78664	N/A	246-1600
House Representative - 35th District	Lloyd	Doggett	Congressman	300 East 8th St, 7th Floor, Austin, Texas 78701	300 East 8th St. 7th Floor	Austin	Texas	78701	N/A	916-5921
Williamson County	Bill	Gravell	Judge	710 S. Main St, Ste 101 Georgetown, TX 78626	710 S. Main St, Ste 101	Georgetown	Texas	78626	cityjudge@wilco.org	943-1550
Williamson County	Terry	Cook	Commissioner, Precinct 1	1801 E. Old Settlers Boulevard, Ste 110 Round Rock, TX 78664	1801 East Old Settlers Blvd. Suite #110	Round Rock	Texas	78664	commissioner1@wilco.org	244-8610
Williamson County	Doris	Sanchez	Communications Specialist	1802 E. Old Settlers Boulevard, Ste 110 Round Rock, TX 78664	1801 East Old Settlers Blvd. Suite #110	Round Rock	Texas	78664	doris.sanchez@wilco.org	244-8610
Williamson County	Cynthia	Long	Commissioner, Precinct 2	350 Discovery Boulevard, Ste 201 Cedar Park, TX 78613	1801 East Old Settlers Blvd. Suite #110	Round Rock	Texas	78664	clong@wilco.org	260-4280
Williamson County	Valerie	Covey	Commissioner, Precinct 3	3010 Williams Dr, Ste 153 Georgetown, TX 78628	1801 East Old Settlers Blvd. Suite #110	Round Rock	Texas	78664	comm3@wilco.org	943-3370
Williamson County	Russ	Boles	Commissioner, Precinct 4	350 Exchange Boulevard, Ste 100 Hutto, TX 78634	1801 East Old Settlers Blvd. Suite #110	Round Rock	Texas	78664	russ.boles@wilco.org	846-1190



P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7001 | WWW.TXDOT.GOV

Sept. 23, 2019

Honorable as appropriate First Name Last Name

Title

Entity

Address

City, Texas Zip Code

RE: Open House for Mobility35 Capital Express North Project, CSJ: 0015-10-062

Dear Title Last Name:

You are cordially invited to attend an open house for the Mobility35 Capital Express North Project*. This project proposes to add one non-tolled managed lanes in each direction on I-35, from SH 45 North to US 290 East. The open house will allow the public the opportunity to review and comment on the project, which is part of the Mobility35 program.

The open house will be held Thursday, Oct. 24, 2019 at Connally High School, located at 13212 North Lamar Boulevard in Austin. Maps, drawings and other project information will be on display from 5:30 to 7:30 p.m. The meeting will be an open house format with no formal presentation, so the public may come and go at their convenience. Project staff will be available to answer questions.

Those unable to attend the open house in person may review the displays at www.mobility35openhouse.com between Oct.24 and Nov. 8, 2019. Please forward this notice to staff, as appropriate.

If you need additional information on the project or this event, please contact Sam Yacoub, P.E., Capital Express project manager, at (512) 832-7059 or Susan Fraser, P.E., Mobility35 program manager, at (512) 832-7280.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer

* *The environmental review, consultation and other actions required by applicable Federal environmental laws for this project is being, or has been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 16, 2014, and executed by FHWA and TxDOT.*

cc: Susan Fraser, P.E., Mobility35 Program Manager, Austin District, TxDOT
Sam Yacoub, P.E., Capital Express Project Manager, Austin District, TxDOT
Shelly Eason, Environmental Specialist, Austin District, TxDOT
Heather Ashley-Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., South Travis/Hays County Area Engineer, Austin District, TxDOT
Victor Vargas, P.E., North Travis County Area Engineer, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Transportation Planning and Development Director,
Austin District, TxDOT
Diann Hodges, Public Information Office Director, Austin District, TxDOT

**Notice Mailed to Property
Owners and General
Stakeholders**

I 35 Capital Express North – Adjacent Property Owner List

Owner Name	Owner Name 2	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip	Owner Zip2
KUBER BHANDAR INVESTMENTS INC		<div></div>		AUSTIN	TX	78751	1504
BRE/LQ TX PROPERTIES L P	% LA QUINTA CORPORATION			IRVING	TX	75038	3822
919 EAST KOENIG LANE OWNER LLC	% SAMAR HOSPITALITY			JERICO	NY	11753	1060
SCARBROUGH LEMUEL JR	%AUSTIN RENAISSANCE LTD			BEVERLY HILLS	CA	90210	4415
STELGEN LLC	STE 100			BOCA RATON	FL	33431	4227
6001 MIDDLE FISKVILLE LP				AUSTIN	TX	78758	4947
803 TIRADO LLC				AUSTIN	TX	78746	6700
803 TIRADO LLC				AUSTIN	TX	78746	6700
GOLDSTEIN & GOLDSTEIN & REINK	REINKER LLC			WOODBURY	NY	11797	1405
AUSTIN INVESTMENT GROUP THE	% LONE STAR MANAGEMENT			PLANO	TX	75093	2587
INSIGHT CAPITAL REALTY COMPANY LTD				COLLEYVILLE	TX	76034	5924
Z COMMERCIAL PROPERTIES &	HOLDINGS LTD			STAFFORD	TX	77497	887
HOTEL USA PARTNERS L L C	ATTN AZIZ RUPANI			DALLAS	TX	75220	1311
S R HIGHLAND LTD				AUSTIN	TX	78763	170
6718 MIDDLE FISKVILLE LLC	SUITE 200			AUSTIN	TX	78746	6401
S R HIGHLAND LTD				AUSTIN	TX	78763	18-Jun
PHCG INVESTMENTS GP				HOUSTON	TX	77040	5115
PARTNERS VII SA AUSTIN HOTEL LLC	% AEW CAPITAL MANAGEMENT		<div></div>	BOSTON	MA	2210	2001
DRURY SOUTHWEST INC				CAPE GIRARDEAU	MO	63702	1214
G6 HOSPITALITY PROPERTY LLC	ATTN TAX DEPT			CARROLLTON	TX	75011	7508
DRURY SOUTHWEST INC				CAPE GIRARDEAU	MO	63702	1214
DRURY SOUTHWEST INC				CAPE GIARARDEAU	MO	63701	4905
P H C G INVESTMENTS				HOUSTON	TX	77040	5115
WC 6607 NORTH IH35 LP				AUSTIN	TX	78701	3792
GORDON PESHA V LIVING TRUST	% HUGH FREIDEN			MEMPHIS	TN	38120	2025
GALVAN CATHERINE				AUSTIN	TX	78752	3201
SNH MEDICAL OFFICE PROPERTIES TRUST	TWO NEWTON PLACE		<div></div>	NEWTON	MA	2458	1644
HENDRICKS COMMERCIAL PROPERTIES LLC				BELOIT	WI	53511	6211
CITY OF AUSTIN				AUSTIN	TX	78767	
7-ELEVEN INC	ATTN CORP TX DEPT			DALLAS	TX	75221	9088
OM NAMA MAHA LAXMI LLC	% TORAL & RAJ BALAKRISHNAN			LEANDER	TX	78641	
SOUTHWESTERN BELL TELEPHONE	ATTN: PROPERTY TAX DEPT.			SAINT LOUIS	MO	63101	
OM NAMA MAHA LAXMI LLC	% TORAL & RAJ BALAKRISHNAN			LEANDER	TX	78641	
HIGHLAND PADS INC				AUSTIN	TX	78763	170
JKP INVESTMENT CORP				AUSTIN	TX	78752	3711
ROCKOLA/AUSTIN L P	% ACADEMY SPORTS			KATY	TX	77449	2826
720 LAMAR PLACE L C				AUSTIN	TX	78762	6110
CITY OF AUSTIN				AUSTIN	TX	78767	
PRAYOGI LLC				AUSTIN	TX	78752	2629
HILL ALBERT LOUISE C ETAL				AUSTIN	TX	78752	2628
KARVINS HOTELS INC				AUSTIN	TX	78752	1626

Owner Name	Owner Name 2	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip	Owner Zip2
TIMMERMANN PROPERTIES INC		<div></div>		AUSTIN	TX	78765	4784
TIMMERMANN PROPERTIES INC				AUSTIN	TX	78765	4784
MURPHY CUESTA				AUSTIN	TX	78744	2926
EVANS HARRY				AUSTIN	TX	78752	2618
EVANS HARRY				AUSTIN	TX	78752	2618
SAFA TRADING ESTABLISHMENT INC				AUSTIN	TX	78723	3900
COOPER MINNIE OLA PATTERSON	PATTERSON			WACO	TX	76704	1425
MCCLELLAN DENISE				AUSTIN	TX	78752	25-Sep
TRAUDT BART			# A	HERMOSA BEACH	CA	90254	4410
MARTINEZ PEDRO & ISIDRA			<div></div>	DEL VALLE	TX	78617	5340
DUDLEY & DUDLEY ENTERPRISES INC				AUSTIN	TX	78714	4892
SCHNOEBELN ROBERT PAUL				AUSTIN	TX	78752	1725
REYES IRMA & ANDRES AGUIRRE REYES				AUSTIN	TX	78752	1725
TALLEY OLIVIA				AUSTIN	TX	78752	1725
RANGEL RAMON RANGEL &	MARCELINA A MALDONADO			AUSTIN	TX	78752	1726
SANDERS JOHNNY & LULA MAE				AUSTIN	TX	78752	1729
LOPEZ ROBERTO C				AUSTIN	TX	78752	1729
RIVERA LETICIA & JUAN RIVERA				CEDAR CREEK	TX	78612	4957
OMNINET CHASE PARK LP	ATTN MICHAEL DANIEL			BEVERLY HILLS	CA	90212	3151
OMNINET CHASE PARK LP	ATTN MICHAEL DANIEL			BEVERLY HILLS	CA	90212	3151
WEDS LP				PASADENA	CA	91101	1919
SHIV PARTNERS LTD	ATTN AJAY R PATEL			AUSTIN	TX	78751	
OMNINET CHASE PARK LP	ATTN MICHAEL DANIEL			BEVERLY HILLS	CA	90212	3151
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY			AUSTIN	TX	78752	
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY			AUSTIN	TX	78752	
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY			AUSTIN	TX	78752	
STATE OF TEXAS				AUSTIN	TX	78761	5426
ARC HOSPITALITY PORTFOLIO II NTC OWNER LP	% CRESTLINE HOTEL & RESORTS LLC			FAIRFAX	VA	22030	2566
BRIDGE CREEK PROPERTY	OWNERS ASSOCIATION			AUSTIN	TX	78752	1629
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY			AUSTIN	TX	78752	
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY			AUSTIN	TX	78752	
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY			AUSTIN	TX	78752	
CSA FAMILY LIMITED PARTNERSHIP				DRIPPING SPRINGS	TX	78620	4368
GARCIA-SUAREZ JESUS				AUSTIN	TX	78752	1618
AVILES SALVADOR & ENRIQUETA C				AUSTIN	TX	78752	1618
REYES GERALDO P				AUSTIN	TX	78752	1609
GONZALEZ DIEGO & CECILIA				AUSTIN	TX	78752	1609
ERFAN JESSICA & OMAR RIVERA				AUSTIN	TX	78704	7109
BENITEZ GUEDELIA				AUSTIN	TX	78752	1712
MITCHELL DOUGLAS				AUSTIN	TX	78725	1706
MITCHELL DOUGLAS & WILLIE				AUSTIN	TX	78725	1706
DOMINGUEZ JAIME G				AUSTIN	TX	78752	1617
RODRIGUEZ PEDRO				AUSTIN	TX	78741	3434

Owner Name	Owner Name 2	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip	Owner Zip2
WORRALL JOHN R & MARY A		<div></div>		PFLUGERVILLE	TX	78660	4731
WESTCAP CORPORATION THE	ATTN: REAL ESTATE DEPARTMENT			AUSTIN	TX	78752	1638
AVE INC				DALLAS	TX	75234	7306
WESTCAP CORPORATION THE	ATTN: REAL ESTATE DEPARTMENT			AUSTIN	TX	78752	1638
STATE OF TEXAS				AUSTIN	TX	78761	
RADIANT PROPERTIES LLC				AUSTIN	TX	78752	1638
DIGITAL NORWOOD PARK LLC	% REAL ESTATE MANAGER			AUSTIN	TX	78744	1600
STATE OF TEXAS				AUSTIN	TX	78761	
615 WONSLEY LTD				AUSTIN	TX	78752	3760
FIVE STAR AUSTIN GROUP LLC				IRVING	TX	75038	3034
DAUGHTERS OF THE REPUBLIC OF T	REPUBLIC OF TEXAS INC			AUSTIN	TX	78752	1218
BABAY TOWNE OAKS APARTMENTS LTD				AUSTIN	TX	78752	3760
CITIZENS INSURANCE COMPANY OF	COMPANY OF AMERICA			AUSTIN	TX	78714	9151
FIVE STAR AUSTIN GROUP LLC				IRVING	TX	75038	3034
GRECHLO COMPANIES LLC				CEDAR PARK	TX	78613	5126
G6 HOSPITALITY PROPERTY LLC	ATTN TAX DEPT			CARROLLTON	TX	75011	7508
HDF INVESTMENTS LTD				AUSTIN	TX	78759	6175
DAVIS I-35 L P				AUSTIN	TX	78731	5807
HFC INVESTMENTS LTD				BAYFIELD	CO	81122	350
BROWN CURTIS & SHARAL				JONESTOWN	TX	78645	4499
SARI ASSOCIATES LLC				CHINO	CA	91710	2034
OM NAMA GANESHAYA CORPORATION	STATE BANK OF TEXAS ATT: NGOC TRAN			DALLAS	TX	75234	
EBSON COMMERCIAL GROUP LLC				AUSTIN	TX	78701	
AUSTIN HOTELS LLC	ATTN: MUKESH PATEL-MGR			IRVING	TX	75063	7552
SSG POWELL LTD				AUSTIN	TX	78701	4659
AUSTIN WH APARTMENTS LLC	ATTN DAVID AIKOSSER			SANTA ANA	CA	92706	2621
SOUTHWORTH CURTIS RAY				AUSTIN	TX	78753	5747
YUJA ABRAHAM P & FEDUA				CEDAR PARK	TX	78613	1476
TEXAS STATE RIFLE ASSOCIATION	ATTN PROPERTY TAX DEPT		<div></div>	AUSTIN	TX	78753	5713
FLORES ISMAEL F &	SAN JUANITA S FLORES			AUSTIN	TX	78753	5701
MHA TEXAS REALTY HOLDING LLC				SALT LAKE CITY	UT	84103	4262
KLBJ LLC	SUITE 900			AUSTIN	TX	78701	3000
BRE/ESA P PORTFOLIO TXNC PROP LP	EXTENDED STAY HOTELS			CHARLOTTE	NC	28277	9550
KLBJ LLC	SUITE 900			AUSTIN	TX	78701	3000
REMINGTON C F HOUSE ASSOCIATES	LIMITED PARTNRSHIP			NEWTON	MA	2459	3212
8800 I35 LLC	% AVESTA ACQUISITION LLC			TAMPA	FL	33610	5416
TEXAS LP GAS ASSOC				AUSTIN	TX	78753	6438
BURNS NORA L				AUSTIN	TX	78753	5716
BURNS NORA L				AUSTIN	TX	78753	5716
JOHNSON HARRISON BRYANT				AUSTIN	TX	78753	5716
BARRY JAMES ALVIN				AUSTIN	TX	78753	5716
ECHOR ENTERPRISES INC	% FRED B ROCHE			MABANK	TX	75156	6877
DIAZ JAVIER & GUADALUPE				AUSTIN	TX	78753	5716

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HRANITZKY JENNIFER DAYLE		<div></div>		AUSTIN	TX	78753	5716
JAMES WILLIAM LEE				AUSTIN	TX	78753	5714
OROZCO JOSE FERNANDO & ERICKA GONZALES				AUSTIN	TX	78753	5714
F9 PROPERTIES LLC				MIAMI BEACH	FL	33139	5510
F9 PROPERTIES LLC				MIAMI BEACH	FL	33139	5510
FANG & LIU REALTY LLC				ROUND ROCK	TX	78665	1186
AUSTIN PARK PLAZA L L C				BROWNSVILLE	OR	97327	2165
AUSTIN PARK PLAZA LLC	% JOHN HOLBROOK			BROWNSVILLE	OR	97327	2165
AUSTIN PARK PLAZA LLC	% JOHN HOLBROOK			BROWNSVILLE	OR	97327	2165
VETERANS OF FOREIGN WARS	OF THE U S DEPT OF TX			AUSTIN	TX	78753	5722
HACKLEMAN INVESTMENTS LTD				HUNT	TX	78024	158
HACKLEMAN INVESTMENTS LTD				HUNT	TX	78024	158
AMUNDSON SANDRA KAY & RANDALL A BROWN &	LYNDA LEA DEHNERT			AUSTIN	TX	78714	1338
HENNA FAMILY VENTURE				AUSTIN	TX	78761	5347
TPP 204 NORTHVIEW LLC				DALLAS	TX	75201	3247
L & B FAMILY TRUST				AUSTIN	TX	78757	6888
ARBABIAN MALEK EHSAN &	SHAHZRAD D NEMAT			AUSTIN	TX	78759	5110
TEXAS DEPARTMENT OF PUBLIC SAF	PUBLIC SAFETY			AUSTIN	TX	78761	5426
BLUFF SPRINGS FOOD MART INC	ATTN: TARIQ MAJID			AUSTIN	TX	78753	3046
PATEL SHILPABEN P				AUSTIN	TX	78753	5114
CHEN SHENG-TING TRUSTEE FOR TH	TRUSTEE FOR THE		<div></div>	AUSTIN	TX	78735	6742
9220 NIH 35 LLC				EL CAJON	CA	92021	5901
BLUFF SPRINGS FOOD MART INC	ATTN: TARIQ MAJID			AUSTIN	TX	78753	3046
G6 HOSPITALITY PROPERTY LLC	ATTN TAX DEPT			CARROLLTON	TX	75011	7508
PALMA VIDAL ADAM				AUSTIN	TX	78728	7717
9038 N IH-35 LLC				GEORGETOWN	TX	78628	3805
MAHALLY LIMITED PARTNERSHIP				AUSTIN	TX	78730	
SEJ ASSET MGMT & INVSTMNT CO	% 7-ELEVEN INC			DALLAS	TX	75201	2506
ZKM INC				AUSTIN	TX	78727	3332
JACK IN THE BOX EASTERN DIVISI	DIVISION L P			SAN DIEGO	CA	92123	1516
THOMAS ROBERT E				AUSTIN	TX	78714	3-Feb
SUN VISOR HOLDING LLC				AUSTIN	TX	78717	20-Jun
SUN VISOR HOLDING LLC				AUSTIN	TX	78717	4555
TMIF PARK AT STONE LP	% TURNER, ATTN: GEE S KIM		<div></div>	SANTA MONICA	CA	90404	5073
A & D HOTEL L L C				AUSTIN	TX	78753	4821
HUGGINS-MICHALK LTD				ROUND ROCK	TX	78664	6725
SIGLAND PROPERTIES II LTD				AUSTIN	TX	78746	6429
BAHRAMI MAHNAZ				ROUND ROCK	TX	78681	5332
TOLEDO OSCAR & RICK				AUSTIN	TX	78759	6037
TOLEDO OSCAR & RICK				AUSTIN	TX	78759	6037
NIH35 RENTAL LLC				AUSTIN	TX	78731	3501
OVISI KAMMY & SHAHRZAD BAHRAMI				AUSTIN	TX	78730	5058

Owner Name	Owner Name 2	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip	Owner Zip2
BROOKS HENRY H III		<div></div>		PHOENIX	AZ	83034	
CRA VENTURES LLC				AUSTIN	TX	78753	3806
SCHUH DWAIN J & KIMBERLY M				AUSTIN	TX	78753	
MID-TEX SALES & SUPPLY CORPORATION				AUSTIN	TX	78753	3714
OVISI KAMMY D & SHAHRZAD BAHRA	SHAHRZAD BAHRAMI			AUSTIN	TX	78730	5058
BKL HOLDINGS LLC				AUSTIN	TX	78701	1725
IDEA PUBLIC SCHOOLS				WESLACO	TX	78599	8694
KLENZENDORF BILL & ALLYSON	DBA KLENZENDORF INVESTMENTS			KAUFMAN	TX	75142	132
PS TEXAS HOLDINGS LTD	DEPT PT TX 21607			GLENDALE	CA	91221	5025
JRM HOLDINGS LTD				SAN ANTONIO	TX	78233	5715
EJM VENTURES LLC				AUSTIN	TX	78753	3706
SHURGARD TEXAS LIMITED PARTNERSHIP	%PUBLIC STORAGE INC			GLENDALE	CA	91221	5025
MULDER RICHARD B & KELLY M				PFLUGERVILLE	TX	78660	5041
CROCKETT PARTNERS LTD				AUSTIN	TX	78768	2066
TWENTY-FIVE SAC SELF-STORAGE LP				PHOENIX	AZ	85014	2912
PENIZE LLC				AUSTIN	TX	78753	3716
PENIZE LLC				AUSTIN	TX	78753	3716
PENIZE LLC				AUSTIN	TX	78753	3716
NAVARRETTE TONINETTE				AUSTIN	TX	78731	3161
LABAJ KANTON				AUSTIN	TX	78753	
CUTHBERT HAROLD SMITH MARITAL TRUST				SAN ANTONIO	TX	78217	1
TATAMO HOLDINGS LTD				ROUND ROCK	TX	78664	7901
ALI ANIL A & ABDUL MANNAN MOHAMMED				ROUND ROCK	TX	78681	5332
PENIZE LLC				AUSTIN	TX	78753	3716
FITTS CHARLES E &	LETICIA A CRUZ FITTS			AUSTIN	TX	78753	3709
AGGO 35 L P	% TODD ROUTH			AUSTIN	TX	78733	6047
ASTUTE ENTERPRISES LLC				CEDAR PARK	TX	78613	6849
BERDUO ALDO & GEANE				AUSTIN	TX	78737	8539
SCHUH DWAIN J & KIMBERLY M				AUSTIN	TX	78753	
STATE OF TEXAS				AUSTIN	TX	78761	
B H 11000 NORTH IH35 LLC				LOS ANGELES	CA	90049	993
PHILLIPS JAMES B & KARIN L				ROUND ROCK	TX	78664	9630
MARQUEZ BAUDELIO				AUSTIN	TX	78753	3925
MARQUEZ BAUDELIO				AUSTIN	TX	78753	3925
MEMON MOHAMMED SALEEM				AUSTIN	TX	78727	4599
ALI ANIL A & ABDUL MANNAN MOHAMMED				ROUND ROCK	TX	78681	5332
ALI ANIL A & ABDUL MANNAN MOHAMMED				ROUND ROCK	TX	78681	5332
MP BRAKER LP				LIBERTY HILL	TX	78642	1333
BRAKER PROPERTIES LLC				AUSTIN	TX	78704	7031
MYNAR ADA LEE				AUSTIN	TX	78758	2704
11220 N IH-35 LLC				AUSTIN	TX	78731	3753
LIBERTY NATIONAL BANK N A				SPOKANE	WA	99210	2440
BRAKER/CLAYTON PARTNERS LTD				NOVATO	CA	94949	7201

Owner Name	Owner Name 2	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip	Owner Zip2
STRATEGIC HOUSING FINANCE CORP		<div></div>		CARMEL	IN	46082	574
GIRL SCOUTS-LONE STAR COUNCIL				AUSTIN	TX	78753	
COLONNADE OFFICE CENTER	STE 1303			AUSTIN	TX	78753	1811
BROCK SPAVINAW PARTNERSHIP LTD				AUSTIN	TX	78716	340
TEXAS PUBLIC FINANCE AUTHORITY				AUSTIN	TX	78701	1649
HILL COUNTRY RETAIL GROUP LLC	% TODD ROUTH			AUSTIN	TX	78733	6047
IH 35 INVESTMENTS LLC				AUSTIN	TX	78728	7706
PAIR HOLDINGS LLC				GEORGETOWN	TX	78633	6610
PATEL ASHVIN & MEEHA				AUSTIN	TX	78727	3304
EPSTEIN JOHN C				GEORGETOWN	TX	78628	1205
STESSA LLLP			<div></div>				
1908 HOWARD LANE LTD &	RICHARD L MATZ JR			AUSTIN	TX	78728	7610
BIG DIAMOND INC	ATTN: REAL ESTATE DEPT			SAN ANTONIO	TX	78249	1616
MOSHFEGH SAEED				AUSTIN	TX	78731	2038
OWEN TECH LLC				AUSTIN	TX	78754	4946
TELMONT INC				AUSTIN	TX	78727	4555
PS LPT PROPERTIES INVESTORS				GLENDALE	CA	91201	2349
MOSHFEGH SAEED				AUSTIN	TX	78731	2038
CAPITAL MEMORIAL PARK INC	ATTN STEPHANIE			AUSTIN	TX	78757	3426
SCI FUNERAL SERVICES INC	%PROPERTY TAX 9TH FLOOR			HOUSTON	TX	77219	548
SCI FUNERAL SERVICES INC	%PROPERTY TAX 9TH FLOOR			HOUSTON	TX	77219	548
RENAISSANCE EDUCATION FOUNDATION	ATTN AHMAD ALI			AUSTIN	TX	78728	7017
SOUTHFORK PROPERTIES L P				PLANO	TX	75094	1428
NATIONAL RETAIL PROPERTIES LP				ORLANDO	FL	32801	3339
SEA FOX INVESTMENT INC	% GREENBLUM INVESTMENTS PARTNERS INC.			AUSTIN	TX	78746	6766
BROOKS RANDOLPH FCU				UNIVERSAL CITY	TX	78148	2097
BIOLIFE PLASMA SERVICES LP	C/O BAXALTA NSA INC			BANNOCKBURN	IL	60015	1243
CUBE HHF LP				MALVERN	PA	19355	2132
7-ELEVEN INC	ATTN CORP TX DEPT			DALLAS	TX	75221	9088
WELLS BRANCH ASSOCIATION INC	% CHERI WARFIELD			WEST LAKE HILLS	TX	78746	3306
BARKER SCOTT & MARGARET				PFLUGERVILLE	TX	78691	373
HEB GROCERY COMPANY LP	ATTN PROPERTY TAX			SAN ANTONIO	TX	78283	3999
HEB GROCERY COMPANY LP	ATTN PROPERTY TAX			SAN ANTONIO	TX	78283	3999
SANDBERG SUSAN				AUSTIN	TX	78728	4708
SPRAY CECIL O & OLETA L				LEANDER	TX	78641	2975
SPRAY AUSTIN L & DONNA M				ALTO	NM	88312	286
SPRAY CECIL O				LEANDER	TX	78641	2975
SPRAY LEIGH O & PATRICIA A				LEANDER	TX	78641	2975
SPRAY LEIGH O & PATRICIA A				LEANDER	TX	78641	2975
IH-35 COMPANY L P	% STEVE MUCKLEROY			AUSTIN	TX	78735	1540
IH-35 COMPANY L P	% STEVE MUCKLEROY			AUSTIN	TX	78735	1540
G & G AUTOBODY INC				PFLUGERVILLE	TX	78660	3194
1908 HOWARD LANE LTD				AUSTIN	TX	78728	7610

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MATHEWS GUY G		<div></div>		PFLUGERVILLE	TX	78660	2904
TEXAS ROADHOUSE OF AUSTIN-NORTH LTD	ATTN SHEILA BROWN ESQ			LOUISVILLE	KY	40205	3358
IH-35 COMPANY L P	% STEVE MUCKLEROY			AUSTIN	TX	78735	1540
PRIESCORE HOLDINGS				AUSTIN	TX	78761	4807
BAHRAMI BEHZAD				AUSTIN	TX	78708	2653
PURCELL PROPERTIES L P				POTOSI	MO	63664	100
PURCELL PROPERTIES L P				POTOSI	MO	63664	100
OWEN TECH LLC				AUSTIN	TX	78708	2653
BRN PROPERTIES L L C				AUSTIN	TX	78753	3112
NEAL DONALD H				ROUND ROCK	TX	78681	2316
BRN PROPERTIES L L C				AUSTIN	TX	78753	3112
LIMIN PROPERTIES LTD	BLDG C-100			AUSTIN	TX	78731	1184
GRIEF SIDNEY BORDER & TERRI	TERRI GRIEF			MANCHACA	TX	78652	967
GRIEF SIDNEY BORDER & TERRI J				MANCHACA	TX	78652	967
GRIFFIS JARRET F SURVIVORS TRUST				AUSTIN	TX	78749	4200
OWEN TECH LLC				AUSTIN	TX	78708	2653
VELSOR RICHARD & YULIYA				LIBERTY HILL	TX	78642	6067
MAHRAN KATHERINE B				AUSTIN	TX	78728	5709
MAHRAN KATHERINE B				AUSTIN	TX	78728	5709
WILLIAMS CARL E & JERALDINE P LIFE ESTATE				AUSTIN	TX	78728	3942
4-F PROPERTIES LLC				AUSTIN	TX	78708	1305
4-F PROPERTIES LLC				AUSTIN	TX	78708	1305
QUACH NGOC HOA & SON VAN DOAN				AUSTIN	TX	78728	3934
D & Q LLC				AUSTIN	TX	78728	3934
BARBEE WAYNE				AUSTIN	TX	78728	3936
BARRIOS HECTOR				AUSTIN	TX	78702	4245
RODRIGUEZ MANUEL & MATTHEW A				AUSTIN	TX	78728	3911
RODRIQUEZ MANUEL E & MARY LOU RODRIQUEZ				AUSTIN	TX	78728	3911
CASTRO JAIME R				AUSTIN	TX	78753	5021
BATIS DONALD RAY & MARY ANN				AUSTIN	TX	78728	3914
SOMERVILLS IMPORT AUTOMOTIVE SERVICES INC				LEANDER	TX	78641	6101
SOMERVILL IAN & MILISSA				AUSTIN	TX	78728	3956
LIMIN PROPERTIES LTD				AUSTIN	TX	78731	1184
SPRAY AUSTIN L & DONNA M				ALTO	NM	88312	286
VISVANATH LP				CEDAR PARK	TX	78613	
SCHWIERKING RONALD E & VICKI M				PFLUGERVILLE	TX	78660	3194
IH-35 COMPANY L P	% STEVE MUCKLEROY			AUSTIN	TX	78735	1540
BJI INC	DBA BJ ELECTRIC COMPANY			PFLUGERVILLE	TX	78660	3160
B R B AUSTIN LTD				AUSTIN	TX	78759	8976
BUTTE M LTD				WACO	TX	76702	3804
NATIONAL RETAIL PROPERTIES LP				ORLANDO	FL	32801	3339
WEBB JSK FAMILY L P THE				PFLUGERVILLE	TX	78660	3184
TC SANSOME AUSTIN LLC				SAN FRANCISCO	CA	94111	2633

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WESTERN A SOUTH TX LLC	% WESTERN LOGISTICS LLC			CHICAGO	IL	60606	2600
BARRANCA MEDICAL PLAZA LLC	% MARK IV CAPITAL INC			NEWPORT BEACH	CA	92660	2045
AUSTIN PEEL & SON FUNERAL	HOME INC			AUSTIN	TX	78752	1217
MCDONALDS REAL ESTATE COMPANY				COLUMBUS	OH	43218	2571
AUSTACO II REAL ESTATE PARTNERS LTD				ROUND ROCK	TX	78681	5097
TOPLINE REAL ESTATE LLC				AUSTIN	TX	78746	7390
COLONIAL REALTY LP	% MAA TAX DEPT #125601			MEMPHIS	TN	38138	3687
COLONIAL REALTY LP	% MAA TAX DEPT #125601			MEMPHIS	TN	38138	3687
GOOD GREG & CATHLEEN				DALLAS	TX	75205	3916
CTP77 NATIONAL INVESTORS LLC ETAL	% ROBERT K BARTH			BEVERLY HILLS	CA	90210	4434
COLLINS MARSHA ELLEN TRUST &	ROBERT C HOOTEN TRUST &			HOUSTON	TX	77079	2114
HPT SUITE PROPERTIES TRUST				CHICAGO	IL	60690	2196
MELTZER/ AUSTIN RESTAURANT II LLC				AUSTIN	TX	78752	3331
BLUE STAR GLOBAL LLC				SAN ANTONIO	TX	78257	1733
PRINCE ORGANIZATION AUSTIN LLC	% SUNIL TOLANI			YORBA LINDA	CA	92886	2669
BLUE STAR GLOBAL LLC				SAN ANTONIO	TX	78257	1733
SCI FUNERAL SERVICES INC	%PROPERTY TAX 9TH FLOOR			HOUSTON	TX	77219	548
HEYL PAT & BARBARA				AUSTIN	TX	78730	2322
7-ELEVEN INC	ATTN AV TAX DEPT #34253			DALLAS	TX	75221	711
NINAS KITCHEN LLC				JACKSON HEIGHTS	NY	11372	7015
18 WEST LLC				PASADENA	CA	91105	3548
BRIDGESTONE RETAIL OPERATIONS LLC	% TAX DEPT 9TH FLOOR			NASHVILLE	TN	37214	5092
ROMOS PROPERTIES LTD				HOUSTON	TX	77055	18-Apr
NAGOBICH FAMILY REVOCABLE TRUST	TXGERMAN NAGOBICH TRUSTEE			ATLANTA	GA	30355	427
H E BUTT GROCERY COMPANY	% PROPERTY TAX DEPARTMENT			SAN ANTONIO	TX	78283	3999
EPT 909 INC				PFLUGERVILLE	TX	78660	
PREMIER GRAND AVENUE HOLDINGS LLC	% DR. LINDA FORBES			ROUND ROCK	TX	78664	
HUB PROPERTIES TRUST	% CBRE INC			AUSTIN	TX	78730	5073
AUSTIN HOUSING FINANCE CORPORATION				AUSTIN	TX	78702	28-Apr
LEEMAK ST JOHNS LLC				HOUSTON	TX	77084	10-Jun
SM6700 LLC				AUSTIN	TX	78753	2664
LIGON LOYD H & DOROTHY J				AUSTIN	TX	78753	3815
SIERRA JOSE L				AUSTIN	TX	78753	3926
PARSONS DOROTHY SHAY				GEORGETOWN	TX	78633	
MEMON M SALEEM				AUSTIN	TX	78727	4599
PSI ATLANTIC AUSTIN TX LLC	PTA EX #8478			ALEXANDRIA	VA	22320	4099
B H 11000 NORTH IH35 LLC				LOS ANGELES	CA	90049	993
GUIDROZ ERNEST J JR				PORT ST JOE	FL	32456	7657
TEXAS PUBLIC FINANCE AUTHORITY				AUSTIN	TX	78701	1649
VERITAS EDUCATIONAL FOUNDATION				AUSTIN	TX	78716	340
DRIESSEN WATER I INC				OWATONNA	MN	55060	2328
GSL FUND 21 SUB N LLC				HOUSTON	TX	77057	5777
APPLE NINE HOSPITALITY OWNERSHIP INC	% APPLE REIT COMPANIES			RICHMOND	VA	23219	3306

Owner Name	Owner Name 2	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip	Owner Zip2
CAPITOL AREA COUNCIL INC BSA		<div></div>		AUSTIN	TX	78723	2331
BUXBAUM JOHN E & DEBRA L TRUST				WESTLAKE VILLAGE	CA	91362	5244
PISCES FOODS LP				AUSTIN	TX	78703	5134
G&I VII WELLS BRANCH LP	% DRA FUND VII LLC		<div></div>	NEW YORK	NY	10017	5806
RISHEL GROUP LIMITED				AUSTIN	TX	78741	1340
NADDEF WILFRED J				AUSTIN	TX	78727	5724
LAUGHLIN MACK & BETTY SUE				ROUND ROCK	TX	78664	3241
SPIRIT MASTER FUNDING II LLC	% SPIRIT REALTY CAPITAL			SCOTTSDALE	AZ	85260	1062
HOLT TEXAS LTD DBA HOLT CAT	% ELIZABETH LAYNE-FINANCE			SAN ANTONIO	TX	78220	7916
WAUKESHA PEARCE INDUSTRIES INC	ATTN TAX DEPT			HOUSTON	TX	77235	5068
MHJ INVESTMENTS LP	% JOHNELL M MCKEE			FRIENDSWOOD	TX	77546	8408
BRAKER LANE RETAIL L P				NOVATO	CA	94949	7201
PAIR HOLDINGS LLC				GEORGETOWN	TX	78633	6610
DIMITRY WANDA TRUST	WANDA DEMITRY TRUSTEE			AUSTIN	TX	78759	5028
FIRST BAPTIST CHURCH WELLS BRANCH	% AUSTIN BAPTIST ASSOCIATION			AUSTIN	TX	78728	
NUTRACEUTICAL LEASING INTERNATIONAL LP				AUSTIN	TX	78728	1279
CSW GREENLAWN LLC				AUSTIN	TX	78703	5357
AUSPRO ENTERPRISES LP				AUSTIN	TX	78711	3549
AUSPRO ENTERPRISES LP				AUSTIN	TX	78711	3549
STONE CLAYTON B	% CROSSCREEK HOLDINGS LLC		<div></div>	AUSTIN	TX	78728	1909
SPILLAR JAMES L				AUSTIN	TX	78704	35
SARNOSKI EDWARD J				AUSTIN	TX	78724	2512
EVANS MARY E BYPASS TRUST &	EVANS HILLTOP RANCH LIMITED PARTNERSHIP			AUSTIN	TX	78728	1908
RIVER CITY PARTNERS LTD				AUSTIN	TX	78751	1426
ICON OWNER POOL 6 AUSTIN LLC	% INDCOR PROPERTIES			CHICAGO	IL	60606	2600
UCM/MDC-RR OFFICE LP	% MOORE DEVELOPMENT COMPANY			BETHESDA	MD	20814	4410
AI3 CORPORATION				AUSTIN	TX	78728	
ROUND ROCK FEI LTD				HOUSTON	TX	77042	5258
AUSPRO ENTERPRISES LP				AUSTIN	TX	78711	3549
AUSPRO ENTERPRISES LP				AUSTIN	TX	78711	3549
WHITTLESEY LANDSCAPE SUPPLIES	& RECYCLING INC			ROUND ROCK	TX	78680	1119
HALLE PROPERTIES L L C	DEPT 1100-TXA04			SCOTTSDALE	AZ	85255	6456
CAPITAL CITY-SOCRATES LTD				AUSTIN	TX	78703	4792
ROUND ROCK CROSSINGS CORNER LP	STE 300			AUSTIN	TX	78701	2445
DAYTON HUDSON CORP				MINNEAPOLIS	MN	55402	3730
SAUDER MICHAEL & MARGARET TRUST #1				SHAVANO PARK	TX	78231	1245
LAMBERT JOHN & TERRIE E				JONESTOWN	TX	78645	9632
POLYANNA ENTERPRISES INC				AUSTIN	TX	78753	2761
POOJA BUSINESS INC				AUSTIN	TX	78753	2717
DABU INTERNATIONAL LLC				AUSTIN	TX	78753	2716
KRENEK JOHN DAVID & KAREN KRENEK SASSER &	CHERYL KRENEK ANDERSON			LEANDER	TX	78641	8849
KRENEK JOHN DAVID & KAREN KRENEK SASSER &	CHERYL KRENEK ANDERSON			LEANDER	TX	78641	8849

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AUSTIN JN INVESTMENTS LIMITED		<div></div>		AUSTIN	TX	78730	
MORRISON NORMA J LIFE ESTATE				AUSTIN	TX	78753	2846
VITEK GILBERT E				AUSTIN	TX	78753	2846
NGUYEN AHN DUC & DUNG KIM NGUY	DUNG KIM NGUYEN			AUSTIN	TX	78758	2628
KAF II DEVELOPMENT COMPANY				AUSTIN	TX	78702	5020
LOGUE INC				ROLLINGWOOD	TX	78746	
LOGUE INC				ROLLINGWOOD	TX	78746	
ALISAN LLC	% KIN PROPERTIES			BOCA RATON	FL	33431	28-Jul
HUB 3 LLC	% JOHN F FIRESTONE			DALLAS	TX	75235	8928
CRICKET C F HOLLOW ASSOCIATES	LIMITED PARTNERSHIP			NEWTON	MA	2459	3212
FISHER JEFFREY O & LYLY	LIVING TRUST			AUSTIN	TX	78732	1733
BRILLIANT STAR ENTERPRISES LLC				AUSTIN	TX	78755	539
BOUJABADI MOHAMMAD M				PFLUGERVILLE	TX	78660	2022
RICHARDS DOUGLAS S JR &CLOUD B RICHARDS				AUSTIN	TX	78753	3057
GAYTAN LORENZO & CLARA GAYTAN				AUSTIN	TX	78753	2313
HEMPE ASHLEY NICOLE				AUSTIN	TX	78753	2313
EBERT NAOMI				AUSTIN	TX	78753	2313
YOUNG KRISTI & SHAUN YOUNG				AUSTIN	TX	78753	2313
GAYTAN LORENZO				AUSTIN	TX	78753	2313
FORSYTH LISKA W				NEW ORLEANS	LA	70125	4442
ZAMBRANO CELESTE				AUSTIN	TX	78753	2311
NEILL JOHN B & MOSAMMAT M	SULTANA-NEILL			AUSTIN	TX	78753	2311
GONZALEZ OSCAR D				AUSTIN	TX	78753	2309
LEE FLYNN A				AUSTIN	TX	78703	6
HAWKINS & VALLEY HOLDINGS LLC				LIBERTYVILLE	IL	60048	1447
HONSTEIN ROBERT				AUSTIN	TX	78753	2309
CVC AUSTIN LLC				BELTON	TX	76513	1052
JOHNSON RICHARD W				AUSTIN	TX	78753	2209
NITIBHON SUBHON				AUSTIN	TX	78753	2844
11520 NIH35 INVESTMENTS LLC				AUSTIN	TX	78727	9-Nov
11518 NIH35 LLC				AUSTIN	TX	78727	4331
11518 NIH35 LLC				AUSTIN	TX	78727	4331
11518 NIH35 LLC				AUSTIN	TX	78727	4331
MINHAS MOHAMMAD K				AUSTIN	TX	78727	4331
NGUYEN MICHINNER LONG				HOUSTON	TX	77089	2196
IBARRA MIGUEL				AUSTIN	TX	78753	2210
NEGRETE DAVID & DIANA M				AUSTIN	TX	78727	3334
SQ DEVELOPMENT LLC				AUSTIN	TX	78752	1003
PELATH JOHN J				ROUND ROCK	TX	78681	4948
PEARCE RICHARD W				AUSTIN	TX	78716	25-Feb
NGUYEN HANH T				AUSTIN	TX	78753	7092
TEMPLE SRI SRI RADHA DAMODAR				AUSTIN	TX	78753	
DITCH WITCH OF CENTRAL TEXAS INC				AUSTIN	TX	78753	2213

Owner Name	Owner Name 2	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip	Owner Zip2
ORENDER CO THE				SELMA	TX	78154	1215
GONZALEZ HERIBERTO & NANCY E				AUSTIN	TX	78753	2315
WHARTON HARLAN & MARGIE				AUSTIN	TX	78753	2315
VASQUEZ JULIAN DEMETRIUS				AUSTIN	TX	78753	2315
BYNUM PATRICIA MICHELLE &	KELLY RENE SMITH			AUSTIN	TX	78753	2315
LENZ WILLIE JR				AUSTIN	TX	78753	2315
JAGTIANI GAGI KETU & HARENDRA	HARENDRA JAGTIANI			AUSTIN	TX	78758	2626
TEEPLE NORMAN				AUSTIN	TX	78753	2315
BALLARD CHERIE A				AUSTIN	TX	78734	3436
RLJ II-S AUSTIN N LP	%RLJ CAPITAL PARTNERS II LLC			BETHESDA	MD	20814	6347
THOMAS PETROLEUM LTD				VICTORIA	TX	77902	1876
C & T SHOPS ON HOWARD LANE	HENRY S MILLER /% RICHARD GRAVETT			AUSTIN	TX	78716	
HILL FREDRICK R & SUSAN I TRTS	OF THE FREDRICK R & SUSAN I HILL			THOMPSON	MO	65285	2311
BRAZOS DE SANTOS PARTNERS LTD				SAN ANTONIO	TX	78207	4551
MANGAT HOSPITALITY INC				AUSTIN	TX	78728	
HCT PROPERTIES LTD	ATTN: PROPERTY TAX DEPARTMENT			SAN ANTONIO	TX	78220	7916
CAPPS DAVE FAMILY PARTNERSHIP				DALLAS	TX	75247	4630
SHOWPLACE COMMERCIAL PARK LLC				AUSTIN	TX	78708	2653
CENTEX MATERIALS INC	BLDG 1 STE 100			AUSTIN	TX	78741	7422
WATTS INVESTMENTS LLC				SCOTTSDALE	AZ	85260	1603
ARROWHEAD WATER CORPORATION				STAMFORD	CT	6902	1140
SHOFNER AUSTIN LP				SAN ANTONIO	TX	78232	
RCI HOLDINGS INC				HOUSTON	TX	77066	5003
RFHDAH LP				AUSTIN	TX	78753	5423
RFHDAH LP				AUSTIN	TX	78753	5423
GRANT DEAN BUICK INC	DBA THE PARK AVENUE COMPANY			HIGHLAND PARK	IL	60035	2206
GRANT DEAN BUICK INC	DBA THE PARK AVENUE COMPANY			HIGHLAND PARK	IL	60035	2206
TIDWELL TROJAN & JOSEPHINE TRS	TROJAN & JOSEPHINE A TIDWELL			AUSTIN	TX	78727	6507
MILBURN MALCOLM & BERYL FAMILY LIMITED	PARTNERSHIP			AUSTIN	TX	78731	4288
EVFI ROUND ROCK LLC	%EQUITY INC			HILLIARD	OH	43026	2490
NATIONAL RETAIL PROPERTIES LP				ORLANDO	FL	32801	3339
YBAT SHOP LLC				AUSTIN	TX	78728	1276
LOUIS HENNA PLAZA LLC				AUSTIN	TX	78734	1607
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT			HOUSTON	TX	77027	3517
DOUGLAS MCGEE CORP				NEW CITY	NY	10956	4050
HD DEVELOPMENT PROPERTIES LP	% HOME DEPOT USA			ATLANTA	GA	30348	5842
ARCHLAND PROPERTY II LP				COLUMBUS	OH	43218	2571
HD DEVELOPMENT PROPERTIES LP	% HOME DEPOT USA INC #6553			ATLANTA	GA	30348	5842
SANCHEZ FAMILY PROPERTIES LP	% BABY ACAPULCO CORP OFFICE			AUSTIN	TX	78702	3420
7-ELEVEN INC	ATTN CORP TX DEPT			DALLAS	TX	75221	9088
MOTOROLA EMPOLYEES CREDIT UNIO	UNION-WEST			SCOTTSDALE	AZ	85271	3489
FJH GROUP LLC				CEDAR PARK	TX	78613	1615
KOHL'S ILLINOIS INC				MENOMONEE FALLS	WI	53051	

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VETAYASES PRATUANG				LOS ANGELES	CA	90045	8524
ROSNAGLE THOMAS K & JANE S ETAL	% COLDWELL BANKER COMMERCIAL			VANCOUVER	WA	98663	3439
REALTY INCOME TEXAS PROPERTIES L P	% MARVIN F POER & COMPANY			ATLANTA	GA	30355	427
RINGGOLD PARTNERS I LTD	ATTN DAVID DOWNING			ATLANTA	GA	30324	4135
PFLUGERVILLE I S D				PFLUGERVILLE	TX	78660	2518
AP COLORADO SPRINGS LIMITED PARTNERSHIP	% ANTHONY PROPERTIES MANAGEMENT INC			DALLAS	TX	75251	1365
SPIRIT MASTER FUNDING II LLC	% SPIRIT REALTY CAPITAL			SCOTTSDALE	AZ	85260	1062
6400 BEN WHITE BLVD	LIMITED PARTNERSHIP			AUSTIN	TX	78702	5016
6400 BEN WHITE BLVD	LIMITED PARTNERSHIP			AUSTIN	TX	78702	5016
6400 BEN WHITE BLVD	LIMITED PARTNERSHIP			AUSTIN	TX	78702	5016
6400 BEN WHITE BLVD	LIMITED PARTNERSHIP			AUSTIN	TX	78702	5016
BRE/ESA P PORTFOLIO TXNC PROP LP	EXTENDED STAY HOTELS			CHARLOTTE	NC	28277	9550
STRATEGIC HOUSING FINANCE CORP	% DBSI VILLAGE AT NORWOOD LLC			BOSIE	ID	83713	1560
PETERS ANNE & DORAN				AUSTIN	TX	78727	3332
ROBLES YONY ANIBAL MELGAR & ATENAS	VALLADO MENDOZA			AUSTIN	TX	78753	2840
GUERRERO FRANCISCO & NELSA M				PFLUGERVILLE	TX	78660	3208
DOHMANN WILLIAM DOUGLAS				AUSTIN	TX	78753	2844
TOVAR GABRIELA				AUSTIN	TX	78753	2844
BROWN PAUL R				AUSTIN	TX	78753	2846
GUEVARA ANALISA				AUSTIN	TX	78753	2846
JONES EVELYN				AUSTIN	TX	78753	
RB TECH RIDGE LLC ETAL				AUSTIN	TX	78753	1060
GG AUSTIN PROPERTIES LLC				SALADO	TX	76571	
RB TECH RIDGE LLC ETAL				AUSTIN	TX	78753	1060
FIVE OAKS LOT 3 LTD	STE 650			SAN ANTONIO	TX	78216	3862
HOWE 3 LP				SAN ANTONIO	TX	78216	
SAVIN ENTERPRISES AUSTIN LLC	% W MICHAEL SAVIN			WESTLAKE VILLAGE	CA	91362	4277
RED ROBIN INTERNATIONAL INC	% REAL ESTATE DEPT			GREENWOOD VILLAGE	CO	80111	4943
REALTY INCOME TEXAS	PROPERTIES LP			SAN DIEGO	CA	92130	2539
HALLE PROPERTIES L L C				SCOTTSDALE	AZ	85255	6456
WAL-MART STORES TEXAS L P #1185	MS 0555			BENTONVILLE	AR	72712	8055
RB TECH RIDGE LLC ETAL				AUSTIN	TX	78753	1060
RB TECH RIDGE LLC ETAL				AUSTIN	TX	78753	1060
AUSTIN TELCO FEDERAL CREDIT UNION				AUSTIN	TX	78757	6819
RB TECH RIDGE LLC ETAL				AUSTIN	TX	78753	1060
CHICK-FIL-A INC				ATLANTA	GA	30349	2945
RB TP TECH RIDGE LLC ETAL	% RD MANAGEMENT LLC			NEW YORK	NY	10019	5818
RB TECH RIDGE LLC ETAL				AUSTIN	TX	78753	1060
KERI KNOWS LLC				BEVERLY HILLS	CA	90212	3851
BRINKER TEXAS L P	ATTN GENERAL COUNSEL			DALLAS	TX	75240	6511
RB TECH RIDGE LLC ETAL				AUSTIN	TX	78753	1060
CAPITAL METROPOLITAN	TRANSPORTATION AUTHORITY			AUSTIN	TX	78702	4817
AUSTIN AREA TEACHERS FEDERAL	CREDIT UNION			AUSTIN	TX	78761	4867

Owner Name	Owner Name 2	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip	Owner Zip2
CHEDDARS INC				IRVING	TX	75063	7355
CHEDDARS INC				IRVING	TX	75063	7355
CHEDDARS INC				IRVING	TX	75063	7355
POSADOS CAFE INC				TYLER	TX	75713	1929
CEDARS ACADEMY	ATTN DON J SAWYER			AUSTIN	TX	78753	6438
CEDARS ACADEMY	ATTN DON J SAWYER			AUSTIN	TX	78753	6438
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT			HOUSTON	TX	77027	3517
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT			HOUSTON	TX	77027	3517
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT			HOUSTON	TX	77027	3517
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT			HOUSTON	TX	77027	3517
COLE CM AUSTIN TX LLC	% CARMAX			RICHMOND	VA	23238	1115
FRAGA JUAN & MARIA				ROUND ROCK	TX	78664	6829
MARTINEZ AGUSTIN & FRANSISCA				AUSTIN	TX	78728	3943
RIVER CITY PARTNERS LTD				AUSTIN	TX	78751	1426
ROUND ROCK CROSSINGS TEXAS LP				AUSTIN	TX	78701	2630
ROUND ROCK CROSSINGS TEXAS LP				AUSTIN	TX	78701	2630
ROUND ROCK CROSSINGS TEXAS LP				AUSTIN	TX	78701	2630
TECH RIDGE PHASE II LP	% REAGAN & JUAREZ			AUSTIN	TX	78753	3558
TECH RIDGE PHASE II LP	% JC PENNEY TAX SERVICES			DALLAS	TX	75301	1
COMERICA BANK	% RYAN LLC/KIMBERLY FRANKLIN			HOUSTON	TX	77056	6139
NORTH IH-35 INVESTMENTS INC	% JOY CLUB OF AUSTIN INC			HOUSTON	TX	77066	5003
NORTH IH-35 INVESTMENTS INC	% JOY CLUB OF AUSTIN INC			HOUSTON	TX	77066	5003
ROUND ROCK CROSSINGS CORNER LP	STE 300			AUSTIN	TX	78701	2445
NORWOOD COMMERCIAL LLC				SAN MARCOS	TX	78666	2168
ITS AUSTIN LP	% INTOWN SUITES			ATLANTA	GA	30328	8144
INTERNATIONAL BANK OF COMMERCE				AUSTIN	TX	78701	3835
SERITAGE SRC FINANCE LLC				NEW YORK	NY	10017	
MELBER CARPENTER LLC	% CHARLIE CARPENTER			AUSTIN	TX	78731	3336
11055 N IH-35 LLC & KDRCO LLC				AUSTIN	TX	78746	6400
WCP AUSTIN PARTNERS LLC				DALLAS	TX	75225	8067
NUTRACEUTICAL LEASING	INTERNATIONAL LP			AUSTIN	TX	78728	1279
APPLE NINE HOSPITALITY OWNERSHIP INC	% APPLE REIT COMPANIES			RICHMOND	VA	23219	3306
BRAKER LANE RETAIL L P				NOVATO	CA	94949	7201
PARM35 LLC				AUSTIN	TX	78701	4-Dec
PAPPANI HENRY A 1972 TRUST &	DONALD A PERRUCCI REVOCABLE TRUST			SAN JOSE	CA	95112	7706
TECH RIDGE PHASE V LP	C/O PAUL M JUAREZ			AUSTIN	TX	78753	3558
JMDH REAL ESTATE OF AUSTIN LLC	% JETRO CASH & CARRY ENTERPRISES LLC			COLLEGE POINT	NY	11356	2440
ARC BFAUSTX001 LLC	% REALTY INCOME			SAN DIEGO	CA	92130	2539
SHAFINURY MORTEZA				CORPUS CHRISTI	TX	78427	152
DIGITAL NORWOOD PARK 2 LLC	% REAL ESTATE MANAGER			AUSTIN	TX	78744	1600
APPLE NINE HOSPITALITY OWNERSHIP INC	% APPLE REIT COMPANIES			RICHMOND	VA	23219	3306
CSW YAGER LLC				AUSTIN	TX	78703	5357
WAL-MART STORES TEXAS L P #1185	MS 0555			BENTONVILLE	AR	72712	8055

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MURPHY OIL USA, INC				EL DORADO	AR	71730	5836
FOCUS IH35 LLC				LA JOLLA	CA	92037	4569
FOCUS IH35 LLC				LA JOLLA	CA	92037	4569
PROFFUTT LIMITED PARTNERSHIP				FARGO	ND	58103	2704
PROFUTT LIMITED PARTNERSHIP				FARGO	ND	58106	7160
BUDGET LEASING INC	ATTN TAX DEPT			AUSTIN	TX	78723	1027
LIT INDUSTRIAL TEXAS LIMITED PARTNERSHIP	% STREAM REALTY PARTNERS			AUSTIN	TX	78701	3522
LIT INDUSTRIAL TEXAS LIMITED PARTNERSHIP	% STREAM REALTY PARTNERS			AUSTIN	TX	78701	3522
LIT INDUSTRIAL TEXAS LIMITED PARTNERSHIP	% STREAM REALTY PARTNERS			AUSTIN	TX	78701	3522
LIT INDUSTRIAL TEXAS LIMITED PARTNERSHIP	% STREAM REALTY PARTNERS			AUSTIN	TX	78701	3522
DUPIUS INVESTMENTS LTD				HOUSTON	TX	77055	6403
STAR FURNITURE CO				HOUSTON	TX	77218	9169
BARBEE WAYNE				AUSTIN	TX	78728	3936
IDEA PUBLIC SCHOOLS				WESLACO	TX	78599	8694
ROUND ROCK CROSSINGS TEXAS LP				AUSTIN	TX	78701	2630
ROUND ROCK CROSSINGS TEXAS LP				AUSTIN	TX	78701	2630
LAKES TX LTHR LLC	QUARRY OAKS BLDG A			CHINO	CA	91710	5713
SPRINGS OF WALNUT CREEK HOA INC				AUSTIN	TX	78701	3851
SPRINGS OF WALNUT CREEK HOA INC				AUSTIN	TX	78701	3851
SPRINGS OF WALNUT CREEK HOA INC				AUSTIN	TX	78701	3851
DUPIUS INVESTMENTS LTD				HOUSTON	TX	77055	6403
DUPIUS INVESTMENTS LTD				HOUSTON	TX	77055	6403
NORTH I-35 BUSINESS PARK L P				AUSTIN	TX	78768	4309
NORTH I-35 BUSINESS PARK L P				AUSTIN	TX	78768	4309
NORTH I-35 BUSINESS PARK L P				AUSTIN	TX	78768	4309
NORTH I-35 BUSINESS PARK L P				AUSTIN	TX	78768	4309
NORTH I-35 BUSINESS PARK L P				AUSTIN	TX	78768	4309
ALLEGRE POINT PARTNERS LTD				HOUSTON	TX	77019	4126
COSHENA III LTD				AUSTIN	TX	78703	1527
COSHENA III LTD				AUSTIN	TX	78703	1527
LABAJ KANTON & PIPER				AUSTIN	TX	78732	1606
JFJ GROUP INC				AUSTIN	TX	78753	3713
BUDGET LEASING INC				AUSTIN	TX	78723	1027
SWEET INNS L P				LOCUST GROVE	OK	74352	4202
SWEET INNS L P				LOCUST GROVE	OK	74352	4202
SWEET INNS L P				LOCUST GROVE	OK	74352	4202
ANAZ VENTURES LLC				ROUND ROCK	TX	78664	
UCM/MDC-RR LAND L P	% MOORE DEVELOPMENT COMPANY			BETHESDA	MD	20814	4410
ALF-TINS LLC				CONROE	TX	77304	2046
ATX SELF STORAGE LLC				HOUSTON	TX	77063	20-Jul
VENTURE DRILLING SUPPLY LLC				TAHLEQUAH	OK	74464	5448
MEADOWS JOHN B TRUSTEE ETAL	STE R			AUSTIN	TX	78730	1138
MEMON M SALEEM & TEHSINA OVAIS				AUSTIN	TX	78753	2664

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KHIT PROPERTY MANAGEMENT LLC				AUSTIN	TX	78758	
KHIT PROPERTY MANAGEMENT LLC				AUSTIN	TX	78758	
VINCENNES PARTNERS LP				PALOS VERDES ESTATES	CA	90274	
NUTRITION SCIENCE FOUNDATION				ROUND ROCK	TX	78664	7900
GROOMERS SEAFOOD	ATTN MICHEAL GROOMER			SAN ANTONIO	TX	78216	4610
LOWES HOME CENTER INC	SIT #1725			MOORESVILLE	NC	28117	
NET3 AUSTIN I LLC	ATTN DAVID CUNNINGHAM			CHICAGO	IL	60607	1702
GOLDFINCH-RR PROPERTIES LLC				ATLANTA	GA	30346	
LIT INDUSTRIAL TEXAS LIMITED PARTNERSHIP	% STREAM REALTY PARTNERS			AUSTIN	TX	78701	3522
LAKES AT TECHRIDGE PARTNERS LP				SAN DIEGO	CA	92121	4120
LAKES AT TECHRIDGE PARTNERS LP				SAN DIEGO	CA	92121	4120
OAKS AT TECHRIDGE PHASE 5 PARTNERS LP				SAN DIEGO	CA	92121	4120
OAKS AT TECHRIDGE PHASE 4 PARTNERS LP				SAN DIEGO	CA	92121	4120
LWR FAMILY TRUST OF 2015 & TECHRIDGE HOSPITALITY LLC				TEMPLE	TX	76502	4804
TECH RIDGE PHASE IV L P				AUSTIN	TX	78753	3558
28 HOSPITALITY LLC				AUSTIN	TX	78727	5805
% AVESTA ACQUISITION LLC				TAMPA	FL	33610	5416
QUICKTRIP CORPORATION				TULSA	OK	74134	7005
PERIPHERAL INVESTMENTS LP				ROUND ROCK	TX	78664	7900
CISNEROS JESUS ANGEL & URAIWAN				AUSTIN	TX	78755	3034

I 35 Capital Express North - Project Stakeholder Outreach List

Stakeholder	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Austin Asian American Chamber of Commerce	Marina	Bhargava	Executive Director	10901 North Lamar Blvd. Suite B 206	Austin	Texas	78753	mbhargava@AustinAsianChamber.org	512-407-8240
Austin Asian American Chamber of Commerce	Therese	Baer, PE	President	8001 Centre Park Drive, Suite 160	Austin	Texas	78754	tbaer@baereng.com	512-407-8240
Austin Neighborhoods Council	Pat	King	President	N/A				president@ancweb.org	N/A
Austin Neighborhoods Council	Chip	Harria	2 - North Central	N/A				sector2@ancweb.org	N/A
Austin Neighborhoods Council	Seth	Fowler	3 - North East	N/A				sector3@ancweb.org	N/A
Capital Area Council of Governments	Christiane	Alepuz	Natural Resources Program Specialist I	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	calepuz@capcog.org	512.916.6005
Capital Area Council of Governments	Silvia	Alvarado	Senior Accountant	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	salvarado@capcog.org	512.916.6170
Capital Area Council of Governments	Chaitra	Arshanapalli	GIS 911 Database Analyst II	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	carshanapalli@capcog.org	512.916.6033
Capital Area Council of Governments	Cathy	Avila	Administrative Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	cavila@capcog.org	512-916-6018
Capital Area Council of Governments	Janet	Barker	Program Manager	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	jbarker@capcog.org	512-916-6022
Capital Area Council of Governments	Kate	Barrett	Administrative Assistant	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	kbarrett@capcog.org	512-916-6035
Capital Area Council of Governments	Jenna	Barrington	911 Operations Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	jbarrington@capcog.org	512-916-6028
Capital Area Council of Governments	Peter	Behnke	Position Assistant Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	pbehnke@capcog.org	512-916-6011
Capital Area Council of Governments	Emma	Bloebaum	Benefits Counselor	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	ebloebaum@capcog.org	512-916-6055
Capital Area Council of Governments	Patty	Brodie	Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	pbordie@capcog.org	512-916-6053
Capital Area Council of Governments	Darla	Bower	Ombudsman	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	dbower@capcog.org	512-916-6051
Capital Area Council of Governments	Lisa	Bowman	Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	lbowman@capcog.org	512-916-6174
Capital Area Council of Governments	Mason	Canales	Member Services Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	mcanales@capcog.org	512-916-6163
Capital Area Council of Governments	Jacqueline	Capistran	Care Coordinator / intake Specialist	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	icapistran@capcog.org	512-916-6059
Capital Area Council of Governments	Kelly	Clafin	Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	kclafin@capcog.org	512-916-6046
Capital Area Council of Governments	Anton	Cox	Air Quality Program Specialist	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	acox@capcog.org	512-916-6036
Capital Area Council of Governments	Melissa	Crawford	Program Manager	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	mcrawford@capcog.org	512-916-6167
Capital Area Council of Governments	Cyrile	Dabbs	Accountant III	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	cdabbs@capcog.org	512-916-6023
Capital Area Council of Governments	Michelle	Davis	Administrative Assistant	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	mdavis@capcog.org	512-916-6182
Capital Area Council of Governments	Ruth Ann	Delaney	HR Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	radelaney@capcog.org	512-916-6175
Capital Area Council of Governments	Susie	Drum	Information & Referral Specialist	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	sdrum@capcog.org	512.916.6062
Capital Area Council of Governments	Craig	Eissler	GIS Program Manager	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	ceissler@capcog.org	512-916-6184
Capital Area Council of Governments	Sonia	Flores	Intake Specialist	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	sflores@capcog.org	512-615-6067
Capital Area Council of Governments	Gus	Gonzales	Systems Support	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	ggonzales@capcog.org	512-916-6064
Capital Area Council of Governments	John	Granado	Specialist Care Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	jgranado@capcog.org	512-916-6067
Capital Area Council of Governments	Crystal	Grant	Care Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	cgrant@capcog.org	512-916-6037
Capital Area Council of Governments	Angela	Hahn	Assistant Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	ahahn@capcog.org	512-916-6014
Capital Area Council of Governments	Vivian	Harris	ADRC Coordinator & Lead	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	vharris@capcog.org	512-916-6179
Capital Area Council of Governments	Andrew	Hoekzema	Navigator Assistant Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	ahoekzema@capcog.org	512-916-6043
Capital Area Council of Governments	Matthew	Holderread	Criminal Justice Program Specialist	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	mholderread@capcog.org	512-916-6185
Capital Area Council of Governments	Margarita	Jaimes	Staff Ombudsman	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	mjaimes@capcog.org	512-916-6050

Stakeholder	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Capital Area Council of Governments	Mike	Jennings	Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	mjennings@capcog.org	512-916-6160
Capital Area Council of Governments	Sheila	Jennings	Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	sjennings@capcog.org	512-916-6006
Capital Area Council of Governments	Esther	Kirk	ADRC IR&A Navigator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	ekirk@capcog.org	512-916-6094
Capital Area Council of Governments	Terry	Kroeger	Office Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	tkroeger@capcog.org	512-916-6160
Capital Area Council of Governments	Charlotte	Lamb	Care Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	clamb@capcog.org	512-916-6056
Capital Area Council of Governments	Siena	Lindemann	Assistant Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	slindemann@capcog.org	512-916-6041
Capital Area Council of Governments	Jessica	Martone	Position Health Prevention & Wellness Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	jmartone@capcog.org	512-916-6169
Capital Area Council of Governments	Ken	May	Regional Program Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	kmay@capcog.org	512-916-6040
Capital Area Council of Governments	Pam	Moreno	Accountant IV	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	pmoreno@capcog.org	512-916-6025
Capital Area Council of Governments	Peter	Moreno	Managing Local Ombudsman	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	cpmorgan@capcog.org	512-916-6052
Capital Area Council of Governments	Matt	Morgan	Network Administrator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	mmorgan@capcog.org	512-916-6032
Capital Area Council of Governments	Alice	Navarro	Lead Benefits Counsselor	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	anavarro@capcog.org	512-916-6093
Capital Area Council of Governments	Veronica	Neal	Training Coordinator III	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	vneal@capcog.org	512-916-6097
Capital Area Council of Governments	Gregg	Obuch	Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	gobuch@capcog.org	512-916-6044
Capital Area Council of Governments	Nik	Pullias	GIS/911 Database Analyst II	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	npullias@capcog.org	512-916-6171
Capital Area Council of Governments	Melissa	Reynolds	911 Operations Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	mreynolds@capcog.org	512-916-6024
Capital Area Council of Governments	Martin	Ritchey	Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	mritchey@capcog.org	512-916-6026
Capital Area Council of Governments	Gina	Rodriguez	Benefits Counselor	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	grodriguez@capcog.org	512-916-6166
Capital Area Council of Governments	Carlos	Ross	Program Monitor	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	cross@capcog.org	512-916-6181
Capital Area Council of Governments	BT	Saucedo	Budget Manager	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	bsaucedo@capcog.org	512-916-6004
Capital Area Council of Governments	Judy	Sears	Data Entry Clerk	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	jsears@capcog.org	512-916-6020
Capital Area Council of Governments	Roger	Sprott	Chief Instructor	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	rsprott@capcog.org	512-916-6164
Capital Area Council of Governments	Rachel	Steele	Community & Economic Development Manager	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	rsteele@capcog.org	512-916-6039
Capital Area Council of Governments	Bridget	stewart	Part-Time Ombudsman	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	brstewart@capcog.org	512-916-6165
Capital Area Council of Governments	Rhonda	Thompson	Aging Services Program Specialist	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	rthompson@capcog.org	512-916-6058
Capital Area Council of Governments	Betty	Voights	Executive Director	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	bvoights@capcog.org	512-916-6018
Capital Area Council of Governments	Lisa	Ybarra	911 Operations Coordinator	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	lybarra@capcog.org	512-916-6017
Capital Area Council of Governments	Suzanne	Zaloga	Administrative Assistant	6800 Burleson Road, Building 310, Ste.165	Austin	Texas	78744	szaloga@capcog.org	512-916-6057
Capital Area Rural Transportation System	David	Marsh	General Manager	P.O. Box 6050	Austin	Texas	78762	Dave@RideCARTS.com	512-505-5678
Capital Area Rural Transportation System	Pearl	Jackson	Deputy General Manager	P.O. Box 6050	Austin	Texas	78762	Pearl@RideCARTS.com	512-505-5605
Capital Area Rural Transportation System	Lyle	Nelson	Chief of Staff	P.O. Box 6050	Austin	Texas	78762	Lyle@RideCARTS.com	512-505-5601
Capital Area Rural Transportation System	Rene	Guajardo	Assistant General Manager	P.O. Box 6050	Austin	Texas	78762	Rene@RideCARTS.com	512-505-5609
Capital Area Rural Transportation System	Tammy	Atkins	Controller	P.O. Box 6050	Austin	Texas	78762	Tammy@RideCARTS.com	512-505-5606
Capital Area Rural Transportation System	Rachid	Breir	Director of Urban Operations	P.O. Box 6050	Austin	Texas	78762	Rachid@RideCARTS.com	512-505-5660
Capital Area Rural Transportation System	Carol	Zachary	Manager Call Center	P.O. Box 6050	Austin	Texas	78762	Carol@RideCARTS.com	512-505-5670
Capital Area Rural Transportation System	Adrian	Elliott	Director of IT Services	P.O. Box 6050	Austin	Texas	78762		512-481-1011
Capital Area Rural Transportation System	Dana	Platt	Community Services Director	P.O. Box 6050	Austin	Texas	78762	Dana@RideCARTS.com	512-505-5623
Capital Area Rural Transportation System	Jonette	Erhardt	Administrative Services	P.O. Box 6050	Austin	Texas	78762	Jonette@RideCARTS.com	512-505-5624
Capital Area Rural Transportation System	Curtis	Webb	Director of Fleeb Services	P.O. Box 6050	Austin	Texas	78762	Curtis@RideCARTS.com	512-505-5651
Capital Area Rural Transportation System	Tom	Grantham	Director of VMC	P.O. Box 6050	Austin	Texas	78762	Tom@RideCARTS.com	512-505-5652

Stakeholder	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Capital Area Rural Transportation System	Derek	Goodall	Director of Facilities	P.O. Box 6050	Austin	Texas	78762	Derek@RideCARTS.com	512-505-5673
Capital Area Rural Transportation System	Lana	Clay	Human Resources Director	P.O. Box 6050	Austin	Texas	78762	Lana@RideCARTS.com	512-505-5671
Capital Metro	Wade	Cooper	Chair	2019 E. 5th Street	Austin	Texas	78702	boardofdirectors@capmetro.org	512-474-1200
Capital Metro	Delia	Garza	Vice-Chair	2019 E. 5th Street	Austin	Texas	78702	boardofdirectors@capmetro.org	512-474-1200
Capital Metro	Rita	Jonse	Board Member	2019 E. 5th Street	Austin	Texas	78702	boardofdirectors@capmetro.org	512-474-1200
Capital Metro	Ann	Kitchen	Board Member	2019 E. 5th Street	Austin	Texas	78702	boardofdirectors@capmetro.org	512-474-1200
Capital Metro	Terry	Mitchell	Board Member	2019 E. 5th Street	Austin	Texas	78702	boardofdirectors@capmetro.org	512-474-1200
Capital Metro	Sabino	Renteria	Board Member	2019 E. 5th Street	Austin	Texas	78702	boardofdirectors@capmetro.org	512-474-1200
Capital Metro	Eric	Stratton, RN	Board Member	2019 E. 5th Street	Austin	Texas	78702	boardofdirectors@capmetro.org	512-474-1200
Capital Metro	Jeffery	Travillon	Board Member	2019 E. 5th Street	Austin	Texas	78702	boardofdirectors@capmetro.org	512-474-1200
Capital Metro	Ed	Easton	Board Liaison	2019 E. 5th Street	Austin	Texas	78702	boardofdirectors@capmetro.org	512-474-1200
Central Texas Regional Mobility Authority	Bobby	Jenkins	Chairman	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Nikelle	Meade	Vice-Chairman	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	David	Singleton	Board Treasurer	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Mark	Ayotte	Board Secretary	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	David B.	Armburst	Board Member	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	John	Langmore	Board Member	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Mike	Doss	Board Member	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Mike	Heiligestien	Executive Director	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Jeff	Dailey	Deputy Executive Director	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Robert	Goode	Deputy Executive Director	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Bill	Chapman	Chief Financial Officer	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Geoff	Petrov	General Council	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Billy	Blackman	Toll Operations Manager	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Laura	Bohl	Administrative Assistant	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Brian	Booth	Roadway/Facility Maintenance Specialist	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Tracie	Brown	Director of Operations	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Lloyd	Chance	Senior Project Manager - Construction	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	David B.	Effrein	Fiscal Analyst	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Jori	Hayter	Marketing & Communications	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Dee Anne	Heath	Director of External Affairs, Media Relation	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Josephina	Ibarra	Legal Assistant	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	John	Jones	Roadway / Facility Maintenance Manager	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Greg	Mack	Assistant Director of IT & Toll Systems	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Norma	Martinez	Toll Operations Specialist	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Deborah	Melba	Executive Assistant	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Fabiola	Newman	Traffic & Incident Management Manager	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778

Stakeholder	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Central Texas Regional Mobility Authority	Natasha	Parra	Senior Administrative Assistant	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Lisa	Pohlmeyer	Senior Project Manager - Asset Management	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Steve	Pustelnyk	Director of Community Relations	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Mike	Sexton	Assistant Director of Engineering	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Sylvia	Shelton	Marketing & Communications	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Oscar	Solis	Senior Project Manager	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Mary	Temple	Controller	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Justin	Word	Director of Engineering	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Central Texas Regional Mobility Authority	Mia	Zmud	Mobility Innovation Manager	3300 N. IH 35, Suite 300	Austin	Texas	78705		512-996-9778
Chimney Hills North Neighborhood Association	Dewy	Brooks	Association Contact	9210 Wellesley Drive	Austin	Texas	78754	chnna@austin.rr.com	933-0335
City of Round Rock	Susan	Brennan	Planning Coordinator	301 W. Bagdad, Suite 210	Round Rock	Texas	78664	sbrennan@round-rock.tx.us	N/A
City of Round Rock	Sydnee	Best	Associate Engineer	301 W. Bagdad, Suite 210	Round Rock	Texas	78664	sbest@roundrocktexas.gov	512-218-7045
City of Round Rock	Ed	Polasek	Transportation Senior Planner	2008 Enterprise Dr.	Round Rock	Texas	78664	epolasek@roundrocktexas.gov	512-341-3167
City of Round Rock	Rick	Atkins	Parks & Recreation Director	301 West Bagdad, Suite 250	Round Rock	Texas	78664	ricka@roundrocktexas.gov	512-341-3344
City of Round Rock	Will	Hampton	Communications Director	221 E. Main St.	Round Rock	Texas	78664	whampton@round-rock.tx.us	N/A
City of Round Rock	Veronica	Chandler	Planner Tech	301 W. Bagdad Avenue, Suite 210	Round Rock	Texas	78664	vchandler@roundrocktexas.gov	512-341-3320
City of Round Rock	Gary	Hudder	Director of Transportation	2008 Enterprise Drive	Round Rock	Texas	78664	garyhudder@roundrocktexas.gov	N/A
City of Round Rock	Laurie	Hadley	City Manager	221 E. Main Street	Round Rock	Texas	78664	lhadley@roundrocktexas.gov	512-218-5400
City of Round Rock	David	Bost	Senior Planner	301 W. Bagdad Avenue, Suite 210	Round Rock	Texas	78664	dbost@roundrocktexas.gov	512-341-3175
City of Round Rock	Sara	White	City Secretary	221 E. Main Street	Round Rock	Texas	78664	swhite@round-rock.tx.us	N/A
City of Round Rock	Brooks	Bennett	Assistant City Manager	221 E. Main Street	Round Rock	Texas	78664	bbennett@roundrocktexas.gov	512-218-7070
City of Round Rock	Brad	Wiseman	Director of Planning & Development Services	301 W. Bagdad, Ste. 210	Round Rock	Texas	78664	bwiseman@round-rock.tx.us	N/A
City of Round Rock - Public Works	Todd	Keltgen	Operation Manager	221 E. Main St.	Round Rock	Texas	78664	toddk@round-rock.tx.us	N/A
Collinwood West Homeowners Association	Gary	Kosmas	Association Contact	11146 Wandering Way	Austin	Texas	78753	N/A	745-6191
Colonial Place	Jose	Roldan	Association Contact	4805 Valcour Bay Lane	Austin	Texas	78754	jroldan@austin.rr.com	850-2854
Copperfield Neighborhood Organization (CNO)	Stacy	Sass	Association Contact	12401 Thompkins Dr	Austin	Texas	78753	stacylee12@sbcglobal.net	491-0344
East MLK Combined Neighborhood Association	Angela	Garza	Association Contact	1114-D Berger Ave	Austin	Texas	78721		
Emmis Austin Radio Broadcasting Co.	Scott	Gillmore	Market Manager	8309 N IH 35	Austin	Texas	78753		
Everest Institute	Kimberly	Oppermann	President	9101 US Hwy 290 E, Building 1 set 100	Austin	Texas	78725		
Friends of Copperfield Nature Trails	Alice	Penney	Association Contact	1425 E Yager Ln	Austin	Texas	78753		
Friends of Copperfield Nature Trails	Linda	Jones	Association Contact	1426 E Yager Ln	Austin	Texas	78754		
Georgian Acres Neighborhood Association	Daniela	Nunez	Primary Association Contact	105 Deen Ave	Austin	Texas	78753		
Gracywoods Neighborhood Association	Francoise	Luca	Association Contact	1108 Gemini Dr	Austin	Texas	78758		
Greater Round Rock Community Foundation	Kamali	Barron		206 E Main	Round Rock	Texas	78664		
Harris Connect				1835 Kramer Ln # B100	Austin	Texas	78758		
Harris Glen Homeowners Association	Teddy	Sherman	Association Contact	12928 Dionysus DR	Austin	Texas	78753	HarrisGlen.President@gmail.com	

Stakeholder	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Harris Ridge Owners' Association	Toni	Diaz	Association Contact	11149 Research Blvd Ste 100	Austin	Texas	78759		
Heritage Hills/Woodbridge Neighborhood Association	Diana	Everett	President	8206 Shenandoah Dr.	Austin	Texas	78753		
Heritage Hills/Woodbridge Neighborhood Association	Courtney	Graham	President	1109 Hermitage Dr.	Austin	Texas	78754		
Heritage Hills/Woodbridge Neighborhood Association	Benjamin	Graham	Association Contact	1109 Hermitage Dr.	Austin	Texas	78754		
Hispanic Scholarship Consortium	Laura	Duran		500 E W St Johns Ave #2.620	Austin	Texas	78752		
KEYE TV	Ashley	Roberts		10699 Metric Blvd.	Austin	Texas	78757		
KEYE TV CBS	Bettie	Cross	Reporter	10700 Metric Blvd.	Austin	Texas	78758		
Mockingbird Hill Neighborhood Association	Mona	Noll	Association Contact	600 W. Applegate	Austin	Texas	78753		
NACA	Melinda	Schiera	President	P.O. Box 180803	Austin	Texas	78718	melinda.schiera@gmail.com	512-573-6620
North Acres Homeowners Association	Linda	Powers	Association Contact	1000 Salem Lane	Austin	Texas	78753		
North Austin Civic Association Plan Contact Team	Frank	Lam	Association Contact	1301 S. Meadows Dr.	Austin	Texas	78758		
North Growth Corridor Alliance	Janet	Klotz	Association Contact	11100 Terrace Bluff Dr.	Austin	Texas	78754		
North Lamar Combined Neighborhood Plan	Carl	Webb	Association Contact	605 Masterson Pass # 835	Austin	Texas	78753		
North Park Estates Neighborhood Association	Randy	Ortega	Association Contact	1208 Gemini Dr	Austin	Texas	78758		
Northcreek & Georgian Acres Neighborhood Association	Daniela	Nunez		105 Deen Ave	Austin	Texas	78753		
Northeast Walnut Creek Neighborhood Association	Vanessa	Matocha	Association Contact	PO Box 142493	Austin	Texas	78714		
NorthStar Neighborhood Association	Joan	Ivy	Association Contact	12314 Marogot Run	Austin	Texas	78758		
Pflugerville Council of Neighborhood Associations	Christopher	Falco	Chairman	PfCONA, BOX 679	Pflugerville	Texas	78691		
Pflugerville Independent School District	Bill	Clayton	Association Contact	1401 W. Pecan St	Pflugerville	Texas	78660		
Pflugerville Independent School District	Tamara	Spence	Communications Officer	1401 W. Pecan St.	Pflugerville	Texas	78660	Tamra.Spence@pfigsd.net	512-594-0097
Pflugerville Independent School District	Lorrie	Duarte	Senior Administrative Associate	1401 W. Pecan St.	Pflugerville	Texas	78660	Lorrie.Duarte@pfigsd.net	512-594-0000
Pflugerville Independent School District	Marcial	Guajardo	Communications Specialist	1401 W. Pecan St.	Pflugerville	Texas	78660	Marcial.Guajardo@pfigsd.net	512-594-0099
Pflugerville Independent School District	Kyndall	Jirasek	Digital Media Specialist	1401 W. Pecan St.	Pflugerville	Texas	78660	Kyndall.Jirasek@pfigsd.net	512-594-0095
Pflugerville Independent School District	Tina Marie	Felan	PEF Executive Director	1401 W. Pecan St.	Pflugerville	Texas	78660	tina.felan@pfigsd.net	512-594-0171
Pflugerville Independent School District	Suzi	Meyer	Community Relations Specialist	1401 W. Pecan St.	Pflugerville	Texas	78660	suzi.meyer@pfigsd.net	512-594-0092
Pflugerville Independent School District	David	Sanchez	Coordinator of Publications & New Media	1401 W. Pecan St.	Pflugerville	Texas	78660	David.Sanchez@pfigsd.net	512-594-0096
Pflugerville Independent School District	David	Wiechmann	Communications Specialist	1401 W. Pecan St.	Pflugerville	Texas	78660	David.Wiechmann@pfigsd.net	512-594-0094
Quail Hollow Neighborhood Association	Irene	Koenig	Association Contact	11206 Bending Bough Trail	Austin	Texas	78758		
Ridge at Scofield Homeowners Association	Kim	Todd	Association Contact	2300 Greenhill Bldg 10 suite 1010	Round Rock	Texas	78664		
River Oaks Lakes Estates Neighborhood	Jon	Luden	Association Contact	1409 Cardinal Hill Dr.	Austin	Texas	78758		
River Oaks Neighborhood Association	Angela	Pineyro De Hoyos	Association Contact	12407-B Willow Wild Dr.	Austin	Texas	78758		
Riverview Estates NBHA	John	Saenz		501 Riverview Dr.	Georgetown	Texas	78628		

Stakeholder	First Name	Last Name	Title	Address	City	State	Zip	Email	Phone
Senate Hills Homeowners’ Association	David	Arnold	Association Contact	PO Box 15381	Austin	Texas	78761		
Tech-Ridge Neighbors	Elizabeth	Quinlan	Association Contact	12339 Little Emily Way	Austin	Texas	78753		
Texas State University	Judy	Oskam	Assoc. Professor & Assoc. Director for Round Rock Programs, School of Journalism & Mass Communication	1555 University Blvd.	Round Rock	Texas	78665		
Travis County Appraisal District	Patrick	Brown	Chief Appraiser	8314 Cross Park Dr	Austin	Texas	78754		
TxDOT	Ed	Butler		7901 N IH 35	Austin	Texas	78753		
University Hills Neighborhood Association	Seth	Fowler	Association Contact	6907 Drexel Dr.	Austin	Texas	78723		
Victoria Glen HOA	Teresa	Thompson	Association Contact	12279 Abbey Glen L	Austin	Texas	78753		
Walnut Place Neighborhood Association	Joyce	Thoresen	Association Contact	3600 Carla Dr.	Austin	Texas	78754		
WCAOR	Christopher	Rogers	Director of Marketing	123 E Old Settlers Blvd	Round Rock	Texas	78664		
Wells Branch MUD	Donna	Howe	President	3000 Shoreline, Dr.	Austin	Texas	78728		
Westview Canyon Homeowners Association	Carrie	Hunt	Association Contact	11149 Research Blvd Ste 100	Austin	Texas	78759		
Windsor Hills Neighborhood Association	Stephen	Kreger	Association Contact	10006 Faylin Dr.	Austin	Texas	78723		
Yager Planning Area	Judith	Ruder	Association Contact	1409 Atterbury Ln.	Austin	Texas	78753		

MOBILITY35 CAPITAL EXPRESS NORTH

OPEN HOUSE

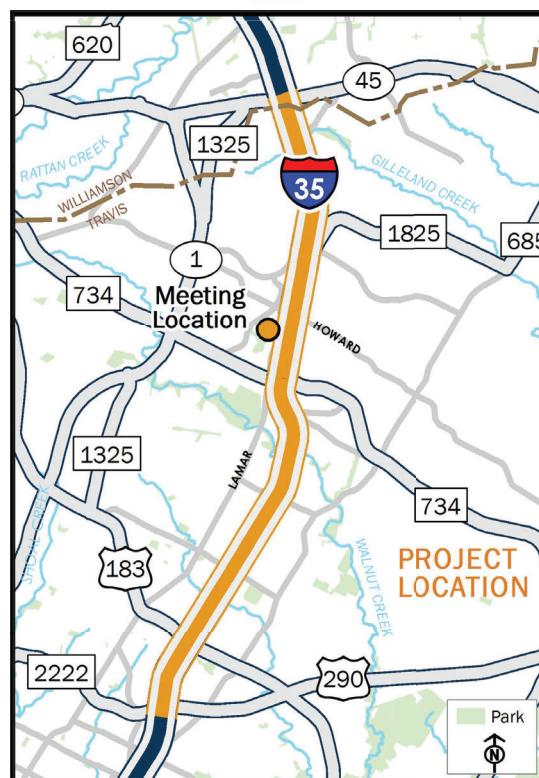
Join us for an open house to learn more about the Mobility35 Capital Express North project in Travis and Williamson counties. Team members will be on hand to answer questions and provide information.

The purpose of the Mobility35 Capital Express North project is to improve mobility and safety for all users of I-35 while minimizing right-of-way, community and environmental impacts, and to provide a reliable travel time for cars and bus transit using the non-tolled managed lanes. The improvements include:

- Adding non-tolled managed lanes in each direction
- Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings
- Addressing safety and mobility improvements proposed under the Mobility35 program that are not included in a series of stand-alone projects between SH 45 North and US 290 East

THURSDAY, OCT. 24, 2019
5:30 – 7:30 p.m.

Connally High School Cafeteria
13212 N. Lamar Blvd.
Austin, TX 78753



Public comments on the project may be submitted at the open house, by mail, email, fax or online at www.mobility35openhouse.com starting Oct. 24.

EMAIL: info@mobility35.org

FAX: (512) 832-7157

MAIL: Shashider Velugati, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426

Comments received between Oct. 24 and Nov. 8, 2019 will be included in the official record.

Persons interested in attending the open house requiring special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Celeste Quinones at (210) 785-0888 or cquinones@rjrivera.com at least two days prior to the open house. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 16, 2014, and executed by FHWA and TxDOT.

MOBILITY35 CAPITAL EXPRESS NORTH

REUNIÓN PÚBLICA

Acompáñenos para reunión pública para aprender más sobre el proyecto Mobility35 Capital Express Norte en los condados de Travis y Williamson. Nuestro personal estará disponible para responder preguntas y proporcionar información.

El propósito del proyecto Mobility35 Capital Express Norte es mejorar la movilidad y la seguridad de todos los usuarios de la I-35 al mismo tiempo reducir al mínimo el derecho de vía e impactos ambientales y comunitarios, y proporcionar un tiempo de viaje confiable para automóviles y autobuses que utilicen carriles, gestionados y sin cobros de peaje. Las mejoras propuestas incluyen:

- Agregar carriles gestionados sin peaje en cada dirección
- Mejorar el alojamiento para bicicletas y peatones a lo largo de las carreteras de acceso I-35 y en los cruces este / oeste
- Mejorar la seguridad y movilidad propuestas bajo el programa Mobility35 que no están incluidas en una serie de proyectos independientes entre SH 45 norte y US 290 este

Jueves 24 de octubre de 2019
5:30 – 7:30 p.m.

Connally High School Cafeteria
13212 N. Lamar Blvd.
Austin, TX 78753



Los comentarios públicos sobre el proyecto pueden ser presentados en la reunión pública, por correo, correo electrónico, fax, o internet en www.mobility35openhouse.com a partir del 24 de octubre de 2019.

CORREO ELELECTRONICO: info@mobility35.org

FAX: (512) 832-7157

CORREO: Shashider Velugati, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426

Comentarios recibidos entre el 24 de octubre u el 8 de noviembre de 2019 se incluirán en el registro oficial.



Personas interesadas en asistir a la reunión pública que requieran comunicación especial o necesidades de alojamiento, como la necesidad de un intérprete, deben comunicarse con Celestè Quiñones al (210) 785-0888 o cquinones@rjrivera.com al menos de dos días antes de la reunión pública. Se harán todos los esfuerzos razonables para satisfacer estas necesidades.

La revisión ambiental, consulta y otras acciones requeridas por las leyes federales ambientales aplicables para este Proyecto están siendo o han sido realizadas por TxDOT de conformidad con 23 U.S.C. 327 y un memorando de entendimiento de 16 de diciembre de 2014, y ejecutado por FHWA y TxDOT.

Webpages



Open House – I-35 Capital Express North

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Get Involved](#)

> [About Public Hearings, Meetings and Notices](#) > [Hearings, Meetings and Notices Schedule](#)

Where:	John B. Connally High School 13212 N. Lamar Boulevard Austin, TX 78753 (Map)
When:	Thursday, Oct. 24, 2019 5:30 p.m. - 7:30 p.m.
Purpose:	<p>The purpose of the open house is to gather input on the proposed Capital Express North project. The open house will allow attendees the opportunity to review and comment on the proposed improvements. Attendees may come and go at their convenience. Staff will be available to answer questions. Comments must be received on or before Friday, Nov. 8, 2019, to be a part of the official public workshop record. Comments will be accepted at the meeting or by mail at:</p> <p>TxDOT Austin District Attn: David Hawley, P.E. P.O. Box 15426 Austin, TX 78761</p>
Description:	<p>The Capital Express program is made up of three, stand-alone projects – North, Central, and South. On Aug. 29, 2019, the Texas Transportation Commission approved the 2020 Unified Transportation Program, funding the North and South projects.</p> <p>The Capital Express North project proposes to add one non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East. Managed lanes control access by placing restrictions on use. These types of lanes are proposed in high-congestion areas where right of way is limited.</p> <p>In addition to the new managed-lane capacity, the projects also include extensive operational and safety improvements to the overall roadway, such as extended entrance and exit ramps, intersection bypass lanes, improved frontage roads and bicycle and pedestrian paths.</p>

**Special
Accommodation:**

TxDOT makes every reasonable effort to accommodate the needs of the public. The open house will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512) 832-7192 at least two working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

**Memorandum of
Understanding:**

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 16, 2014, and executed by FHWA and TxDOT.

Downloads:

- Fact Sheet
- Diverging Diamond Fact Sheet
- High-Occupancy Vehicle Lanes Fact Sheet
- Display Boards
- Schematics

Contact:

TxDOT Austin District
P.O. Box 15426
Austin, TX 78761

(512) 832-7700

Email

Posted Sept. 17, 2018

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Electronic Changeable Message Signs

Electronic Changeable Message Signs



The changeable message signs were up from October 17 to October 25. The signs read: I-35 MEETING OCT 24 / 5:30 PM CONNALLY HS. Locations included:

- NB I-35 frontage road approaching US Hwy 183
- SB I-35 frontage road approaching US Hwy 183
- NB I-35 frontage road approaching SH 45
- SB I-35 frontage road approaching SH 45
- E. Braker Lane approaching I-35
- W. Braker Lane approaching I-35
- E. Parmer Lane approaching I-35
- W. Parmer Lane approaching I-35

News Release



TxDOT Seeks Input for the I-35 Capital Express North Project

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Media Center](#) > [Local News](#) > [Austin](#)

Contact: Diann Hodges

Phone: (512) 832-7027

Date: Oct. 22, 2019

AUSTIN — Proposed improvements to I-35 from SH 45 North to US 290 East will be the topic of discussion at an upcoming open house hosted by the Texas Department of Transportation on Thursday, Oct. 24, 2019 from 5:30 – 7:30 p.m. The meeting will take place at John B. Connally High School, located at 13212 North Lamar Boulevard, Austin, Texas, 78753.

The estimated \$400 million improvement project, known as the I-35 Capital Express North project, proposes the following:

- Adding one non-tolled managed lane in each direction, such as a high-occupancy vehicle lane (HOV), along I-35 from SH 45 North to US 290 East
- Reconstructing six bridges within the project limits
- Adding a diverging diamond intersection at Wells Branch Parkway
- Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings

The open house will allow attendees the opportunity to review and comment on the proposed improvements. No formal presentation will be given, and visitors can come and go at their convenience. Study team members will be available to answer questions and receive input from the community.

Those unable to attend the open house in person can visit the virtual open house (VOH) at www.mobility35openhouse.com to review materials and provide comments. The VOH will open on Oct. 24, 2019. To be included in the public record, all comments must be received by Friday, Nov. 8, 2019.

Last week, TxDOT hosted an open house meeting for the I-35 Capital Express South project on Oct. 17, 2019. The I-35 Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at

TxDOT.gov. "Like" us on Facebook and follow us on Twitter.

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-  Twitter
-  YouTube
-  Texas Highways Magazine
-  Get Involved

What We Do

-  Texas.gov
-  TxTag
-  MY35.org

**E-Blast
and
Social Media
(Facebook / Twitter)**

Oct. 24, 2019

Please join us for the I-35 Capital Express North Project open house this evening. The Texas Department of Transportation is seeking input from the public on the proposed improvements to I-35. You may come and go at your convenience. Team members will be on hand to answer questions and receive input from the community.

WHEN:

Thursday, Oct. 24, 2019
5:30 - 7:30 p.m.

WHERE:

John B. Connally High School Cafeteria
13212 N Lamar Blvd
Austin, TX 78753



The estimated \$400 million [I-35 Capital Express North](#) project proposes to add one non-tolled managed lane, such as a high-occupancy vehicle lane (HOV), in each direction along I-35 from SH 45 North to US 290 East. The project will also reconstruct six bridges, add a diverging diamond intersection at Wells Branch Parkway and make additional safety and mobility improvements within the project limits. In addition, the project will address other safety and mobility improvements proposed under the Mobility35 program.

Oct. 25, 2019

Thank you to all who were able to attend last night's open house for the I-35 Capital Express North Project. TxDOT appreciates your guidance and input while moving forward with the proposed updates to I-35.


If you were unable to attend the meeting last night, please visit our virtual open house (VOH) at www.mobility35openhouse.com. The VOH is available for attendees to view materials presented at the open house and provide comments. Comments must be received by Nov. 8, 2019.

Nov. 8, 2019

Today is the last day to provide your comments and input on the I-35 Capital Express North Project. Please visit our virtual open house (VOH) at www.mobility35openhouse.com. The VOH is available for individuals to view all materials presented at the open house, and to provide their input on proposed improvements to I-35.

We look forward to hearing from you.

Facebook Post
10/21/2019

**Texas Department of Transportation**

October 21, 2019 · 🌐

TxDOT wants to hear from you! This week TxDOT will hold the following meetings:


Oct. 21, 2019
San Angelo – Public Meeting - Texas Transportation Plan (TTP) 2050




Oct. 22, 2019
Midland - Public Meeting - Texas Transportation Plan (TTP) 2050
Sonora - Public Meeting - US 277 Sonora Safety Route Study

Oct. 23, 2019
El Paso - Public Meeting - Texas Transportation Plan (TTP) 2050

Oct. 24, 2019
Austin - Open House – I-35 Capital Express North
The Woodlands - Public Meeting - FM 1488 Access Management Study from I-45 to FM 149
Roscoe - Public Hearing - I-20 at US 84 Interchange

Please visit our website: <http://www.txdot.gov/.../get-inv.../about/hearings-meetings.html> for the full list of meetings and additional details.





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2 Comments 3 Shares

Twitter Posts

10 24/2019



C.

SIGN-IN SHEETS

Public



Public Sign In
I-35 Capital Express North Project
Open House
Thursday, October 24, 2019

14

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Bruce Jones	78728	homeowner; nbbel		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio <input checked="" type="checkbox"/> Community Flyer <input checked="" type="checkbox"/> Other (please specify) ___
Louder Peicastre	78728	homeowner		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend <input checked="" type="checkbox"/> Radio ___ Community Flyer ___ Other (please specify) ___
amanda VanAntwerp	78758	homeowner		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Trans Falls	78737	Resident		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer <input checked="" type="checkbox"/> Other (please specify) ___
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___



Public Sign In
I-35 Capital Express North Project
Open House
Thursday, October 24, 2019

5

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
KELLY SMITH	78753	HOME OWNER		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer <input checked="" type="checkbox"/> Other (please specify) _____
mona noll	78753	home owner president mockingbird Hill/NA		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) email
Susan Somers	78758	AURA / Austin Urban Transport. commission		Newspaper ___ Road-side sign ___ TV ___ Friend <input checked="" type="checkbox"/> Radio ___ Community Flyer ___ Other (please specify) _____
Dorlyn Marks	78728	Wells homeowner Brack		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio <input checked="" type="checkbox"/> Community Flyer <input checked="" type="checkbox"/> Other (please specify) _____
ERIN AUBRY	78758	HOMEOWNER		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) _____
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) _____
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) _____
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) _____
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) _____
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) _____



Public Sign In
I-35 Capital Express North Project
Open House
Thursday, October 24, 2019

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Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting? Roadsign
Velvet & James McGee	78727			Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Sue Flores	78753			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
JAMES MOONEY	78753	BUSINESS OWNER		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer <input checked="" type="checkbox"/> Other (please specify) ___
Peter Romell	78753	Home owner		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Lester & Lois Johnson	78753	Home owner		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer <input checked="" type="checkbox"/> Other (please specify) ___
Rafael Ruyas	78749	HNTB		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Samantha Cruz	78727	Home owner		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Stacey Young	78665	Home owner		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Herbert M. Grubb	78758	Duplex Renter		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
M. Langford	78758	Home owner		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Kes Owen	78681	Home owner		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___



Public Sign In
I-35 Capital Express North Project
Open House
Thursday, October 24, 2019

10

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Jose San Miguel	78728	self		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>mail</u>
Wenying Zhang	78753	self		Newspaper ___ Road-side sign ___ TV ___ Friend <u>u</u> Radio ___ Community Flyer ___ Other (please specify) ___
Ruth Benson	78727	self self		Newspaper ___ Road-side sign <u>✓</u> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Doug McLean	78665	self		Newspaper ___ Road-side sign <u>✓</u> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Dave Depmcre	78661	self		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>email</u>
Nick Stanko	78728	me		Newspaper ___ Road-side sign <u>✓</u> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Gerald Christian	78758	me		Newspaper ___ Road-side sign <u>✓</u> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Tamara Goree	78660	self		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>7</u>
Shelley Palmer	78728	self		Newspaper ___ Road-side sign <u>✓</u> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Hillary Ross	78660	Atkins/self/CTRMA		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>work</u>



Public Sign In
I-35 Capital Express North Project
Open House
Thursday, October 24, 2019

10

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Bruce Gurney	78691			Newspaper__ Road-side sign <input checked="" type="checkbox"/> TV__ Friend__ Radio__ Community Flyer__ Other (please specify)
Noan Anderson	52	community member		Newspaper__ Road-side sign <input checked="" type="checkbox"/> TV__ Friend__ Radio__ Community Flyer__ Other (please specify) mobility 35
Daniel Langford	78758			Newspaper__ Road-side sign <input checked="" type="checkbox"/> TV__ Friend__ Radio__ Community Flyer__ Other (please specify)
Robert Meadows	78753	community member		Newspaper__ Road-side sign <input checked="" type="checkbox"/> TV__ Friend__ Radio__ Community Flyer__ Other (please specify) email
Michael Fontaine	78753	MT. PLAYMORE		Newspaper__ Road-side sign__ TV__ Friend__ Radio__ Community Flyer <input checked="" type="checkbox"/> Other (please specify)
Eric Johnstone	78753	MT Playmore		Newspaper__ Road-side sign__ TV__ Friend__ Radio__ Community Flyer <input checked="" type="checkbox"/> Other (please specify)
Juanita Buantello	78758			Newspaper__ Road-side sign <input checked="" type="checkbox"/> TV__ Friend__ Radio__ Community Flyer__ Other (please specify)
Epidio Buantello	78758			Newspaper__ Road-side sign__ TV__ Friend__ Radio__ Community Flyer__ Other (please specify)
Alyu Lizcano	78660	citizen		Newspaper__ Road-side sign <input checked="" type="checkbox"/> TV__ Friend__ Radio__ Community Flyer__ Other (please specify)
Debby Thompson	78128	Wells Branch Neighborhood Assn.		Newspaper__ Road-side sign__ TV__ Friend__ Radio__ Community Flyer__ Other (please specify) email



Public Sign In
I-35 Capital Express North Project
Open House
Thursday, October 24, 2019

10

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Adeliza Ramirez	78748			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Email</u>
Jennifer Donovan	78641			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Email</u>
Daniel Negrete	78753 78727			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Carlos De La Rosa	78727			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Travis Cook	78728			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Wilburn & Carol Laubach	78753			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>TxDOT card</u>
Joseph Carrizales	78727			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>web</u>
SOHAIL KHAM	78681			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Stacy Tsai	78728			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Beatriz Hernandez	78744			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___



Public Sign In
I-35 Capital Express North Project
Open House
Thursday, October 24, 2019

10

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Eonl Wellborn	78660	public		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Dave Lubitz	78728	public		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>email</u>
Susan Gezana	78728	Public		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Charlotte Gilpin	78737	Public		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>TX DOT email</u>
Michelle Bynum	78750	Public		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer <input checked="" type="checkbox"/> Other (please specify) ___
Alan Rivaldo	78660	Public		Newspaper ___ Road-side sign <input checked="" type="checkbox"/> TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>email</u>
WINSTON ANDERSON	78753	Public		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
MARK CRAIG	78758	✓		Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Tom White	78759	✓		Newspaper ___ Road-side sign ___ TV ___ Friend <input checked="" type="checkbox"/> Radio ___ Community Flyer ___ Other (please specify) ___
JOSE CERV	78758	✓		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer <input checked="" type="checkbox"/> Other (please specify) <u>✓</u>

Staff



total.
28

STAFF SIGN IN SHEET

I-35 Capital Express North Project
Thursday, Oct. 24, 2019
5:30 – 7:30 p.m.
Connally High School Cafeteria
13212 N. Lamar Blvd, Austin, TX 78753



Name	Affiliation	Initials
Alex Navarro	TxDOT	
Anthony Serda, P.E.	CP&Y	AS
Bobby Ramthun	TxDOT	
Brad Kwaterski, P.E.	AECOM	BSK
Brad Wheelis	TxDOT	
Celeste Quinones	RJRA	CD
Darren Dodson	CP&Y	DD
David Harrah	TxDOT	HA
David Hawley, P.E.	AECOM	
Diann Hodges	TxDOT	✓

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STAFF SIGN IN SHEET

I-35 Capital Express North Project
 Thursday, Oct. 24, 2019
 5:30 – 7:30 p.m.
 Connally High School Cafeteria
 13212 N. Lamar Blvd, Austin, TX 78753



Name	Affiliation	Initials
Dwayne Halbardier, P.E.	TxDOT	
Epi Gonzalez, P.E.	TxDOT	
Everardo Ibarra Sal Rivera	RJRA	
Heather Ashley-Nguyen, P.E.	TxDOT	HA
James Mitchell, P.E. J.M.	CP&Y	JM
Jason Cavness JC	TxDOT	JC
Jeff Warren, P.E.	TxDOT	
John Peters	TxDOT	
Leah Collier, P.E.	CP&Y	LC
Marisabel Ramthun, P.E. MR	TxDOT	MR


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STAFF SIGN IN SHEET

I-35 Capital Express North Project
 Thursday, Oct. 24, 2019
 5:30 – 7:30 p.m.
 Connally High School Cafeteria
 13212 N. Lamar Blvd, Austin, TX 78753



Name	Affiliation	Initials
Melissa Hurst	Rifeline	
Michelle Cooper	TxDOT	
Michelle Ramage-Chambers	TxDOT	
Mike Arellano, P.E.	TxDOT	
Nancy Gates	AECOM	
Nicholas Barbera	Rifeline	✓
Paul Schrader, P.E.	CP&Y	PAJ
Ryan Blair, P.E.	CP&Y	RB
Ryan Ingram	AECOM	RI
Sam Yacoub, P.E.	TxDOT	

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STAFF SIGN IN SHEET

I-35 Capital Express North Project
 Thursday, Oct. 24, 2019
 5:30 – 7:30 p.m.
 Connally High School Cafeteria
 13212 N. Lamar Blvd, Austin, TX 78753



Name	Affiliation	Initials
Shashider Velugati, P.E.	AECOM	SV
Shelly Eason	TxDOT	SE
Shirley Nichols	TxDOT	✓
Stephanie Messerli, P.E.	Jacobs	
Steve Best	TxDOT	
Susan Fraser, P.E.	TxDOT	✓
Susana Ceballos	TxDOT	SC
Tom Benz, P.E.	TxDOT	
Tucker Ferguson, P.E.	TxDOT	
Vera Cruz	RJRA	ERC

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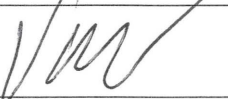



STAFF SIGN IN SHEET

I-35 Capital Express North Project
 Thursday, Oct. 24, 2019
 5:30 - 7:30 p.m.

Connally High School Cafeteria
 13212 N. Lamar Blvd, Austin, TX 78753



✓ Victor Vargas, P.E.	TxDOT	
Henry Berier	AECOM	HB
Becky Blewett	TxDOT - GCD	BB
Tyanna Bold	TxDOT - CDGN	TJ
Tim RYAN	AECOM	
Susan FRASER	TxDOT	SF
Chris Hluz	TxDOT-CDGN	CH
PAUL TERRANOVA	CITY OF AUSTIN TRANSPORTATION	

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D.

COMMENTS RECEIVED

Comments Received at Open House



COMMENTFORM
I-35 Capital Express North
Open House
Thursday, Oct. 24, 2019
5:30 PM - 7:30 PM
John B. Connally High School
13212 N. Lamar Blvd, Austin, TX 78753



(PLEASE PRINT)

NAME: Joseph Carrizales AFFILIATION: TxDOT Retiree

ADDRESS (optional): _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

TxDOT is requesting your comments on the proposed project. Comments may be submitted at this open house, mailed to Mobility35, Texas Department of Transportation, Austin District Office, Attn: Shashider Velugati, P.E., P.O. Box 15426, Austin, TX 78761-5426, or faxed to (512) 832-7157 (Attn: Shashider Velugati, P.E.). You may also submit comments by email to info@mobility35.org, or by visiting our virtual open house at mobility35openhouse.com between October 24 - November 8, 2019. **Comments must be submitted or post marked by November 8, 2019 to be included in the open house documentation.**

COMMENTS: Develop Managed Lanes as Telled
Managed Lanes. This will allow improvements
to be build sooner rather than later.

Good Job by all! Great information

This form may be used to provide comments on this project. Any questions on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

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FORMULARIO DE COMENTARIOS
I-35 Capital Express North
Sesión Abierta
Jueves, 24 de octubre, 2019
5:30 PM - 7:30 PM
John B. Connally High School
13212 N. Lamar Blvd., Austin, TX 78753



(FAVOR DE USAR LETRA DE MOLDE)

NOMBRE: Nick Stanko AFILIACIÓN: Citizen

DIRECCIÓN: (opcional) [REDACTED]

Código de Transporte de Texas, §201.811(a)(5)): Marque la(s) casilla(s) siguientes que le apliquen a usted:

- ☐ Yo soy empleado de TxDOT
- ☐ Yo conduzco negocios con TxDOT
- ☐ Yo podría beneficiarme monetariamente del proyecto u otro elemento del cual estoy dando mi comentario

El Departamento de Transportación de Texas (TxDOT) está pidiendo sus comentarios sobre el proyecto propuesto. Los comentarios pueden ser enviados en esta sesión abierta, o mandados directamente a Mobility35, Departamento de Transportación de Texas, Distrito de Austin, Attn: Shashider Velugati, P.E., P.O. Box 15426, Austin, TX 78761-5426 o por fax a (512) 832-7157 (Attn: Shashider Velugati, P.E.). También puede entregar sus comentarios por correo electrónico a info@mobility35.org, o al visitar nuestra "sesión abierta" virtual en mobility35openhouse.com entre el 24 de octubre al 8 de noviembre. **Los comentarios deben ser entregados o tener sello postal a más tardar el 8 de noviembre 2019 para ser incluidos e documentación de la sesión abierta.**

COMENTARIOS: _____

* 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 the left lane traffic (thru) quicker.

Este formulario puede utilizarse para dar sus comentarios por escrito a cerca de este proyecto. Cualquier pregunta que usted presente en este formulario no se considerará como una solicitud de registros abiertos y no se tratará como tal. Si usted desea presentar una solicitud de registros abiertos, por favor hágalo por separado.

El estudio ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables a este proyecto son, o han sido llevadas a cabo por el TxDOT de acuerdo con 23 U.S.C. 327 y el memorando de entendimiento con fecha 16 de diciembre 2014, y ejecutado por FHWA y TxDOT.



COMMENTFORM
I-35 Capital Express North
Open House
Thursday, Oct. 24, 2019
5:30 PM - 7:30 PM



John B. Connally High School
13212 N. Lamar Blvd, Austin, TX 78753

(PLEASE PRINT)

NAME:

Doug McLean

AFFILIATION:

512-554-4174

ADDRESS (optional):

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you.

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

No

TxDOT is requesting your comments on the proposed project. Comments may be submitted at this open house, mailed to Mobility35, Texas Department of Transportation, Austin District Office, Attn: Shashider Velugati, P.E., P.O. Box 15426, Austin, TX 78761-5426, or faxed to (512) 832-7157 (Attn: Shashider Velugati, P.E.). You may also submit comments by email to info@mobility35.org, or by visiting our virtual open house at mobility35openhouse.com between October 24 - November 8, 2019. **Comments must be submitted or post marked by November 8, 2019 to be included in the open house documentation.**

COMMENTS:

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.

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COMMENTFORM
I-35 Capital Express North
Open House
Thursday, Oct. 24, 2019
5:30 PM - 7:30 PM
John B. Connally High School
13212 N. Lamar Blvd, Austin, TX 78753



(PLEASE PRINT)

NAME: ALAN RIVALDO AFFILIATION: Public

ADDRESS (optional): [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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COMMENTS: 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.

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COMMENTFORM
I-35 Capital Express North
Open House

Thursday, Oct. 24, 2019

5:30 PM - 7:30 PM

John B. Connally High School
13212 N. Lamar Blvd, Austin, TX 78753



(PLEASE PRINT)

NAME: David Negrete AFFILIATION: NONE

ADDRESS (optional): [REDACTED]

512-461-8810

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
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COMMENTS: AFTER REVIEWING THE GENERAL PROSPECTS
OF THE PROGRAMMED WORK, I SUPPORT
THE IMPROVEMENTS TO I35. I THOUGH
HAVE A COUPLE OF REQUESTS.

① THE NO ZONED AREA BETWEEN SANDPIPER
& MEADOWLARK WILL NEED TO HAVE ACCESS FROM THE
FRONTAGE ROAD AS IT DOES NOW.

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 REBOUNDED
TO LESSER NOISE POLLUTION FOR THE NEIGHBORHOOD.

③ WITH THE ACQUISITION OF THE ADDITIONAL ROW
THE CURRENT ACCESS DRIVE SHOULD BE PAVED BY TxDOT

This form may be used to provide comments on this project. Any questions on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

BACK

3. cont.

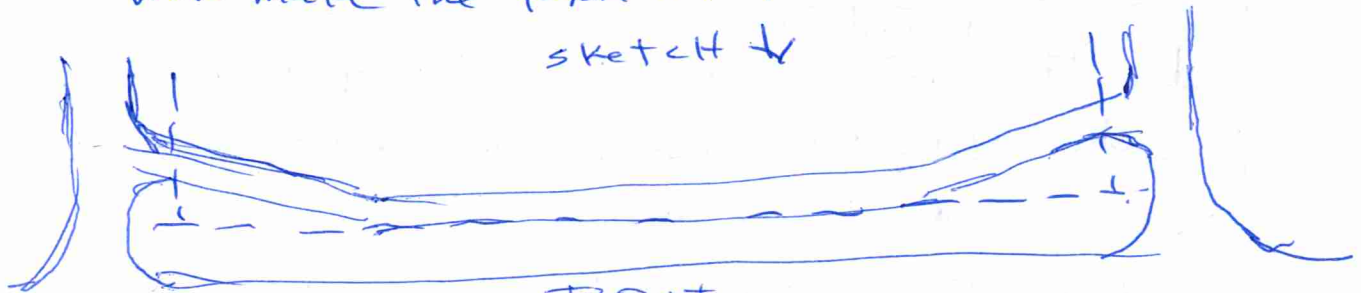
THE RATIONALE FOR THAT GOES WAY BACK TO WHEN THESE PROPERTIES LOST ACCESS TO THE ROADWAY WHEN 135 WAS DEVELOPED. AND WITH THE INEVITABLE USE OF THIS AREA TO STAGE CONSTRUCTION, A HARD, DURABLE PERMANENT PAVEMENT IS ESSENTIAL.

4. PLEASE REDUCE THE SPEED ON THE FRONTAGE RD IT IS ALREADY NEAR IMPOSSIBLE TO ACCESS THE FRONTAGE DUE HIGH SPEED OF TRAFFIC.

5. THE NO ZONED PROPERTIES ARE ACCESSED VIA HAIRPIN TURNS OFF THE SOUTH BOUND FRONTAGE ROAD. - ADDING A SHARED USE SECTION COMPLICATES THOSE CURRENT TIGHT TURNS (NOT POSSIBLE BY LONG TRUCKS - ONLY CARS & 12' L. VEH.)

6. CONSIDERATION OF BOWING THE ACCESS BY SECURING MORE PROPERTY @ SAND PAPER & MEADOWLAND WILL MAKE THE TURN-IN PRACTICAL & SAFE

sketch ↓



TXDOT.

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 \$40 TO \$50 SAVINGS.



COMMENTFORM
I-35 Capital Express North
Open House

Thursday, Oct. 24, 2019

5:30 PM - 7:30 PM

John B. Connally High School
13212 N. Lamar Blvd, Austin, TX 78753



(PLEASE PRINT)

NAME: Susan Somers AFFILIATION: _____

ADDRESS (optional): _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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to prevent
induced
demand!

COMMENTS: _____

- Consider doing tolled lanes instead of HOV. ~~Study HOV~~ be TOLLS are the only way
- If it must be HOV, study best practices and don't back down!
- Can electric vehicles use the HOV lane?
- Can we construct so that conversion to tolls later is possible?
- For diverging diamonds, make signage clear so pedestrians know how to get across the highway.
- Barriers + infrastructure to discourage pedestrians from crossing travel lanes near diverging diamonds

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Open House
Thursday, Oct. 24, 2019
5:30 PM - 7:30 PM
John B. Connally High School
13212 N. Lamar Blvd, Austin, TX 78753



(PLEASE PRINT)

NAME: Kelly Smith AFFILIATION: HOME OWNER

ADDRESS (optional): [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
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COMMENTS: _____

SOUND study + Sound BARRIER IS A MUST.

LOWER SPEED ON I35 between Rundberg + Parmer.

"NO ENGINE BRAKE" ON 35 or Frontage Road - ALREADY CITY ORDINANCE. → I H-10 Thru KERRVILLE HAS THIS RESTRICTION. TxDOT CAN DO THIS.

INCREASED FOOT TRAFFIC ON A VERY FAST Frontage Road IS NOT A WISE IDEA. TRAFFIC ALREADY EXCEEDS THE SPEED LIMIT ALL THE TIME.

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Open House
Thursday, Oct. 24, 2019
5:30 PM - 7:30 PM
John B. Connally High School
13212 N. Lamar Blvd, Austin, TX 78753



(PLEASE PRINT)

NAME: Michelle Bynum AFFILIATION: homeowner

ADDRESS (optional): [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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COMMENTS: _____

- 1) would like to see sound barrier installed
- 2) lower speed limit through Rundberg to parmer
- 3) restrict 18 wheeler air brake usage through
~~the~~ rundberg to parmer - with posted signs

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Open House
Thursday, Oct. 24, 2019
5:30 PM - 7:30 PM
John B. Connally High School
13212 N. Lamar Blvd, Austin, TX 78753



(PLEASE PRINT)

NAME: Ruth Benson AFFILIATION: about Farmer Ln

ADDRESS (optional): [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: I am Ruth Benson against lines off
Farmer Lane is the Diverging Diamond going
to help traffic further down Farmer as just
help to Ball-up that we have now in
that place. traffic is so bad in the area
of Farmer and metric the turning lane that
was added their sure do help maybe you
could look at doing something further down
the Diamond intersection might help Lamar
and Farmer at 35 but what else are we
doing

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COMMENTFORM
I-35 Capital Express North
Open House
Thursday, Oct. 24, 2019
5:30 PM - 7:30 PM
John B. Connally High School
13212 N. Lamar Blvd, Austin, TX 78753



(PLEASE PRINT)

NAME: Ruth Benson AFFILIATION: About I. H. 35

ADDRESS (optional): [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

TxDOT is requesting your comments on the proposed project. Comments may be submitted at this open house, mailed to Mobility35, Texas Department of Transportation, Austin District Office, Attn: Shashider Velugati, P.E., P.O. Box 15426, Austin, TX 78761-5426, or faxed to (512) 832-7157 (Attn: Shashider Velugati, P.E.). You may also submit comments by email to info@mobility35.org, or by visiting our virtual open house at mobility35openhouse.com between October 24 - November 8, 2019. **Comments must be submitted or post marked by November 8, 2019 to be included in the open house documentation.**

COMMENTS: My suggestion is for I-35. Austin have
a lot of ^{straight} through traffic why can't we build
a high way run 35 starting from the end of George town
all the way to maybe ^{sloughed} in the air ~~run~~
I-35 some how, make sure none stop trucks
^{use} it as through traffic, then we would have
to very little to 35 as is

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(PLEASE PRINT)

NAME: Charlotte Gilpin AFFILIATION: Public

ADDRESS (optional): 78737

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COMMENTS: 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
great to see what other options have been considered.
and time savings benefits of each.
maybe contra flow?

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(PLEASE PRINT)

NAME: Stacey Young AFFILIATION: Homeowner

ADDRESS (optional): _____

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COMMENTS: I am concerned that, although the addition of managed lanes provides an alternative for shared rides, it will not help reduce congestion on I-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 those vehicles meeting the criteria of a managed lane.

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(PLEASE PRINT)

NAME: Jose San Miguel AFFILIATION: self

ADDRESS (optional): [REDACTED]

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COMMENTS: _____

Thanks for holding the
open house.

Very informative!
Loved the maps!

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(PLEASE PRINT)

NAME: Robert Meadows AFFILIATION: Walnut Creek Neighborhood Assoc

ADDRESS (optional): [REDACTED]

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COMMENTS: My neighborhood, the Walnut Creek neighborhood, is bounded by Walnut Creek, N. Lamar (SL275), Braker, and IH35. Given the increasing congestion on Braker and N. Lamar at present, ^{the self-diversion} ~~it is a concern~~ of traffic from IH35 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 IH35 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 IH35.

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Comments Received by Mail

TxDOT Austin District
Attn: David Hawley, P.E.
P.O. Box 15426
Austin, TX 78761

November 5, 2019

Eric Virag


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 scrapped. 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

10/24/2019

TxDOT Austin District
Attn: David Hawley, P.E.
P.O. Box 15426
Austin, TX 78761

Hi,

I was unable to attend the 10/24/19 public meeting at Connally HS, but would like to submit the following comment:

CAPITAL EXPRESS NORTH PROJECT -

I35 is congested because in this area suburban sprawl, rather than denser infill, is encouraged AND subsidized. It is politically expedient to do this, but you must know about the concept of Induced Demand. Adding lanes to our highways does not help. It never has, and it never will.

Adding a lane will NOT help, but changing city codes to allow denser infill and improving transit does help. And this can be seen in cities around the world where this has been tried. Of course, this is outside the scope of TxDOT, even if everyone working there agreed with it.

In order to address the Austin congestion, TxDOT could work on the following:

- Make I35 a toll road from Georgetown to San Marcos*.
- Make Hwy 130 a free road. This would divert through traffic.
- On 135, 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.
- 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.

I'm sure these suggestions would go over badly with our NIMBY population, but they just need to grow up and understand that adding lanes doesn't help in the long run.

I would just add the following quote I found online. It's not mine, and I wish I could remember where I found it to give the person credit because it really sums up the situation very well:

"If someone chooses to live in a smaller home in the inner city to avoid a commute, they generally don't pressure society to build them a bigger house with more stuff. So, if you choose a bigger stuff-filled house in the suburbs, don't expect society to build you a fast commute."

John Koonz

Austin resident


*Come on, admit it, it would be fun just to see the tin-foil hat anti-toll road people's heads explode.

Comments Received on Virtual Open House

Name	Comment	Entry Date
Stacey Young	<p>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.</p>	11/8/2019 21:12
Tyler Markham	<p>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.</p>	11/8/2019 19:46
Mary Pustejovsky	<p>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. 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.</p>	11/8/2019 18:55

Name	Comment	Entry Date
Celia Israel	<p>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.</p>	11/8/2019 16:01

Name	Comment	Entry Date
Ann Kelly	<p>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).</p> <p>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.</p> <p>Thank You.</p>	11/6/2019 21:25
Anne Wynne	Good plan. keep going.	11/6/2019 16:39
Timothy Grimes	Glad to see I-35 will be adding capacity. Would like to see tolled managed lanes, similar to what is provided on MoPac. Thanks.	11/6/2019 15:08
John W		11/5/2019 21:59

Name	Comment	Entry Date
John Lewis	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>	11/5/2019 19:27
Jeffrey Lara	<p>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.</p> <p>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.</p>	11/5/2019 14:33

Name	Comment	Entry Date
Stephen Johnson	<p>Please accept this comment as support for the project. Additional main lane and frontage road capacity and operational improvements are needed.</p> <p>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).</p>	11/5/2019 13:37
James B	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?	11/4/2019 20:21
Stephen	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.	11/4/2019 18:48
Fred Flint	Toll lanes are pure cancer. Under no circumstances should any be built and existing toll lanes should be converted to non toll lanes.	11/4/2019 16:35

Name	Comment	Entry Date
Amber McCullough	<p>I do not see traffic analysis here. 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.</p>	11/4/2019 16:23
Jim Skaggs	<p>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</p> <p>constraining TxDOT's ability to serve the greater-good of he area's citizens.</p>	11/3/2019 19:38

Name	Comment	Entry Date
Christopher Williams	<p>Hi,</p> <p>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).</p> <p>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.</p> <p>Thank You,</p> <p>Christopher</p>	11/2/2019 18:51
Melinda Kyhn	<p>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.</p>	11/2/2019 5:31

Name	Comment	Entry Date
Jordan McGee	<ul style="list-style-type: none"> -No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways -any new lanes should be variable priced toll lanes -frontage road design speed should be 30 mph or lower -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 	11/2/2019 3:42
Eric Stratton	<p>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.</p>	11/2/2019 3:30

Name	Comment	Entry Date
Sean Barry	<p>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. 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).</p>	11/2/2019 1:36
Cameron Pawelek	<p>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. Tolloed 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.</p>	11/1/2019 21:48

Name	Comment	Entry Date
Josh Miksch	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You</p>	11/1/2019 21:24
Mark Terry	<p>Thanks for asking for feedback regarding I-35.</p> <p>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.</p>	11/1/2019 20:39

Name	Comment	Entry Date
Alexandra M Martin	<p>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).</p> <p>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.</p>	11/1/2019 19:43

Name	Comment	Entry Date
michael fossum	<p>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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>If you have to build a sidewalk, there is a technique used by the City of Austin Public Works Connectivity Division, to build</p>	11/1/2019 19:28

Name	Comment	Entry Date
	<p>concrete sidewalks above grade, over 2 inches of sand without digging, trenching or compacting the soil, and that does not require rails as is the case when elevating sidewalks over piers.</p> <ul style="list-style-type: none"> • Depending on how deep the footings are (if applicable) and how much disturbance to the roots it will cause, it will help the tree that the existing concrete ramp into the parking lot east of the tree was removed very carefully with small machinery (since there will probably be roots underneath), and relocated farther away from the tree, or replaced with a wide sidewalk built on a sand bed, as described above. This would provide more soil volume for the tree roots. • If new ramp can't be relocated or replaced with a wide sidewalk built on sand bed, then at least remove the existing ramp and pour the new ramp very carefully with small machinery. Removing this ramp needs to be done very carefully while consulting with a certified arborist. This area is marked with blue dots in the picture below. • This heritage tree has been getting water from rain with the current grading that slopes from the highway towards the tree. If the area between the highway and the tree is regraded, slope it towards the tree and open the curb by the tree at a few spots so that the water can get to the tree. • Install metal fence to protect this heritage tree, Have instructions for contractor to NOT remove the fence. Put very high penalties if tree is damaged or dies due to construction work. This tree is irreplaceable. <p>In addition, include the following comments:</p> <ul style="list-style-type: none"> • Preserve as many protected and heritage size trees as possible without impacting their root zones. That is trees 19" or larger (protected) and 24" or larger (heritage). • If you preserve protected or heritage trees, protect 1/2 of the critical root zone with fencing, 3/4 of the root zone if possible for heritage trees. Fencing should not be removed by contractor. Impacts in the root zone include soil compaction from driving machinery, digging to remove pipes, trenching to install pipes, regrading, adding soil, storing equipment, parking vehicles, etc. Include penalties to contractor for damaging preserved trees. 	

Name	Comment	Entry Date
	<ul style="list-style-type: none"> • Design sidewalks and multi use paths to be 3 ft away from trunks, winding around trees if needed. When not possible to avoid the 1/2 critical root zone for sidewalks or multi use paths, dig carefully with shovels and do not cut any root larger than 2" without a certified arborist present. Use the sand technique that the city of Austin uses in these cases, building the sidewalk or multi use path above 2 inches of sand without digging for the portion in the 1/2 critical root zone. • Don't leave roots exposed. Don't pile up soil, dirt, rocks, mulch against trunk. Don't cover critical root zone with mulch deeper than 3 inches. Don't regrade critical root zone unless absolutely necessary. • Follow TxDot guidelines for care of large trees that were used for the 183 project, gateway oaks. <p>Emails of previous communication with TxDot about the 700 yr old tree:</p> <p>From: Zoila Vega-Marchena</p> <p>Sent: Thursday, January 16, 2014 5:31 PM</p> <p>To: 'Stacey Benningfield'</p> <p>Cc: 'Steven Miller (sjmiller@HNTB.com)'</p> <p>Subject: RE: I-35 - follow-up</p> <p>Stacey,</p> <p>Pictures attached, pdf file. Nice talking to you as well.</p> <p>Please, keep me informed, Thanks,</p> <p>Zoila</p> <p>Austin Heritage Tree Foundation</p>	

Name	Comment	Entry Date
	<p>-----Original Message-----</p> <p>From: Stacey Benningfield [mailto:Stacey.Benningfield@txdot.gov]</p> <p>Sent: Thursday, January 16, 2014 4:25 PM</p> <p>To: zvega</p> <p>Cc: Steven Miller (sjmiller@HNTB.com)</p> <p>Subject: I-35 - follow-up</p> <p>Ms. Vega,</p> <p>It was nice talking with you. As discussed, I will have our consultant look into conditions/plans near the tree that is of concern to you. Once we know more, I'll be in touch again. In the meantime, please let me know if I can be of assistance.</p> <p>Thank you for your email and your interest,</p> <p>Stacey Benningfield I-35 Program Manager TxDOT – Austin District (512) 832-7369</p> <p>From: Melissa Hurst</p> <p>Sent: Thursday, January 16, 2014 5:44 PM</p>	

Name	Comment	Entry Date
	<p>To: Zoila Vega-Marchena</p> <p>Cc: City Arborist Michael Embesi <Michael.Embesi@ci.austin.tx.us></p> <p>Subject: Re: will IH-35 work affect this 700 yr. old historic tree?</p> <p>Zoila – Stacey Benningfield with the TxDOT Austin District is managing that project. I have forwarded her your email, and she should be reaching out to you shortly.</p> <p>Please let me know if I can be of any more assistance.</p> <p>Thanks, Melissa</p> <p>From: Zoila Vega-Marchena</p> <p>Date: Monday, January 13, 2014 7:35 PM</p> <p>To: Melissa Hurst <mhurst@ctrma.org></p> <p>City Arborist Michael Embesi <Michael.Embesi@ci.austin.tx.us></p> <p>Subject: will IH-35 work affect this 700 yr. old historic tree?</p> <p>Melissa,</p> <p>Happy New Year. I hope you had a good holiday.</p> <p>I would appreciate your help with this TXDot project. I don't know who to contact. Could you please direct me to the manager of</p>	

Name	Comment	Entry Date
	<p>this project that will be impacting a historic 700 yr. old live oak tree?</p> <p>I am pasting below roll 2 of Segment 2, Parmer Lane to US 183, of proposed enhancements to IH-35 and pictures of the tree. I don't know if this section has already had public input meetings.</p> <p>The tree in the Northern Tool parking lot, NE of the Braker Lane-IH-35 intersection is a healthy 700 yr. old live oak, 62 inches in diameter, recognized with a large plaque installed by City Council's Margret Hoffman in the 1970s. This is not just a historical tree, but a historic one. This tree is in a rectangular grassy median that connects without interruption to the grassy strip along the frontage road (where typically sidewalks are installed). 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.</p> <p>1. Since the improvements description online state "widening the outside frontage lane for bicycles", is the plan to reduce the width of the grassy strip and cover part or the full grassy trip with asphalt or concrete?</p> <p>2. Currently, there is no sidewalk by the tree. Since the plan is to build a sidewalk along the frontage road, it is imperative that there be no work with large machinery near the tree, and 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. This is one of the heritage trees that AHTF will be caring for this Spring.</p> <p>There is a technique used by the City of Austin Public Works Connectivity Division, to build concrete sidewalks above grade, over 2 inches of sand without digging, trenching or compacting the soil, and that does not require rails as is the case when elevating sidewalks over piers. I can provide the contact information of the independent contractor experienced at building these sidewalks.</p> <p>Depending on how deep the footings are (if applicable) and how much disturbance to the roots it will cause, it may help the tree if the existing concrete ramp into the parking lot east of the tree was removed very carefully with small machinery (since there will probably be roots underneath), and replaced with the sidewalk built on a sand bed, as described above. This would provide more soil volume for the tree roots. Removing this ramp is work that needs to be done very carefully while consulting with a certified arborist. This area is marked with blue dots in the picture below.</p>	

Name	Comment	Entry Date
	<p>3. How far from where the road joins the grassy strip along the frontage road is the TXDot ROW?</p> <p>Thanks!</p> <p>Zoila</p> <p>Zoila Vega, Ph.D.</p> <p>Austin Heritage Tree Foundation</p> <p>www.austinheritagetreefoundation.com</p>	

Name	Comment	Entry Date
Albert Diaz	<p>1. Strongly favor variable priced lanes over HOV</p> <p>2.Incentive Trucks to go around Austin rather than through.</p> <p>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.</p>	11/1/2019 19:19
Wendy	<p>Please keep any lanes added</p> <p>FREE for people to use ...</p>	11/1/2019 18:33
C. Brian Cassidy	<p>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 manged 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.</p>	11/1/2019 18:14
Greg P Anderson	<p>Please allow for managed lanes! 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.</p>	11/1/2019 17:28
Tom Van Pelt	<p>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.</p>	11/1/2019 16:48

Name	Comment	Entry Date
Jacqueline Dudley	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>	11/1/2019 16:15
Leticia Estavillo	<p>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).</p> <p>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.</p> <p>Thank You.</p>	11/1/2019 16:05

Name	Comment	Entry Date
Kimberly Nordhoff	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>	11/1/2019 15:23

Name	Comment	Entry Date
Justin Brodnax	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>	11/1/2019 15:03
Roland Pena	<p>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 divertingsome traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>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 likethe 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.</p>	11/1/2019 12:37

Name	Comment	Entry Date
Patrick Rose	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank you,</p> <p>Patrick</p>	11/1/2019 11:50
Roland Pena	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	11/1/2019 1:23
Hank Long	Stop building fucking highway expansions and make bus and bike lanes instead.	10/31/2019 22:59

Name	Comment	Entry Date
Andrew Grimm	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>	10/31/2019 20:48

Name	Comment	Entry Date
Lance Coplin	<p>TxDOT Officials,</p> <p>Our region's exigent mobility challenges require rapid and fiscally sound implementations. While no single solution will solve all of our mobility needs, Central Texans need more options in order to maintain current navigation times throughout the region.</p> <p>Please utilize express lanes (also known as managed variable toll lanes) on Interstate Highway 35 (IH-35). Express lanes will help ease congestion by diverting some traffic onto toll lanes; as driver demand for use of IH-35 increases, managed toll lanes will provide a valuable alternative to the current option of wading through dense IH-35 congestion at nearly all hours of the day. While managed toll lanes represent an imperfect and partial solution, similar lanes have helped to significantly reduce drive times on MoPac Expressway (Loop 1).</p> <p>Historically Central Texans have enjoyed an excellent live/work environment rich with natural amenities, and over the past 20 years we've enjoyed a new level of economic prosperity. Increased traffic congestion is an unfortunate symptom of our success, but there are proven strategies with the potential to solve the transportation puzzle. Managed toll lanes are a key piece of the puzzle.</p> <p>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.</p> <p>Many Thanks,</p> <p>Lance</p>	10/31/2019 20:10
Andrew D smith	I-35 should not be expanded, it should be tolled.	10/31/2019 19:55

Name	Comment	Entry Date
James Cain	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>	10/31/2019 19:18
Liza Wimberley	<ul style="list-style-type: none"> -No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways -any new lanes should be variable priced toll lanes -frontage road design speed should be 30 mph or lower -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 	10/31/2019 18:59

Name	Comment	Entry Date
Hal Guggolz	<p>Solving our region's growing transportation challenges entails the utmost necessity in advancing a thorough, impactful, fiscally sound and expeditious improvements. 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.</p> <p>I recognize and applaud the hard work of 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 lessen congestion and improve mobility along the entire IH-35 corridor.</p> <p>Thank You.</p>	10/31/2019 18:44
Ali Khataw	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.	10/31/2019 18:41
Heyden Walker	<ul style="list-style-type: none"> -No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways -any new lanes should be variable priced toll lanes -frontage road design speed should be 30 mph or lower -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 -stop intentionally putting humans in your clear zone, frontage roads without clear zones would be preferable (and change your RDM to stop requiring clear zones on urban boulevards - that policy is NOT consistent with your goal of Vision Zero) 	10/31/2019 18:31

Name	Comment	Entry Date
Matt Desloge	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?	10/31/2019 18:23
Josh Lickteig	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>	10/31/2019 18:23
Kevin Quist	<p>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). 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).</p> <p>Thanks!</p>	10/31/2019 18:06

Name	Comment	Entry Date
Chris Wojtewicz	<ul style="list-style-type: none"> -No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways -any new lanes should be variable priced toll lanes -frontage road design speed should be 30 mph or lower -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 	10/31/2019 17:56
Brandon Halpin	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 sighted.	10/31/2019 17:38

Name	Comment	Entry Date
Benjamin Blackburn	<p>Hello,</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p> <p>Benjamin Blackburn</p>	10/31/2019 17:00
Maureen Kelly	<p>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).</p>	10/31/2019 15:50

Name	Comment	Entry Date
Brian Boitmann	Make 35 like Mopac with HOV or Express Lanes	10/31/2019 14:40
Nicolas Sfeir	<p>Hi there, please consider the following for the I-35:</p> <p>Consider adding HOV and Express Lanes</p> <p>Consider adding Toll lane</p> <p>Add lanes in Austin</p> <p>Frankly all the above solutions to relieve the congestion.</p>	10/31/2019 14:35
Kelly Ballard	<p>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).</p> <p>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.</p> <p>Thank You</p>	10/31/2019 14:30

Name	Comment	Entry Date
Drew Scheberle	<p>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).</p> <p>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.</p> <p>Thank You.</p>	10/31/2019 13:47
Natassia Marie Smith	<p>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).</p> <p>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.</p> <p>Thank You.</p>	10/31/2019 13:10
Tom Kolko	The highway improvement projects and adding capacity projects are long overdue in the Austin area	10/31/2019 11:50

Name	Comment	Entry Date
David	<p>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 PLEEEAASSEEEEE. 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..</p>	10/31/2019 2:00
Lindsay Wood	<p>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).</p> <p>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.</p>	10/31/2019 1:07

Name	Comment	Entry Date
Mike Kennedy	<p>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).</p> <p>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.</p> <p>Thank You.</p>	10/31/2019 0:30

Name	Comment	Entry Date
Brittany Glasschroeder	<p>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).</p> <p>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.</p> <p>Thank You.</p>	10/31/2019 0:10

Name	Comment	Entry Date
Jerry Frey	<p>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).</p> <p>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.</p> <p>Thank You.</p>	10/30/2019 23:05
David Huter	<p>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).</p> <p>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.</p> <p>Thank You.</p> <p>David Huter</p>	10/30/2019 22:36
Casey Burack	Please toll the managed lanes so that we can toll the Central Segment!	10/30/2019 22:17

Name	Comment	Entry Date
Jonathan L Packer	Please use all tools at disposal, including variable tolling to grow capacity on I35.	10/30/2019 20:29
Richard Boyer	<p>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.</p> <p>It would be great if we had dedicated, signalled, 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.</p> <p>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.</p>	10/30/2019 2:48

Name	Comment	Entry Date
Rebecca Becker	<p>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.</p> <p>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.</p> <p>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?</p>	10/30/2019 2:42
Farmer	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.	10/29/2019 3:32
Jerry Ramos	Recommend that TxDOT consider tolling the project in order to expedite construction.	10/28/2019 18:42

Name	Comment	Entry Date
Phillip Ells	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.	10/28/2019 17:37
Jeaneane McNulty	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.	10/27/2019 21:34
Jeaneane McNulty	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?	10/27/2019 21:32

Name	Comment	Entry Date
Liz Launchbury	<p>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.</p> <p>The following are my comments on the proposed plan for I-35 Capital Express North:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I support all efforts in the proposed project to support public transit.</p> <p>Thank you.</p>	10/27/2019 19:31

Name	Comment	Entry Date
GARY BREWER	<p>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!!!</p> <p>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 11909 OAKWOOD. USED TO BE VERY QUIET BACK IN THE OLD DAYS, WE HAVE BEEN AT THIS RESIDENCE OVER 50 YEARS....</p> <p>YOURS TRULY,</p> <p>GARY BREWER (PAST PRESIDENT WCNA)</p>	10/25/2019 21:47
Nick Olivier	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.	10/25/2019 20:39

Name	Comment	Entry Date
Dana Harris	<p>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).</p> <p>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.</p> <p>Thank You.</p>	10/25/2019 20:17
Eric Ratzman	<p>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</p>	10/25/2019 20:15

Name	Comment	Entry Date
Jennifer Hranitzky	<p>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.....</p>	10/25/2019 20:03
Matthew Geske	<p>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).</p> <p>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.</p> <p>Thank You.</p>	10/25/2019 15:34

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ROGER BORGELT	<p>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).</p> <p>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.</p> <p>Thank You.</p>	10/25/2019 13:59

Name	Comment	Entry Date
Peggy Maceo	<p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for attention to this matter.</p>	

Name	Comment	Entry Date
Jeff Henley	<p>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).</p> <p>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.</p>	
Renaud Sarti	<p>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. 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.</p>	

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A. Zlnni	<p>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).</p> <p>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.</p>	
Yasbel Flores	I DO NOT WANT Variable price lanes. I want HOV Lanes!	
Ronald Flores	I DO NOT WANT Variable price lanes. I want HOV Lanes!	
William Massingill	please consider variable-rate "express" lanes in lieu of HOV lanes. flexibility is key.	
Marian Casey	<p>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).</p> <p>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.</p>	

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Sydney Loyed	<p>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).</p> <p>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.</p>	
Aldo Fritz	<p>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.</p>	

Name	Comment	Entry Date
Sarah Simpson	<p>#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.</p> <p>#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.</p> <p>#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.</p>	
Justin Spillmann	<p>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.</p>	
Cindy Brummer	<p>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.</p>	

Name	Comment	Entry Date
Frederick Mitchell	<p>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.</p>	
Greg	<p>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.</p>	
Kyle Kerrigan	<p>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).</p> <p>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.</p>	

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Stephanie Voutselakos	<p>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).</p> <p>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.</p>	
Deyla	<p>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).</p> <p>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.</p>	
Krystal Shaw	I applaud the use of non-tolled lanes and encouraging carpooling!	

Name	Comment	Entry Date
Ed Ireson	<p>Variable tolled lanes should be utilized, at a minimum for the express/HOV lanes, and to ease congestion at peak hours.</p> <p>Please also consider include ample safe pathways for human-scale transit - pedestrians and bikes.</p>	
Clint Sayers	<p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build trans-formative, capital intensive road projects like the improvements planned for IH-35.</p> <p>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).</p>	
Ronda Barton	Please continue plans for HOV lanes on I-35 and please DO NOT add ANY toll lanes to I-35.	

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Annetta Petropoulos	<p>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).</p> <p>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.</p>	
Scott	<p>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.</p>	

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Clayton Hoover	<p>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).</p> <p>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.</p>	
Monti Jefferson	<p>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).</p> <p>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.</p>	
Truman Fenton	<p>I favor managed HOV lanes for the new lanes.</p> <p>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</p>	

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Crispin Ruiz	<p>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).</p> <p>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.</p>	
Jeri Stone	<p>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.</p>	
Keeley Shrode	<p>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).</p> <p>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.</p>	

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Janice Hillenmeyer	<p>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).</p> <p>The majority of traffic using this corridor are single occupancy vehicles and trucks. Putting HOV lanes isn't going to help if no one is able to use them because they don't qualify as an HOV.</p>	
Jan Fulton	<p>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).</p> <p>The majority of traffic using this corridor are single occupancy vehicles and trucks. Putting HOV lanes isn't going to help if no one is able to use them because they don't qualify as an HOV.</p>	
Brianna Frey	<p>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.</p>	
John Andersen	<p>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).</p>	

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Megan Frey	<p>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).</p> <p>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.</p>	
JD Moore	<p>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.</p> <p>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.</p>	

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Cid Galindo	<p>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.</p> <p>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.</p>	
Monica Luxon	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.	
Peter Birk	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.	
Glenn Hart	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?	

Name	Comment	Entry Date
Burnie Burner	<p>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).</p> <p>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.</p>	
Dick Sanger	I am highly supportive of this plan and what it can bring to Austin.	
Robert Burton	<p>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).</p> <p>There is 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.</p>	

Name	Comment	Entry Date
Amy Harding	<p>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).</p> <p>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.</p>	
Jennifer Todd-Goynes	<p>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).</p> <p>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.</p>	
Sherri DeSpain	<p>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.</p>	

Name	Comment	Entry Date
Charles Betts	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.	
Lonny Stern	<p>I would like to advocate for two things:</p> <p>1) Using variable-price tolling lanes (instead of HOV lanes) on I-35</p> <p>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.</p> <p>Thanks for your help to improve this infrastructure for our community!</p>	

Name	Comment	Entry Date
Richard Kooris	<p>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.</p> <p>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).</p> <p>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.</p>	

Name	Comment	Entry Date
Lora Herring	<p>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).</p> <p>I have lived nearby I-35 for 28 years. 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.</p>	
Bryan	<p>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).</p> <p>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.</p>	
Wendy Gonzales	Please keep any lanes added FREE for drivers to use.	

Name	Comment	Entry Date
Deborah Ormerod	A major improvement would be to get the 18 wheelers off 35. I go 10 exits and counted 118 18 wheelers on one trip.. We need all the lanes for cars. nothing else.	
Meredith Matthews	No more toll lanes! Please add HOV lanes!!	
Najad Blataji	<p>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).</p> <p>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.</p>	
Margaret Robinson	<p>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).</p> <p>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.</p>	

Name	Comment	Entry Date
Annette French	<p>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).</p> <p>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.</p>	
Terrence	<p>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).</p> <p>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.</p>	

Name	Comment	Entry Date
Jessica Grahek	<p>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).</p> <p>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.</p>	
Elizabeth Buongiorno	<p>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).</p> <p>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.</p>	

Name	Comment	Entry Date
Tom Stacy	<p>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).</p> <p>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.</p>	
Alex Westermann	<p>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).</p> <p>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.</p>	
Julia Taylor	<p>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.</p>	

Name	Comment	Entry Date
Dana Hansen	<p>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).</p> <p>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.</p>	
Kelsey Nunez	<p>I feel strongly that new lanes should be variable tolled. All bike lanes along frontage roads should be fully protected and there needs to be a reduction in the number of exits/entrances.</p>	
Alan McKendree	<p>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?</p> <p>I do see the advantage to having a managed lane dedicated to trucks.</p>	
Paul Sistare	<p>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.</p>	

Name	Comment	Entry Date
Sierra Holloway	<p>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.</p> <p>Thank you for your work to fund transportation improvements in the central Texas region.</p>	

Name	Comment	Entry Date
Adam Greenfield	<p>I strongly oppose this project and urge TxDOT not to expand any part of I35.</p> <p>There is no good reason to expand I35. We know that expanding roadways doesn't ease congestion; wider roads merely induces more driving.</p> <p>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.</p> <p>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?</p> <p>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?</p> <p>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!</p>	
Adelaida Perez	<p>There needs to be an express lane exit for Slaughter and/or FM 1626 in order to benefit commuters from these growing neighborhoods.</p>	

Name	Comment	Entry Date
Tim Thomas	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.	
Dan Keshet	<p>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.</p> <p>No new lanes!</p>	
Kevin Hoffman	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.	
Kim Fernea	<p>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).</p> <p>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.</p>	

Name	Comment	Entry Date
Atul Patel	<p>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).</p> <p>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.</p>	
Susan Pantell	Managed lanes should require at least three people per vehicle.	
John Koonz	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 135 a toll road and 130 free.	
john munoz	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.	

Name	Comment	Entry Date
Shaun Cranston	<p>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).</p> <p>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.</p>	
Andrea Sanchez	<p>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).</p> <p>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.</p>	

Name	Comment	Entry Date
Thomas Williams	<ul style="list-style-type: none"> * Please integrate this project with transit centers and mobility hubs to maximize transit and HOV usage * Consider access points and improvements to roads for access to managed lane facility * Consider parallel bike/ped trails in addition to striped lanes on frontage roads * 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 * Implement user fees to manage demand and maintain speeds on managed lanes * Implement incentives (coupons for SOV managed lane use) if user takes transit X number of times 	

Name	Comment	Entry Date
Ellen Ruth Sullivan	<p>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 noticable, particularly on the second floor, when the windows are open.</p> <p>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 rememdy it.</p> <p>This will be even more noticable for the many homes being built along the highway.</p> <p>And there are studies showing that this noise is harmful.</p> <p>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.</p>	
Wallace Walker	let's get those additional lanes open then see if we still need those managed lanes	

E.

FIGURES

Display Boards / Map Renderings



TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

I-35 CAPITAL EXPRESS NORTH PROJECT





About the Mobility35 Program

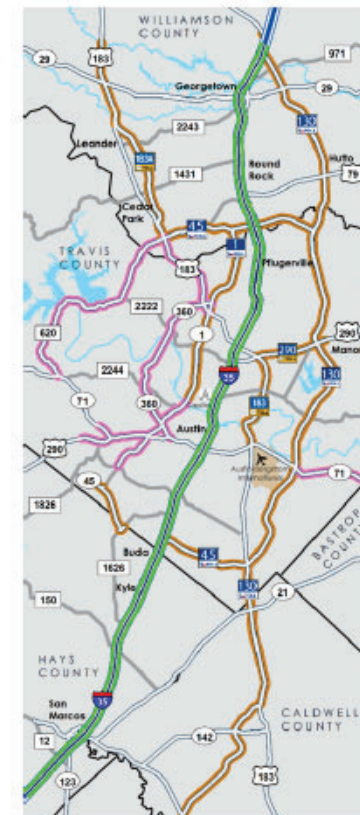
Region-wide effort to improve safety and mobility on 79 miles of I-35 through Williamson, Travis, and Hays counties including four segments on the 100 most congested roadways in Texas list:

- #3 – I-35 from US 290E to SH 71
- #19 – I-35 from SH 71 to Slaughter Lane
- #36 – I-35 from Parmer Lane to US 290E
- #78 – I-35 from Slaughter Lane to SH 45SE

Constraints to improving I-35 include:

- Highly constrained urban environment
- Need to maintain mobility during construction
- Need for east/west connectivity
- Diverse interests
- Funding

30+ projects in Mobility35 Program as part of the region's on-going transportation system upgrade

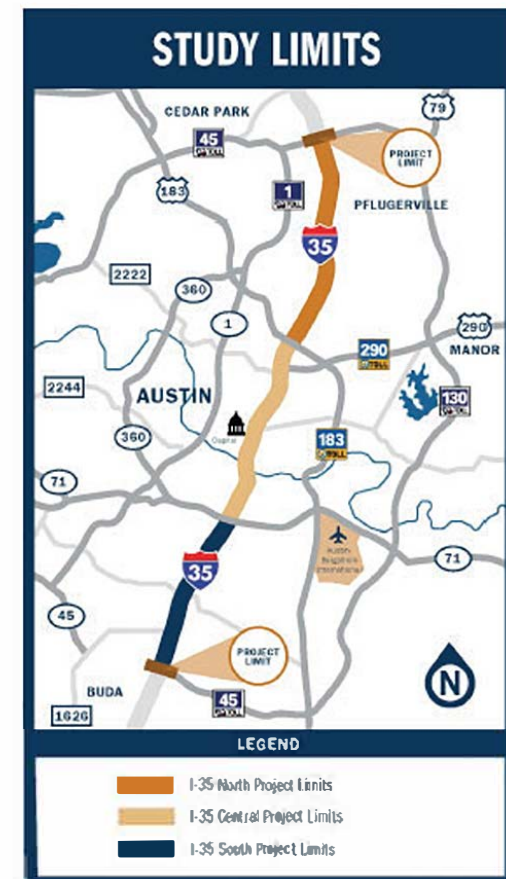




About the I-35 Capital Express Program

The I-35 Capital Express Program is made up of three, stand-alone projects - North, Central and South

- North project proposes to add one, non-tolled managed lane in each direction along I-35 from SH 45 North to US 290E
- Central project proposes to add two, non-tolled managed lanes in each direction along I-35 from US 290E to SH 71/Ben White Boulevard
- South project proposes to add two, non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast





What We've Heard

COMMENT

Concerns about bridge height and speeds

Questions regarding how and where to enter and exit the managed lanes

Include bicycle and pedestrian amenities, such as sidewalks and shared-use paths

Make sure improvements benefit transit vehicles

Concerns about air quality

Concerns about noise



Proposed Improvements and Project Location

- Adding one non-tolled managed lane in each direction, such as a high-occupancy vehicle lane (HOV)*
- Reconstructing six bridges within the project limits
- Adding a diverging diamond intersection at Wells Branch Parkway
- Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings

**See the HOV board for more information*





TEXAS DEPARTMENT OF TRANSPORTATION

High-Occupancy Vehicle Lane

What is a managed high-occupancy vehicle lane (HOV)?

HOV is a lane reserved for vehicles with multiple occupants, including carpools, vanpools and transit vehicles.

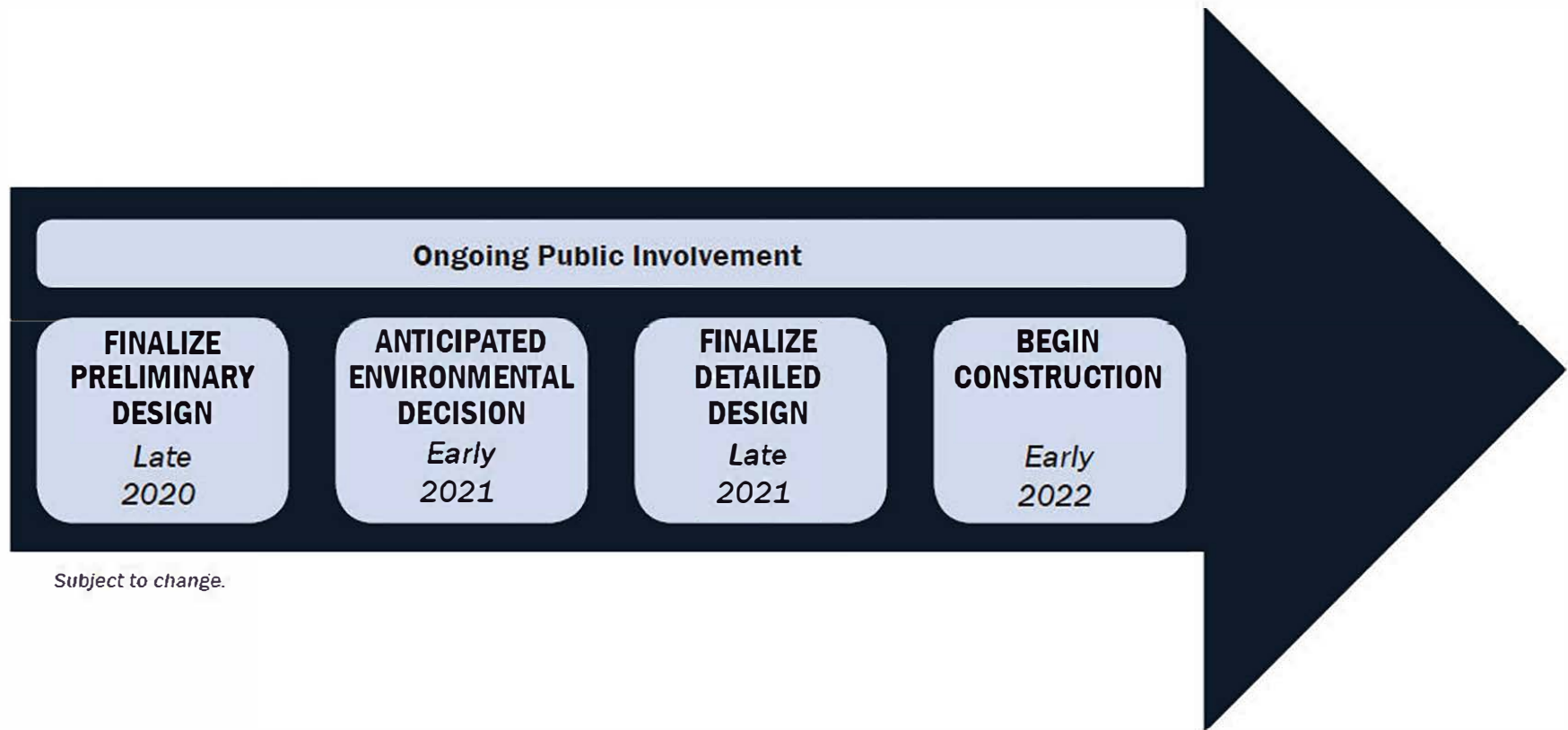


I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

Project Schedule



Subject to change.

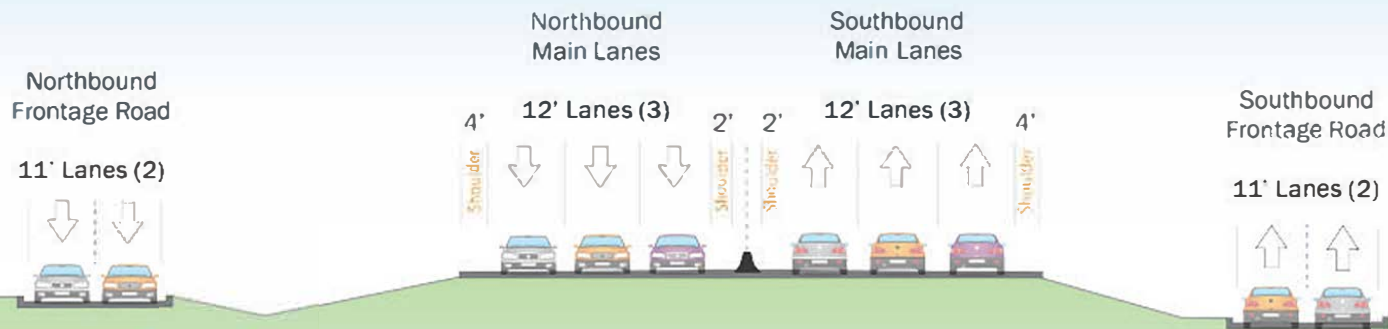
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

Existing I-35 Roadway



Proposed I-35 Roadway



NOTE: The dimensions above represent minimum typical widths

PRELIMINARY - SUBJECT TO CHANGE



TEXAS DEPARTMENT OF TRANSPORTATION

I-35 at US 183



I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

I-35 at Wells Branch Parkway



I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

Wells Branch Parkway at I-35



I-35 Capital Express North Project

Handouts

CAPITAL EXPRESS NORTH PROJECT



FACT SHEET



Why improvements are needed

I-35 through Austin is one of the most [congested highways in Texas](#). It serves as the backbone of the local, regional, and national transportation network. Lack of mobility on I-35 threatens the economic livelihood of our city and our state. Improvements to this area are needed due to population and employment growth, which have caused increased congestion in the area.

Program overview

The Capital Express Program comprises three projects (North, Central and South). The Central project proposes to add two non-tolled managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard. The South project proposes to add two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

About Capital Express North

The Capital Express North project proposes to add one non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. The project will also reconstruct six bridges, add a diverging diamond intersection at Wells Branch Parkway and make additional safety and mobility improvements within the project limits.

Community input and anticipated timeline*

The development process will incorporate public input from a series of public involvement opportunities, including open house meetings.

- Environmental study and schematic design: 2019 - 2021
- Open house: Fall 2019
- Final design: 2019 - 2022
- Construction: 2022

**Timeline is subject to change.*

Estimated construction cost: \$400 million

Contact information

For additional project information, please contact:

Susan Fraser
Mobility35 Program Manager
TxDOT Austin District
512-832-7128

For media inquiries, please contact:

Diann Hodges
TxDOT Southwest Communications Director
TxDOT Austin District
512-832-7027

For additional information visit: www.My35.org/Capital.



HIGH-OCCUPANCY VEHICLE LANES

FACT SHEET



What are high-occupancy vehicle (HOV) lanes?

A high-occupancy vehicle (HOV) lane, sometimes called a carpool lane, is a special lane reserved for the use of carpools, vanpools, emergency services and transit vehicles. These lanes are typically located next to the general-purpose lanes and enable those who carpool or ride the bus to bypass traffic in the adjacent lanes. Lanes are identified as "2-plus" which refers to the minimum number of occupants to qualify.

A vehicle occupied by two or more people may use HOV lanes. Vehicles eligible to use HOV lanes include, but are not limited to:

- Passenger cars
- Pickup trucks
- Vans
- Buses
- Motorcycles
- Emergency vehicles responding to a call

Prohibited vehicles include, but are not limited to:

- Trucks with more than two axles
- Trucks having a gross weight capacity of five tons or more
- Vehicles towing trailers



HOV lanes in Dallas, TX

Benefits of HOV lanes

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, HOV lanes are less congested, giving car-poolers and transit vehicles less congested ride. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning we move more people in fewer vehicles, which benefits everyone.

Lane design

For the most part, HOV lanes look like any other highway lane, except that they have special diamond markings on signage and pavement and can be separated from general purpose lanes by barriers, medians, rumble strips, buffer areas, or pylons similar to those on MoPac.

Implementation and enforcement

HOV lanes are monitored to ensure users are qualified to use the lanes.

Contact information

For additional project information, please contact:
Susan Fraser, PE, CFM
Mobility35 Program Manager
TxDOT Austin District
512-832-7128

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TxDOT Southwest Communications Director
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For additional information visit: www.My35.org/Capital.

Diverging Diamond Intersections

FACT SHEET



Diverging Diamond Intersections

A diverging diamond intersection, or DDI, is a new, innovative design that addresses congestion by allowing vehicles to travel more quickly through an intersection. DDIs are particularly effective at locations that have a high volume of left-turn traffic. A DDI increases traffic flow by temporarily shifting traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the intersection simultaneously. This eliminates the need for left-turn arrows. The intersection design increases safety by reducing the number of potential conflict points between cross-traffic and left-turn movements.

Driving in a Diverging Diamond Intersection

While driving through a diverging diamond intersection is different, it is not difficult to understand and navigate once you get used to it. Also, it's proven to have reduced crashes by 50 percent in some areas. A DDI creates a diamond-shaped pattern in the intersection and temporarily shifts traffic to the left side of the roadway prior to entering the intersection.

How it works:

- Two phase traffic signals are installed at the roadway crossover points.
- Once on the left side of the road, drivers can freely turn left, rather than waiting for oncoming traffic to clear or for a left-turn signal. Or, drivers can continue straight and will switch back to the right side of the roadway once they've cleared the intersection.
- U-turn lanes are also included in a DDI, making left-turns from the cross-streets safer and more efficient.
- Through-traffic on the frontage road bypasses the intersection via a collector-distributor lane, or intersection bypass lane, and proceeds straight through the cross-street intersection, allowing drivers to avoid the traffic signal.



Advantages of a Diverging Diamond Intersection

A DDI enhances safety and mobility by reducing potential crash points at intersections and by allowing more cars to move through an intersection. This means a reduction in delays and travel time. Other benefits include:

- Motorists are able to bypass the intersection without stopping at a traffic signal
- Improved travel time because additional "green time" at traffic signals allow more vehicles to pass through the intersection
- Additional sidewalks will increase safety and better accommodate pedestrians and bicyclists
- Relatively low cost improvement

For additional information, please contact TxDOT Austin District Public Information Officer Diann Hodges at (512) 832-7060 or Diann.Hodges@txdot.gov. Watch YouTube video: <https://youtu.be/GnukMEsezJU>



FORMULARIO DE COMENTARIOS
I-35 Capital Express North
Sesión Abierta
Jueves, 24 de octubre, 2019
5:30 PM - 7:30 PM
John B. Connally High School
13212 N. Lamar Blvd., Austin, TX 78753



(FAVOR DE USAR LETRA DE MOLDE)

NOMBRE: _____ AFILIACIÓN: _____

DIRECCIÓN: (opcional) _____

- Código de Transporte de Texas, §201.811(a)(5)): Marque la(s) casilla(s) siguientes que le apliquen a usted:
- ☐ Yo soy empleado de TxDOT
 - ☐ Yo conduzco negocios con TxDOT
 - ☐ Yo podría beneficiarme monetariamente del proyecto u otro elemento del cual estoy dando mi comentario

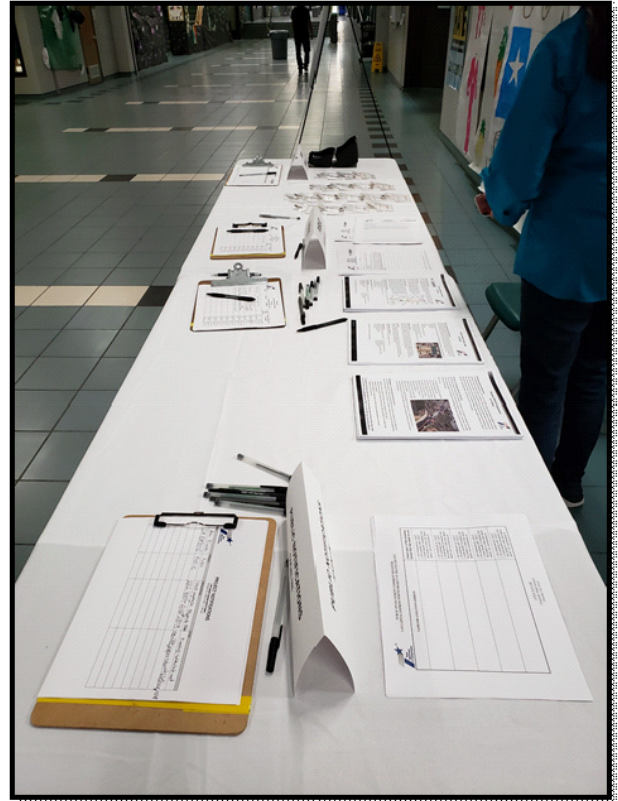
El Departamento de Transportación de Texas (TxDOT) está pidiendo sus comentarios sobre el proyecto propuesto. Los comentarios pueden ser enviados en esta sesión abierta, o mandados directamente a Mobility35, Departamento de Transportación de Texas, Distrito de Austin, Attn: Shashider Velugati, P.E., P.O. Box 15426, Austin, TX 78761-5426 o por fax a (512) 832-7157 (Attn: Shashider Velugati, P.E.). También puede entregar sus comentarios por correo electrónico a info@mobility35.org, o al visitar nuestra “sesión abierta” virtual en mobility35openhouse.com entre el 24 de octubre al 8 de noviembre. **Los comentarios deben ser entregados o tener sello postal a más tardar el 8 de noviembre 2019 para ser incluidos e documentación de la sesión abierta.**

COMENTARIOS: _____

Este formulario puede utilizarse para dar sus comentarios por escrito a cerca de este proyecto. Cualquier pregunta que usted presente en este formulario no se considerará como una solicitud de registros abiertos y no se tratara como tal. Si usted desea presentar una solicitud de registros abiertos, por favor hágalo por separado.

El estudio ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables a este proyecto son, o han sido llevadas a cabo por el TxDOT de acuerdo con 23 U.S.C. 327 y el memorando de entendimiento con fecha 16 de diciembre 2014, y ejecutado por FHWA y TxDOT.

Photographs













Virtual Open House

[Click Here](#) to Learn More About Mobility35

Welcome to the I-35 Capital Express North Project Virtual Open House

The I-35 Capital Express North Project open house was held on Thursday, Oct. 24, 2019, from 5:30 – 7:30 p.m. at John B. Connally High School, 13212 N. Lamar Boulevard, Austin, TX 78753. The purpose of the open house and virtual open house is to gather input on the proposed I-35 Capital Express North project.

Click through the numbered tabs to experience the I-35 Capital Express North Project virtual open house. After you've completed the virtual walk-through, you're invited to submit your comments and questions.

WE NEED YOUR INPUT

Comments must be received on or before Friday, Nov. 8, 2019, in order to be included in the official record; however, you will continue to have opportunities to provide feedback as additional project plans are developed.

Public involvement is critical to the project development process, and we appreciate your participation. Use the form on the left side of each page to sign up for electronic updates and stay

informed as the Mobility35 Program continues to develop.

Next: **2. Project Overview** →

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About the I-35 Capital Express North Project

Traffic congestion on I-35 through the capital area is a serious problem that negatively impacts mobility, safety and the quality of life. TxDOT is working with the community to transform I-35 into a smart and efficient highway system.

The I-35 Capital Express North project proposes to add one non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East. Managed lanes control access by placing restrictions on use. These types of lanes are proposed in high-congestion areas where the right of way is limited.

The project will also reconstruct six bridges, add a diverging diamond intersection at Wells Branch Parkway and make additional safety and mobility improvements within the project limits, such as extended entrance and exit ramps, intersection bypass lanes, improved frontage roads, and bicycle and pedestrian paths.



TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

I-35 CAPITAL EXPRESS NORTH PROJECT





About the Mobility35 Program

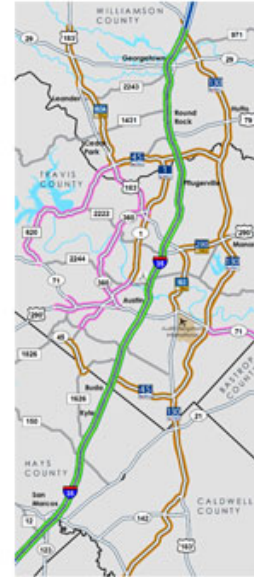
Region-wide effort to improve safety and mobility on 79 miles of I-35 through Williamson, Travis, and Hays counties including four segments on the 100 most congested roadways in Texas list:

- #3 – I-35 from US 290E to SH 71
- #19 – I-35 from SH 71 to Slaughter Lane
- #36 – I-35 from Parmer Lane to US 290E
- #78 – I-35 from Slaughter Lane to SH 45SE

Constraints to improving I-35 include:

- Highly constrained urban environment
- Need to maintain mobility during construction
- Need for east/west connectivity
- Diverse interests
- Funding

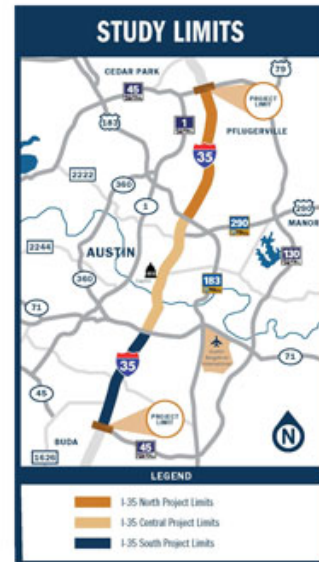
30+ projects in Mobility35 Program as part of the region's on-going transportation system upgrade



About the I-35 Capital Express Program

The I-35 Capital Express Program is made up of three, stand-alone projects - North, Central and South

- North project proposes to add one, non-tolled managed lane in each direction along I-35 from SH 45 North to US 290E
- Central project proposes to add two, non-tolled managed lanes in each direction along I-35 from US 290E to SH 71/Ben White Boulevard
- South project proposes to add two, non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast





What We've Heard

COMMENT

Concerns about bridge height and speeds

Questions regarding how and where to enter and exit the managed lanes

Include bicycle and pedestrian amenities, such as sidewalks and shared-use paths

Make sure improvements benefit transit vehicles

Concerns about air quality

Concerns about noise



Proposed Improvements and Project Location

- Adding one non-tolled managed lane in each direction, such as a high-occupancy vehicle lane (HOV)*
- Reconstructing six bridges within the project limits
- Adding a diverging diamond intersection at Wells Branch Parkway
- Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings

**See the HOV board for more information*





TEXAS DEPARTMENT OF TRANSPORTATION

High-Occupancy Vehicle Lane

What is a managed high-occupancy vehicle lane (HOV)?

HOV is a lane reserved for vehicles with multiple occupants, including carpools, vanpools and transit vehicles.

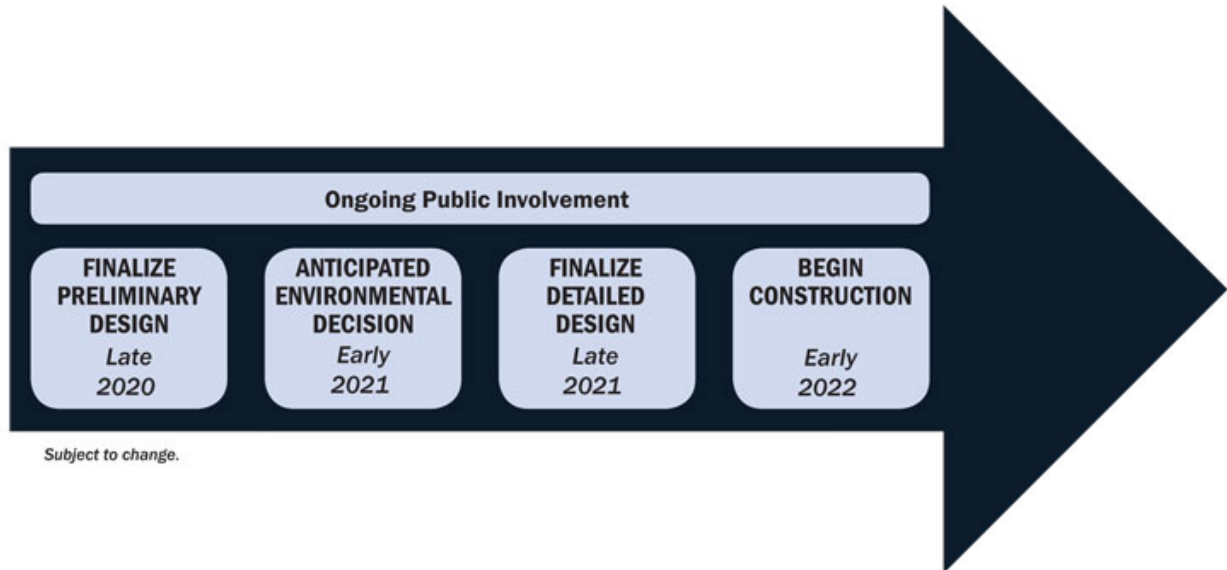


I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

Project Schedule



Subject to change.

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 16, 2014, and executed by FHWA and TxDOT.

I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION



I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

I-35 at US 183



I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

I-35 at Wells Branch Parkway



I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

Wells Branch Parkway at I-35



I-35 Capital Express North Project

Next: 3. DDI Video →

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Demonstration of DDI

This video illustrates the traffic movements through a diverging diamond interchange (DDI).

Demonstration of Diverging Diamond Intersection



Next: **4. Project Exhibits** →

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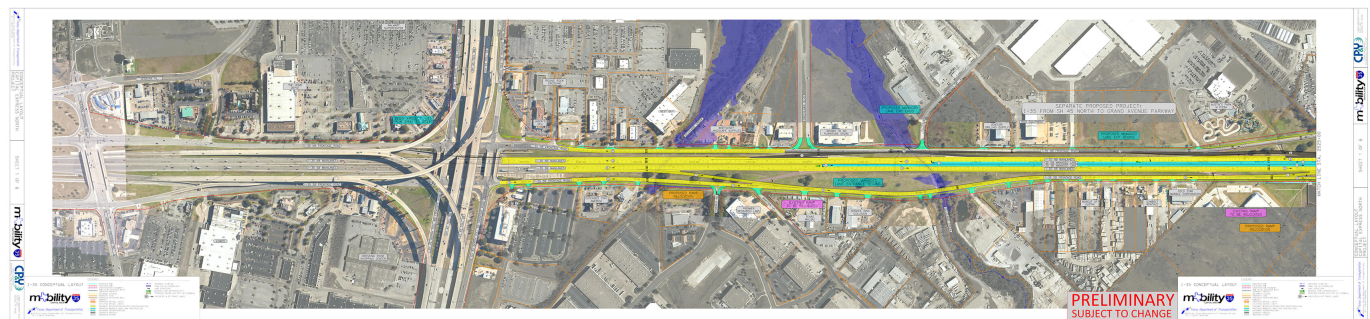
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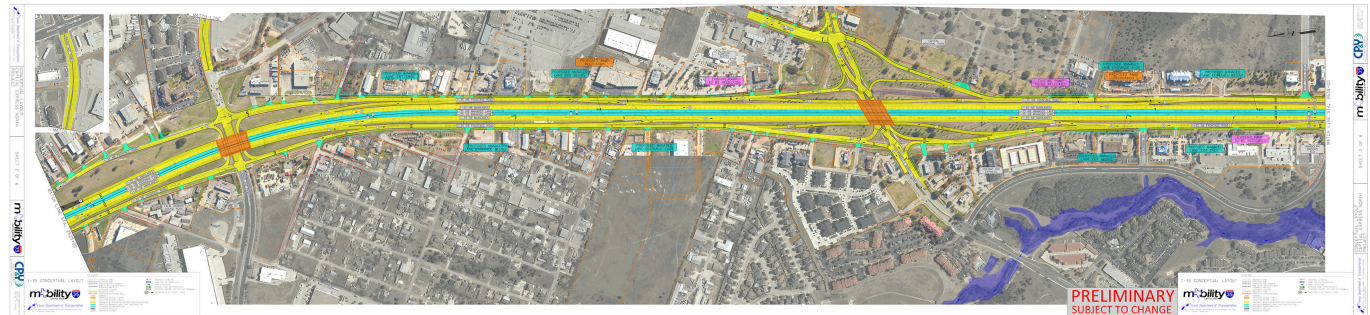
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I-35 Capital Express North Exhibits

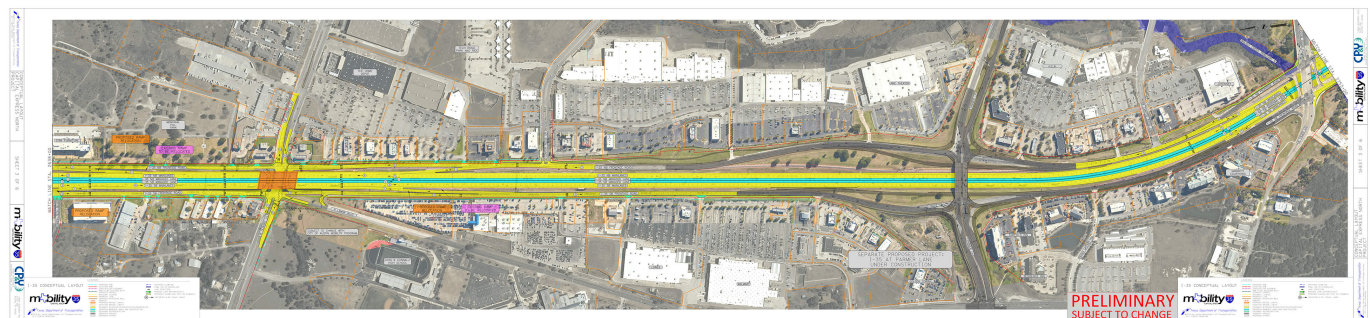
Schematics



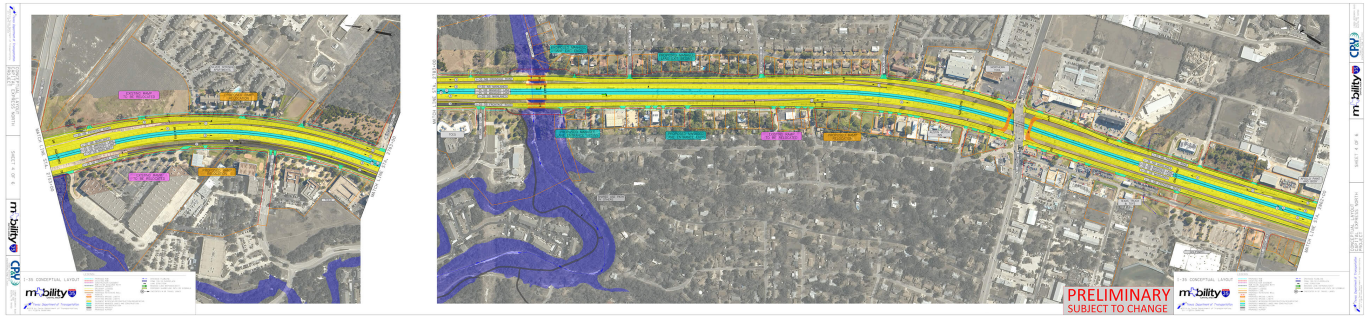
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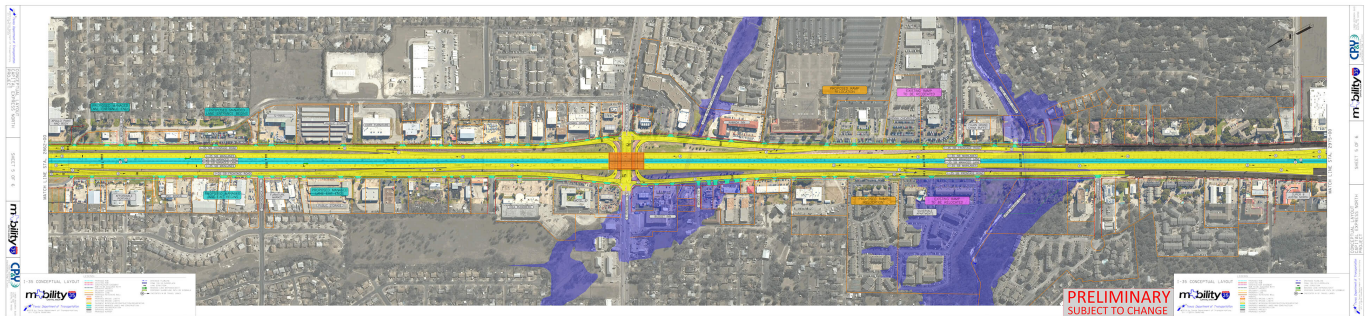
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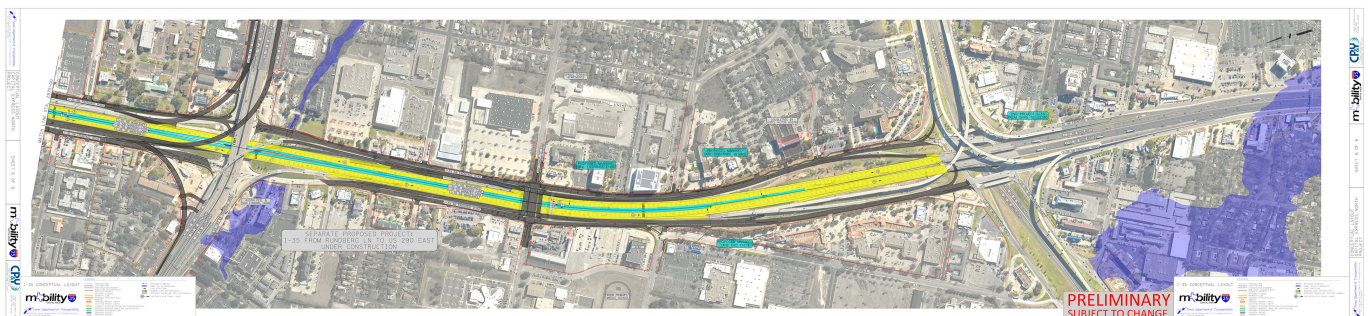
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Next: 5. Open House Handouts →

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I-35 Capital Express North Open House Materials

All materials presented at the open house have been provided within this section. To complete an online submittal form with either comments and/or questions, please click on “06 Submit a Comment.”



Capital Express North Project Fact Sheet



Diverging Diamond Intersection Fact Sheet



High-Occupancy Vehicle Lanes Fact Sheet



Capital Express South Project Fact Sheet

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Submit an Official Comment

DEADLINE for Comments: Friday, Nov. 8, 2019

Email comments to: info@mobility35.org

Mail comments to:

TxDOT Austin District
Attn: David Hawley, P.E.
P.O. Box 15426
Austin, TX 78761

Comments received by Friday, Nov. 8, 2019 will be included in the official record.

Name*

Email*

Enter Email

Confirm Email

Phone

Address

Street Address

Address Line 2

City

State / Province / Region

ZIP / Postal Code

Comment

Per Texas Transportation Code, §201.811(a)(5)
check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

My35 Newsletter

- ☐ Sign up for our newsletter

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted separately.

Submit →

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