



Documentation of Public Hearing

Project Location

Travis and Williamson Counties

I-35 Capital Express North
CSJs: 0015-10-062 and 0015-13-389

Project Limits

From SH 45 North to US 290 East

Hearing Location

Virtual Public Hearing: My35capex.com
In-Person Option: TxDOT Austin District Office, 7901 N. I-35, Austin, TX 78753

Hearing Date and Time

Virtual Public Hearing: May 10, 2021 at 9 a.m. through June 10, 2021 at 11:59 p.m.
In-Person Option: May 10, 2021 from 8 a.m. – 8 p.m.

Translation Services

Spanish

Presenters

N/A

Elected Officials in Attendance

N/A

Total Number of Attendees (approx.)

Virtual Public Hearing:
In-person option: 4
Virtual option: 1,990

Total Number of Comments

55

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A.

Comment/Response Matrix

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

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Harry Swinnery	5/10/2021 9:42	Email to: capexnorth@ txdot.gov	<p>I strongly support the proposed addition of shared pedestrian-bike use paths on each side of I-35. Please include a sound barrier between the automobile lanes and the pedestrian-bike paths. Without a sound barrier the noise level will be very unpleasant. I ride my bike on the shared pedestrian-bike lanes along US 183 north from Martin Luther King Blvd and the noise level is indeed VERY unpleasant.</p> <p>Thank you. Harry Swinney</p> <p>PS. I learned to ride a bike in 1947 on 44th St near East Ave, which years later became the route for I-35. I continue to ride my bike throughout Austin.</p>	<p>Thank you for your comment.</p> <p>TxDOT conducts noise analyses to determine if adjacent noise-sensitive land-uses, also known as a noise receptors, might be impacted by roadway traffic noise and may benefit from reduced noise levels by some form of mitigation, typically a noise barrier. The proposed shared-use-path that would be constructed as part of the project is part of the I-35 corridor and would not be considered an adjacent noise-sensitive land-use for which TxDOT would provide mitigation.</p>
2	Deirdre	5/10/2021 15:08	General Website Comment Form	<p>Austin and TxDOT should not throw more money into even more construction on I35. The reason it's congested is because there is no toll free and/or expedient way to bypass the city. No one wants to pay a toll to use 130 and there is no way to bypass the city. We need a circular beltway that allows travelers to go around the city when they don't have business in the city. TxDOT should also Require that trucks go around the city when they are just pass throughs. If we spend money on HOV lanes, it will not change anything. It just shuffles the position of cars on the road and will actually encourage more cars to be on the road. I don't mind paying a toll to make my trip faster and less congested, but I've lived in the northeast US where they are common and traffic is a nightmare. But here in</p>	<p>Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.</p> <p>Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited</p>

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				<p>Texas, people do not want to pay a toll. It's not in their belief system. The best way to improve Austin's traffic woes is to build a non-toll beltway that circumnavigates the city, get trucks off I35 as it goes through town, and to get rid of all toll roads.</p>	<p>impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p> <p>HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving carpoolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone.</p>
3	Charles George	5/10/2021 15:23	Email to: capexnorth@txdot.gov	<p>Following are my comments:</p> <p>with few exceptions HOV lanes do not meet operational design standards (few people carpool)</p> <p>HOV lanes should allow BEV vehicles regardless of occupancy. BEV (full battery electric vehicle) does not include hybrids. Windshield tag provided to verified BEV</p> <p>HOV lanes should be monitored like tolled lanes with cameras and windshield tags.</p> <p>Regards Charles George</p>	<p>HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving car poolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone.</p>

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				1703 Main St Cedar Park, TX 78613	Incentives for electric/hybrid vehicles will not be provided. Similar to other vehicles, electric/hybrid vehicles would be required to meet the occupancy requirements of the proposed HOV lanes in order to use them.
4	Michael Shear	5/10/2021 16:07	Email to: capexnorth@ txdot.gov	<p>One thing we are growing here in Texas is congestion and the construction phases on I35 will increase travel times, expense and emissions.</p> <p>We need a bold and unique infrastructure strategy and we need to be able to quickly replicate it in other major metropolitan areas.</p> <p>This distributed model is patented, 1 of 19 finalists in the Gigabit worldwide challenge and selected over 100 other national teams as one of 2 tracks in this year's NSF Civic innovation Challenge.</p> <p>I would like to schedule a call, zoom or meeting as your schedule may permit.</p> <p>I look forward to your response.</p> <p>Michael Shear Strategic Office Networks®, LLC LinkedIn Posts (Articles on Distributed Metropolitan Design®) 720-253-3700</p>	Thank you for your comment.

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

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8	Alexander Kaho Chan	5/11/2021 15:07	VPH Comment Form	<p>I believe that TxDOT needs to shift its focus away from building bigger and wider freeways with more and more lanes, as that is not the solution to our transportation and congestion woes. It's been demonstrated again and again that adding capacity does not necessarily increase capacity because of the phenomenon of induced demand. As we build more and more roads, we encourage more and more people to drive. The demand in the central Texas area is so high that adding lanes to I-35 will not solve the issue, and by the time the project is finished, traffic and congestion will be even worse than it is now and whatever is planned will be even less effective.</p> <p>An underlying issue is that the single occupancy vehicle is the most inefficient way to move people in a city. It is inefficient energy-wise, as most of the energy generated by the internal combustion engine or electric motor goes towards propelling the car itself, not the human, since the average car weighs over 3000 lbs and the human weighs 150. It is inefficient space wise, as a single bus can transport 50 people in the space that 2 cars carrying 1 person each would, and we dedicate huge swaths of our cities to moving and storing cars. This is not to mention the dangers of driving to our health through sedentary lifestyle and traffic accidents.</p> <p>Any improvement to I-35 would also need to address the social tear that I-35 has cause to Austin by dividing the city in two.</p>	<p>Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.</p> <p>TxDOT is committed to working with Capital Metro and the City of Austin to include transit operations along the I-35 corridor. TxDOT has investigated conceptual direct transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express North project preserves the ability to make the connections.</p>

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

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				<p>sidewalks are great for families, people with strollers, and people walking dogs -- it is not a good option for people riding bikes. It's also not a great solution unless there are overpasses or underpasses at every single intersection -- having to walk across the crosswalk is both inconvenient and a safety hazard.</p> <p>-Please reconsider adding new lanes, and instead think of a more future-proof solution for traffic alleviation like high speed rail. Most of the congestion is not through traffic, it's local -- people trying to get to work or trying to get downtown or across town. This traffic doesn't need to be done in cars. With a reliable high-speed rail system along this corridor, we can get cars off the road for good and get local residents to walk, bike, or drive to the train station, then walk, bike, or rent a car/scooter/bike to their destination. If we're spending hundreds of millions of dollars on this project, let's make this a real solution and not a bandaid. On top of this, there is plenty of research to show that adding lanes to highways does nothing to alleviate traffic, it makes traffic worse: https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/ .</p> <p>Thank you! Christina</p>	<p>between opposing directions of travel. These improvements are compatible with City of Austin's bicycle/pedestrian plans and TxDOT's Bicycle Accommodation Design Guidance, which implements United States Department of Transportation and Federal Highway Administration policy regarding bicycle and pedestrian accommodations.</p> <p>TxDOT is committed to working with Capital Metro and the City of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express North project preserves the ability to make the connections.</p>

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10	Jackson Hurst	5/11/2021 20:59	VPH Comment Form	<p>I highly approve and support TxDOT's I-35 Capital Express North Project. The aspects that I love about TxDOT's I-35 Capital Express North Project is as follows:</p> <ol style="list-style-type: none"> 1. That the Interchange at I-35/Wells Branch Parkway will be converted to a Diverging Diamond Interchange which will help improve safety and reduce the number of conflict points. 2. That one Express Lane will be added to I-35 from US 290 to TX 45 which will help reduce congestion and improve travel times on I-35. 	Thank you for your comment.
11	Eric G Englert	5/11/2021 22:25	VPH Comment Form	This is monstrous and totally incongruous with Vision Zero commitments and environmental need. Any ceding of greenspace is unacceptable and this is a slap-in-the-face to residents and a fundamentally inappropriate proposal for an urban area.	Thank you for your comment. The purpose of the proposed project is to enhance safety and improve mobility for all local and regional users of the roadway. The project is consistent with local and regional transportation plans.
12	Carlos Aguilera	5/12/2021 21:54	VPH Comment Form	I reviewed the Draft Environmental Assessment document section "5.14 Traffic Noise" and I see that the Representative Receiver R53 located at "Mansions at Onion Creek Apartment Balconies" rated the highest Noise Impact in the study (a change of +5 db) but the study did not recommend a noise barrier at this location to be both reasonable and feasible. I think development at this location has changed since the assessment was performed and would suggest reviewing the assessment at this particular complex since it is dramatically impacted by the noise projected to be cause by the i35 Capital Express South project.	Thank you for your comment. The I-35 Capital Express South project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express South project can be found at: http://my35capex.com/projects/i-35-capital-express-south/

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

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

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

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19	Russell Taylor	5/17/2021 2:06	VPH Comment Form	DO NOT add lanes to IH35. It is an obsolete roadway that is destructive to life in Austin. Divert traffic around the city via TX45 and 130, and return this land for use as a local boulevard and parkland. Any modifications MUST prioritize pedestrian and active transportation, mass transit, and reduction of PM 2.5 and greenhouse gasses over private automobile travel times, and reduce the impact of this scar on the BIPOC communities that live along it in terms of negative health outcomes and limitation of walking and cycling mobility.	<p>Thank you for your comment. Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p> <p>The proposed project would add 8- to 10-foot shared-use-paths along both sides of I-35 within the project limits. Additional bicycle and pedestrian accommodations would be constructed at east/west cross streets.</p> <p>The proposed managed lanes would provide public transit buses and van pools with a more reliable route, allowing them to bypass congestion and arrive at their destinations quicker. Where feasible, the project would allow vehicles to directly enter the managed lanes from the frontage road without having to weave through the mainlanes.</p>

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					TxDOT is committed to working with Capital Metro and the City of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express North project preserves the ability to make the connections.
20	Flora McArthur Girl Scouts of Central Texas	5/24/2021 16:44	Email to: capexnorth@ txdot.gov	<p>[Email included an attached PNG] Hello, The Girl Scouts of Central Texas (GSCTX) office building is located at 12012 Park 35 Circle. The I-35 Capital Express North project affects the property in multiple ways:</p> <ol style="list-style-type: none"> 1. Requires additional ROW currently located on GSCTX property 2. Changes access location of nearest I-35 southbound on-ramp 3. Provides one option to access the I-35 southbound frontage road 4. Provides no option to access Walnut Creek Crossing <p>GSCTX requests that TxDOT work with the City of Austin to provide the ability to turn left out of the GSCTX parking lot. This will allow drivers to access Walnut Creek Crossing and the new I-35 southbound on-ramp. Providing access to North Lamar Blvd via Walnut Creek Crossing can alleviate congestion due to accidents in the vicinity. Since there will be changes to Park 35 Circle, this is a good opportunity to change the road.</p>	TxDOT is currently evaluating the request to construct a left-turn out of the GSCTX parking lot onto Park 35 Circle.

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				See the attached picture for an example of the request. If you have additional questions, please do not hesitate to contact me. Thanks and Best Regards, Flora McArthur Senior Project Manager Girl Scouts of Central Texas (800) 733-0011	
21	Nick Olivier	5/24/2021 15:53	VPH Comment Form	I support the added non-tolled HOV lanes, and the addition of shared use paths. Please consider bike/ped accessibility when reconstructing any intersections and overpasses. Please consider future transit use along the IH-35 corridor, including the potential for rail, when re-designing the roadway. I believe that adding lanes does not necessarily improve traffic flow, but I support HOV lanes because they can incentivize carpooling and public transit. Thanks.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the City of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express North project preserves the ability to make the connections. Additionally, the proposed project would include bicycle and pedestrian accommodations at intersections and overpasses. A 5-foot on-street bike lane with a 2-foot buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed diverging diamond intersection (DDI) at Wells Branch Parkway and the DDI under construction at Parmer Lane, and 8- to 10-foot shared-use-path would go down the center of the bridges between opposing directions of travel.

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

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				accommodate the amount of people who may use this corridor 20 years in the future via personal vehicle. A better idea would be to funnel commuters to the Project Connect Park and Rides to utilize mass transit which has the capacity to move the amount of people who will be using this corridor in the future. Through traffic should be routed around the city via SH 130. this would be much more cost-effective as well as leverage the mass transit investment being made by Capital Metro. Also, the slip lanes shown at most frontage road intersections are not safe for bicyclists and pedestrians - they promote fast turning traffic that rarely looks for non-vehicular users. This is a very dangerous design.	<p>design of the I-35 Capital Express North project preserves the ability to make the connections.</p> <p>Thank you for your comment. Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p>
25	Leah M Lobsiger	5/21/2021 21:04	VPH Comment Form	Everything but one detail looks great. My only quibble would be the lack of flyovers from NB 35 to Toll 45 in both directions. I realize this could be beyond the scope of a managed toll lane project, but put it on the list somewhere! 45 has been open for years and traveling NB on 35 to go west on 45 is a pain in the hind end and at times not worth it at all.	Thank you for your comment. Constructing flyovers in this area will be evaluated under a separate project.

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26	James Ascher	5/25/2021 22:11	General Website Comment Form	You must eliminate all bicycle projects from consideration. Cyclists have a serious disregard for public safety and traffic laws. They are a danger to themselves and others and do not deserve any infrastructure geared to that activity.	Thank you for your comment. Federal regulations require that TxDOT consider bicycle and pedestrian accommodations and include them, where applicable, in proposed roadway designs. In addition to reducing congestion and mobility, the proposed project is intended to improve safety for all users of the roadway, including people walking and riding bicycles. For this project, shared-use-paths would be constructed along both sides of I-35, and on-street bike lanes would be constructed at cross streets. These facilities would be buffer-separated from vehicular traffic lanes for safety.
27	Randy Mallory	5/26/2021 17:31	VPH Comment Form	The project should put caps atop the downtown stretch with landscaped pedestrian/biking to reconnect downtown segments divided when I35 was first built.	Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/ .

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

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30	Jim Christianson	5/27/2021 8:55	Email to: capexnorth@txdot.gov	<p>To Whom It Concerns</p> <p>I have relatives in the French Place/Cherrywood neighborhood. I own property on Robinson street off 35 east of 35 at 3103 Robinson. It has been in my family since 1949. Because it is so close to 35 for years any new project proposed for 35 I have participated in. I have been to countless open houses sponsored by TxDot.</p> <p>You have published drawings of how additional alternative lanes would work. I asked Susan several months ago after the drawings were released if she knew how many homes would be taken in this expansion. She said she did not know. She did not know if any land would be taken. I cannot believe that and I want to know if that is still your position.</p> <p>Secondly will federal funds be used for this project and what impact this project have will have on the historic Mt Calvary cemetery the oldest Catholic Cemetery and St George Episcopal church which has columbarium niches. Neighbors along Robison Ave in different sections have discussed applying a National Register District for our street. . Will that impact the use of federal funds?</p> <p>Third would these proposed bike and pedestrian lanes be the reason for homes being taken on the east side of 35? In other words would it be necessary to take business property and homes if these were not part of the project?.</p>	<p>Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.</p>

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

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

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

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

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

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					the overall efficiency of the transportation system as a whole.
37	Eva Esparza	6/5/2021 17:22	General Website Comment Form	I 35 needs to be removed and be replaced by improvements to HW130 to the east to route all traffic, whose destination is not Austin, around the city. Currently we have been suffering with year after year of increased truck traffic that's been shifted from rail. Almost half my taxes go to pay for a service that harms my community through pollution and division. Money should not be spent on further dividing Austin. It's an expensive short term fix. I'd much rather see my tax dollars going to rail so we could take a train to San Antonio, Dallas and Houston.	<p>Thank you for your comment. Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p> <p>TxDOT is committed to working with Capital Metro and the City of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express North project preserves the ability to make the connections.</p>

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

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

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				<p>of all ages and abilities to use. Notably:</p> <p>Since the observed speeds on the frontage roads are generally greater than 35 mph, the shared-use paths should be protected from the frontage roads by using a physical barrier, e.g. jersey barrier, trees, guardrails, etc.</p> <p>The shared-use paths in the I-35 ROW should be as far away from the frontage roads as possible. In no case should the shared-use path be placed immediately adjacent to the frontage road without a physical barrier—such facilities do not serve users of all ages and abilities. A 6” curb is not an adequate barrier.</p> <p>The pedestrian and bicycling accommodations should meet or exceed the TxDOT Bicycle Accommodation Design Guidance released April 2nd, 2021. For reference: https://ftp.txdot.gov/pub/txdot-info/ptn/bike-acco-design-guide.pdf</p> <p>TxDOT and its contractors should publicly present and accept feedback on detailed bicycle and pedestrian accommodations. On many occasions in TxDOT and CTRMA projects, different but cost-neutral choices in design would have resulted in far superior implementations, in regards to usability and safety.</p> <p>Ending traffic deaths and serious injuries needs to be among the top concerns in this project. For</p>	<p>September 2022. The letting date for the proposed project is March 2022. While the updated guidance doesn't apply to this project due to applicability dates, TxDOT will incorporate additional provisions of the new guidance, where possible.</p> <p>I-35 within the project limits is considered an urban highway, not a rural highway or an urban street. As such, the FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance does not apply.</p> <p>The additional lane capacity being provided is an HOV lane, which will accommodate a higher occupancy per vehicle, such as Capital Metro transit buses and van pools, as well as providing those individuals a more reliable travel time through the corridor. This design serves to encourage people to avoid single-occupancy vehicles, thereby reducing the number of vehicles in the general purpose lanes.</p> <p>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</p>

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				<p>any managed lanes and controlled access lanes, please use safe urban design speeds appropriate for a dense urban freeway setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Ensure that the project is compatible with existing local plans. The public has already approved plans by the City of Austin and other local government entities, such as the Austin Strategic Mobility Plan (ASMP) and the voter-approved Project Connect. TxDOT should help accomplish those plans.</p> <p>The project's proposed motor vehicle lane capacity needs to be reevaluated in the context of the November 2020 passage of Austin Propositions A and B, which will result in substantial build out of the transit, pedestrian, and bicycling networks. These networks are projected to dramatically shift future, potential automobile trips to other travel modes.</p> <p>The project needs to mitigate its environmental impacts, including climate change impacts. Those climate change impacts will affect people locally and globally, and those impacts need to be mitigated in an amount much greater than the pedestrian, bicycle, and transit components that have already been included in the project.</p>	<p>(NEPA) Reviews (dated June 26, 2019). Please refer to the technical report for more details, including the climate change assessment and how TxDOT is responding to a changing climate. A summary of the report has also been added to the Final Environmental Assessment.</p> <p>The capacity improvements being proposed are consistent with the Capital Area Metropolitan Planning Organization's (CAMPO) 2045 Regional Transportation Plan, which was prepared using CAMPO's travel demand models.</p> <p>Individuals that our team requested input on induced development were planning professionals who represent agencies, organizations, and governmental jurisdictions within the project's area of influence, which extends out further than the project corridor. The project team reached out to these individuals on multiple occasions to get their input. In some cases, we were directed to other individuals who were better able to provide input on the project's indirect effects.</p>

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				<p>Greenhouse gas emissions should be based on a baseline year during the life of the project, e.g. 2030, and TxDOT's analysis should state its assumptions about that year's motor vehicle fleet energy usage (e.g. what greenhouse gas emissions are produced by the vehicles using I-35). Mitigation can take the form of funding completion of nearby trails, e.g. connecting the Northern Walnut Creek Trail to the Southern Walnut Creek Trails, adding to the Red Line Trail, and completing the MoKan Trail.</p> <p>The regional growth forecasting process and travel demand models do not adequately reflect a need for additional motor vehicle lanes for this corridor. The case needs to be more solid for such a large investment and such a large negative local and global environmental impact.</p> <p>The Indirect Effects Technical Report is not a good precedent for the analysis of indirect effects nor for induced demand or "induced growth". Glaringly, the vast majority of the agencies with the AOI did not participate, and the points of contact chosen were often not in the study area of expertise, e.g. development or urban planning would be more appropriate. Additionally, there were other substantial methodological flaws with the study. As a result, the conclusions stated were not soundly supported.</p> <p>Thank you for the opportunity to provide input on this project.</p>	

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

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					buffer-separated from vehicular traffic lanes for safety.
40	City of Austin Transportation Department	6/9/2021	Mailed letter	<p>Mr. Tucker Ferguson, P.E., Austin District Engineer, TxDOT, and Ms. Michelle Cooper, P.E. I-35 Capital Express North Project, TxDOT 1608 W. 6th Street Austin, TX 78703</p> <p>RE: I-35 Capital Express North Project Comments for Public Hearing</p> <p>Dear Mr. Ferguson and Ms. Cooper:</p> <p>Thank you for the opportunity to comment on the I-35 Capital Express North project. The Austin Transportation Department (ATD) appreciates the efforts of TxDOT staff on this project that would address the mobility issues within this portion of the critical I-35 corridor.</p>	<p>Thank you for your comment.</p> <p>Multimodal Crossings: TxDOT will continue its ongoing coordination with the City of Austin regarding the additional bicycle and pedestrian crossings mentioned in the Jan. 4, 2021, and Jan. 19, 2021, letters. TxDOT believes the crossings mentioned in the two letters can be accommodated, either through inclusion in the North project, or through not precluding future construction.</p> <p>Transit Access: TxDOT is committed to working with Capital Metro and the City of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a</p>

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				<p>ATD, representing the mobility interests of Austin, supports the State's plan to reconstruct this section of the I-35 Capital Express Project. We recognize that the project presents an opportunity to improve safety and mobility in North Austin and the broader region. ATD is focused on the efficient, effective, and safe movement of people, goods, and services along the I-35 Corridor. We recognize that I-35 is the economic corridor that ties Austin to the state and national economy. With this understanding, we offer the following comments for the I-35 Capital Express North Project public hearing to further advance the mobility and safety needs of the city and region on both design and future operational plans:</p> <p>Community Engagement: The direct-connect ramps, bypass lanes, and collector-distributor lanes defined as part of the preferred alternative all represent a significant change from how the corridor presents today. Please confirm that these concepts have a thorough public vetting before assuming full support from the community and area stakeholders. Please coordinate with the City and community to fully convey the proposed connectivity across the</p>	<p>direct transit connection to the facility. The design of the I-35 Capital Express North project preserves the ability to make the connections.</p> <p>Signalized Intersection Safety: TxDOT is regularly meeting with the City of Austin to discuss intersection design and safety. City of Austin design staff are being given the opportunity to review and comment on the construction plans. Smart-right designs are a part of TxDOT's design criteria and are being considered at intersections that are being improved as part of this project. TxDOT will continue coordinating with the City of Austin and will seek to incorporate their recommendations to the extent possible.</p> <p>Driveway Access and Reducing Conflict Points: Driveways along the project are being designed in accordance with TxDOT design and safety requirements. TxDOT will identify driveways that may have radii or widths that exceed current design criteria and determine if reductions can be implemented. TxDOT will also look for opportunities to eliminate or combine driveways, though these actions may require the cooperation of and additional</p>

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				<p>corridor, improved safety, reduced noise impacts, and attractive aesthetics that are achieved through construction of the preferred alternative. We request on-going work with the community to consider using art and aesthetics as a point of engagement with the community, helping those most affected by the future corridor to take ownership in its design and presentation within their neighborhood.</p> <p>Multimodal Crossings: Plans for the north segment currently propose few new east-west crossings. The City has transmitted requests to TxDOT for additional pedestrian and bicycle crossings in letters dated January 4, and January 19, 2021. Many crossings are included in the master plans for Urban Trails and Parks which the Austin City Council adopted in 2014 and 2019, particularly north of U.S. 290. These crossings would relieve connectivity gaps, reduce mobility barriers for lower income populations, and mitigate hot spots for pedestrian-involved crashes. The City requests continued coordination with TxDOT to ensure the design of the Capital Express North project does not preclude or complicate these proposed future crossings that may be developed subsequent to</p>	<p>coordination with property owners. TxDOT is seeking to provide shared-use-path setbacks of five feet, though will vary in consistency due to right-of-way constraints throughout the corridor.</p> <p>Frontage Road Design: Frontage roads are being designed in accordance with TxDOT design and safety requirements. The City of Austin will have the opportunity to review and comment on the final construction plans. The proposed improvements include replacing intermittent, narrow sidewalks with continuous shared-use-paths in both directions of the I-35 frontage roads for the length of the project corridor. Space for roadway features, including on-street parking, trees and landscaping will be limited due to right-of-way constraints along the corridor.</p> <p>Local Cross Streets: TxDOT is regularly meeting with the City of Austin to discuss intersection design and safety. City design staff is being given the opportunity to review and comment on the construction plans. Additionally, TxDOT is considering the design of smart rights at intersections that are</p>

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				<p>completion of the I-35 North project. A map of these proposed crossings of the Capital Express North project is attached. The Austin Transportation Department is interested in partnering with TxDOT to bring these proposed crossings to a future fruition.</p> <p>Transit Facilities: In 2020 ATD commented on plans for the North segment that proposed a "T" ramp over IH-35 near the Tech Ridge Park-and-Ride to provide direct transit vehicle access between the managed lanes and the transit facility. TxDOT provided response at that time that they were engaged in ongoing discussions with Capital Metro to address ATD's comments regarding merging areas between transit and non-transit vehicles and not precluding the structures needed to support this T-ramp over IH-35. ATD also communicated that the City's North Lamar Boulevard Corridor Plan identifies a transit-only connection from northbound Lamar Boulevard to Howard Lane. At the time, TxDOT indicated that they were actively working to coordinate this connection. The latest North Segment plans provided by TxDOT to the public for the hearing show neither the proposed "T" ramp nor a connection to Howard Lane. The City</p>	<p>being improved and requiring facilities to be ADA accessible and compliant. TxDOT will continue ongoing coordination with the City of Austin and will seek to incorporate their recommendations to the extent possible.</p> <p>HOV/HOT Managed Lanes: The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express North project is currently fully funded in the Unified Transportation Program (UTP), tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.</p> <p>Community Engagement: Community involvement is essential to this project's success. To further engage the community on the I-35 Capital Express North project, TxDOT hosted a virtual public hearing with an in-person option from May 10 through June 10, where 1017 community members attended.</p>

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				<p>requests a status update from TxDOT on how these requests are or are not incorporated into the currently preferred alternative or how they might be accommodated via future investments by the City or regional transit provider.</p> <p>HOV/HOT Managed Lanes: The addition of the managed lane element of the preferred alternative could help the city achieve the mode-split goals enumerated in the Austin Strategic Mobility Plan (ASMP), adopted in 2019. Managed HOV lanes would make carpooling and transit use more reliable and attractive, thereby reducing demand on the region's roadway network. Currently, TxDOT is assuming HOV operations of the managed lane additions to the corridor. The Austin Transportation Department is on record requesting that toll-management remain an option in the development of these assets. Because of demand, many HOV lanes in Texas can be seen to operate at oversubscribed conditions when occupancy requirements remain at 2+ and transit. Likewise, demand on many Texas HOV lanes is not sufficient to sustain transit and 3+ operation throughout the day. Moving the most people through the corridor while maintaining a sustainable investment is a priority for the City. ATD requests that TxDOT consider combining the operational concepts of HOV and toll management, operating the future managed lanes as HOT (HOV and Toll managed lanes). We believe this will maximize the ability of these lanes to move the most people and freight through the corridor while establishing a</p>	

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				<p>sustainable operational approach for the facility.</p> <p>Signalized Intersection Safety: Signalized intersections should be designed with safe crossings for pedestrians and cyclists. Signalized intersections between frontage roads and cross streets are typically the least safe for vulnerable users due to high-speed conflicts with motor vehicles. Improvements include yield-controlled merge points enforced through innovative designs, including smart right-turn lanes and raised crosswalks. These design patterns should be the default configuration for slip lanes to improve crossing safety and comfort. The Federal Highway Administration (FHWA) has documented the effectiveness of these designs for improving safety for vulnerable users. The City's draft Transportation Criteria Manual also recommends the use of smart rights and raised crosswalks and we have partnered with TxDOT on installation of such designs here in the Austin District. ATD has provided design examples that illustrate this concept previously.</p> <p>Driveway Access and Reducing Conflict Points: Driveways along frontage roads should be reduced in number and reconstructed with standardized widths, radii, and shared-use path setbacks to manage vehicle speeds, reduce length of conflict exposure, improve crossing safety and comfort, and preserve the quality of the shared-use paths. The City recommends minimizing driveway radii, allowing 10' setbacks for the shared use path (no less than 5'), and</p>	

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				<p>24'-30' driveway throat widths to reduce pedestrian exposure and improve vulnerable user safety.</p> <p>Frontage Road Design: Frontage roads should be designed to target speeds appropriate for our urban environment to improve safety and address multi-modal conflicts. Techniques to lower design speeds include narrowing lanes to 10 feet, use of appropriate street trees and landscaping, and on-street parking. In addition, ATD recommends high-quality shared-use paths as proscribed in the AASHTO Guide for the Development of Bicycle Facilities - Shared Use Path guidance, instead of standard narrow sidewalks, to improve pedestrian and bicyclist safety and mobility. The Austin Transportation Department is eager to partner with TxDOT on these and other appropriate techniques to humanize frontage road travel speeds.</p> <p>Local Cross Streets: Local cross streets intersecting frontage roads at both signalized and unsignalized intersections should be constructed with standardized widths, radii, and shared-use path setbacks. These design choices would manage vehicle speeds, reduce length of conflict exposure, improve crossing safety and comfort, ensure ADA accessibility, and preserve the quality of the shared-use paths. The City's Transportation Criteria Manual update recommends minimizing turn radii to reduce pedestrian exposures at intersections and increase the opportunity for drivers to detect the</p>	

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				<p>presence of vulnerable roadway users in their path. The City recommends 10 ft. setbacks of the shared-use paths (no less than 5 ft.), and cross street widths reduced to the extent possible while maintaining the appropriate number of lanes. At cross streets where slip lanes are proposed, ATD requests constructing the turn lanes as smart-rights with raised crossings for the shared-use paths to improve crossing safety and comfort.</p> <p>Next Steps: Although the Central I-35 portion of the Capital Express project has received the most attention, each section of the corridor is critical to improving safety and for maximizing the movement of people, goods, and services through and within the Austin region. The Austin Transportation Department welcomes TxDOT's efforts to reconstruct this corridor. We want to be your partner in this process and strive to collaborate productively with the agency to deliver a project that meets the mobility needs of the city, region, and state.</p> <p>The Austin Transportation Department stands ready to assist TxDOT in achieving our combined vision for the I-35 Corridor. We recognize the importance of this corridor today, carrying somewhere between 200,000 and 300,000 vehicles per day. While I-35 is vital to our economy, the current facility is also a barrier to a safer and more connected Austin and needs replacement. The current safety attributes of the corridor are not acceptable to our shared City</p>	

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

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					<p>through the signalized intersection at Braker Lane, and utilizing the Rundberg Lane bypass lane to access the I-35 entrance ramp, north of US 183. This route is less than 4 miles in length and would necessitate traffic going through one signalized intersection. Drivers wishing to access the southbound I-35 mainlanes could also choose to travel to Yager Lane via Walnut Park Crossing and Lamar Boulevard.</p> <p>Additionally, this location limits right-of-way impacts and provides needed mobility for the area. Moving the ramp further south would cause additional impacts to adjacent businesses.</p>
42	Debra Bush	6/8/2021 18:02	General Website Comment Form	<p>At what point can the Main Lanes be accessed from 12015 Park 35 Circle. It appears there is currently no access point for over seven (7) miles. Travel SB on Frontage Road continues with existing entrance ramps closed and new additional exist ramps constructed onto the two-lane Frontage Rd from Braker Lane continuing south to Hwy 290. How many intersections with signal lights must be travelled before access to the Main Lanes?</p>	<p>Thank you for your comment. Access to the southbound I-35 mainlanes from Park 35 Circle will be available via an entrance ramp that can be accessed by the northern connection of Park 35 Circle. The proposed entrance ramp would be located approximately 300 feet south of that intersection. This distance meets the design criteria for an interstate highway. Alternately, traffic will be able to access the mainlanes by taking the southbound I-35 frontage road, traveling through the signalized intersection at Braker Lane, and utilizing the Rundberg Lane bypass lane to access the I-35 entrance ramp, north of US 183. This route is less than 4 miles in length and would necessitate traffic going through one signalized intersection. Drivers wishing to access the southbound I-35</p>

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					<p>mainlanes could also choose to travel to Yager Lane via Walnut Park Crossing and Lamar Boulevard.</p> <p>Additionally, this location limits right-of-way impacts and provides needed mobility for the area. Moving the ramp further south would cause additional impacts to adjacent businesses.</p>
43	Sherry Stowers	6/10/2021 8:18	Email to: capexnorth@ txdot.gov	<p>Thank you for the opportunity to participate in this process.</p> <p>I agree that something must be done along I35 corridor in the greater Austin area. So, the proposed project appears to be a good solution for addressing the traffic needs in this area.</p>	Thank you for your comment. Comment noted.

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

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45	athena leyton	6/10/2021 12:29	VPH Comment Form	I-35 should not be expanded. Commercial traffic should go around the city on 130. Create and enforce congestion fees for commuters. Embrace the new rail lines that will be built. We don't want I-35 to end up like the monstrosity that is the Katy Freeway.	<p>Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads or fees.</p> <p>Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p> <p>TxDOT is committed to working with Capital Metro and the City of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express North project preserves the ability to make the connections.</p>

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46	Michael Fossum Austin Heritage Tree Foundation	6/10/2021 13:30	Email to: capexnorth@ txdot.gov	<p>700 YEAR OLD TREE: Please avoid impacting the 700 yr old tree north of Braker in the Northern Tools parking lot. Avoid disturbing (compacting, parking on, storing, regrading, pouring concrete over, allowing heavy foot or machinery, etc.) as much of the crz of that tree. Especifically avoid disturbing as much of the current grassy area in front of that tree facing IH35.</p> <p>The current plan shows pinks areas on that grassy area qualified as construction easement. See attached screenshot. Our previous discussion with TxDOT was that a fence would be installed to protect that area.</p> <p>** Is that still the plan? Will that pink space be used for construction purposes?</p> <p>Try to increase that root protection are a bit more. That tree has roots in that grassy area so any work there will disturb the 700 yr old tree and may cause it to die.</p> <p>If roots are encountered have them pruned (flush sharp cut) by a certified arborist only and painted right away to prevent oak wilt. There's active oak wilt in that area. February to june is the highest risk but oak wilt could occur any other month if the humidity and temperature are high.</p> <p>Please contact landowner to see if parking lot entrance could be removed to give more open</p>	<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. The following commitments for the tree's protection will be followed during construction:</p> <p><u>Site Preparation</u></p> <ul style="list-style-type: none"> • Completion of an initial inspection and assessment (Level 1) by an experienced certified arborist prior to any work activity. This Level 1 inspection report will be provided in writing to TxDOT. • Prune tree to remove dead wood and branches which may interfere with construction. Pruning must be conducted by certified arborist. • Take soil samples and implement necessary soil augmentation of rooting environment for tree. Results and recommendations will be provided in writing to TxDOT before implementation. • Preserve a minimum of 50% of the critical root zone (CRZ), not cut four inches within the ½ CRZ without an air spade or hand tool, and not cut or fill within the ¼ CRZ for tree. <p><u>Tree Protection Fencing</u></p>

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				<p>grassy area to the tree along the sidewalk. If that is done. Soil aerate the area under the removed asphalt so that roots can grow.</p> <p>If tree needs you be pruned for clearance' have a certified arborist do that work.</p> <p>HERITAGE TREES Similarly, protect as many healthy heritage trees as possible. Don't remove them if it's possible to adjust the design instead. But also plan the construction, parking and storage areas well so that those activities don't impact the roots in the full crz if possible, minimum in the 1/2 crz of all healthy heritage trees. Heritage tree is defined by COA as 24 inches or larger of several species. See ordinance.</p> <p>CREEK AND PARKLAND Minimize impact to trees, creek and wildlife when building or expanding bridges over creeks. Especially in the southern area in the Little Walnut Creek parkland that you are acquiring. That's a very wooded area. See attached screenshot.</p> <p>** Can some of the activities be moved to the northern area that has fewer trees to save some trees in the southern wooded area?</p>	<ul style="list-style-type: none"> • 5-foot, chain-link with steel support poles or T-posts with welded wire fabric when approved by TxDOT. • Install fencing, a 4-foot layer of mulch and/or more substantial material to protect the Critical Root Zone (CRZ) of the tree within TxDOT ROW. <p><u>Tree and Root Care</u></p> <ul style="list-style-type: none"> • Prune tree in accordance with the most recent ANSI A300 standards and in compliance with the guidelines for the prevention of oak wilt. The maximum allowable impact for tree crowns is that not more than 25% of the foliage should be removed within an annual growing season. • Do not trim tree from February-June. • Avoid impacting roots when digging (where feasible) and apply fertilization when applicable. • All root cuts over 1-foot diameter will be conducted by a certified arborist. • Develop a supplemental watering plan for tree. • Assess rooting environment and provide soil aeration where needed. • Replenish mulch for tree annually. • Cover and rebury roots as soon as possible. Avoid leaving unburied roots for more than 12 hrs. <p><u>Construction</u></p>

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					<ul style="list-style-type: none"> • Certified arborist must be present onsite when work near tree CRZ is occurring. • Hand grading within the CRZ of tree only. • Shall use sand to build up the SUP above grade. • Use a plastic vapor barrier when installing concrete within the CRZ of tree. <p>Vegetation clearing that would be done as part of the proposed project would remove habitat for wildlife. Adjacent areas are similar in vegetative composition and are in close proximity to the construction limits which allow wildlife to relocate to nearby parcels. Re-vegetation efforts would provide appropriate and sustainable cover to prevent erosion and siltation. Vegetation clearing activities would be avoided during the general bird nesting season, March 1 through Sept. 15, to minimize adverse impacts to birds.</p> <p>Impacts to creeks would be covered by a Clean Water Act (CWA) Section 404 permit. The CWA Section 401 Certification requirements would be met by implementing a Storm Water Pollution Prevention Plan (SW3P). The SW3P would include at least one best management practice (BMP) from the Section 401 Water Quality Certification Conditions, as published by the Texas Commission on Environmental Quality. These BMPs would address erosion control, post-construction total suspended solids control, and sedimentation control.</p>

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

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

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

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				<p>traffic, and more highway runoff into the Edwards Aquifer. Identifying wetlands is not the same as reporting on runoff. Pictures are not numbers or real information, and none of the slides for the presentation addresses those issues.</p> <p>Moreover, there is the extremely difficult barrier of construction to expand the highway. TXDOT has demonstrated poor project management skills when blowing up a ramp after years of construction. Therefore, sidewalks and bike lanes already in existence will be inaccessible--for years.</p> <p>The most absurd premise of TXDOT is that it is entitled to expand highways, regardless of public input. The agency is already discussing eminent domain and land acquisition, as if it is incapable of processing the word, "No." No one seems to grasp that commuting for work in a car is a privilege that has become obsolete due to the pandemic and the paradigm shift. People are quitting their jobs rather than give up working from home, so expanding highways makes no sense. However, because we all know that TXDOT is not representative of the public any more than any of the other state government, the agency will do what it wants.</p>	<p>shown in the schematic design has an added benefit of pedestrians being able to cross Wells Branch through the interchange instead of having to walk to the traffic signal beyond the interchange. Cyclists can be accommodated with the shared use paths through the interchange. The roadways beyond the DDI do not include on-street bike lanes and neither does the proposed configuration.</p> <p>The decision to implement a DDI at Wells Branch is a balance to fit the needs of many different factors of the interchange. The DDI does not reduce the chances for implementing transit improvements in the future. The DDI enhances the overall efficiency of the transportation system as a whole.</p>
52	Debra Bush	6/10/2021 21:58	VPH Comment Form	After discussion today with TXDOT representatives, we would like to reiterate the newly designed and relocated entrance ramp to the Main Lanes located near the TCEQ campus between Yager Lane and Braker Lane poses a	Access to the southbound I-35 mainlanes from Park 35 Circle will be available via an entrance ramp that can be accessed by the northern connection of Park 35 Circle. The proposed entrance ramp would be located approximately

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
				severe life safety risk to the 3,000+ employees from TCEQ campus, Central TX Girl Scouts headquarters and numerous other businesses who will be attempting to cross 2-lanes of frontage road to access the entrance ramp that is approx 100' from the campus exit. We disagree with the plans to relocate the existing Main Lane entrance ramp, which is currently located south of Walnut Creek and allows for the largest populations of employee campuses to safely access the Main Lanes of I-35.	<p>300 feet south of that intersection. This distance meets the design criteria for an interstate highway. Alternately, traffic will be able to access the mainlanes by taking the southbound I-35 frontage road, traveling through the signalized intersection at Braker Lane, and utilizing the Rundberg Lane bypass lane to access the I-35 entrance ramp, north of US 183. This route is less than 4 miles in length and would necessitate traffic going through one signalized intersection. Drivers wishing to access the southbound I-35 mainlanes could also choose to travel to Yager Lane via Walnut Park Crossing and Lamar Boulevard.</p> <p>Additionally, this location limits right-of-way impacts and provides needed mobility for the area. Moving the ramp further south would cause additional impacts to adjacent businesses.</p>
53	Karen Pair Pair Holdings LLC	6/15/2021	Mailed Comment Form	<p>Affected address: 13810 N I-35, Austin, TX</p> <ul style="list-style-type: none"> - Noise from IH 35 will be louder with the expansion of the lanes and will disturb our tenants and their customers. Potentially losing our tenants as a result. - Encroachment of the taking of the strip will hinder the septic system and cause an issue with our drain field. - IH 35 sign will have to get repermited (if that is even possible) and reinstallation of sign. - Dumpster and parking - the taking will limit the parking area and the dumpster area. 	As part of the noise analysis process, noise sensitive land uses (e.g., residences, schools, churches, etc.) are modeled to determine if a noise barrier would need to be analyzed. At these noise sensitive land uses, noise "receptors" are placed in an area of frequent outdoor use. The property in question is commercial, so it was not included in the noise analysis. However, an interior noise receptor was analyzed at a nearby noise sensitive land use located approximately the same distance from I-35. Noise levels at that location did not exceed the impact criteria of 52 dB(A) for

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

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					<p>interior noise levels under the existing or proposed conditions.</p> <p>The proposed encroachment on your property's septic system/drain field, sign, and dumpster/parking will be assessed during the right-of-way appraisal process. Please refer to the TxDOT publication 'State Purchase of Right of Way' at https://ftp.txdot.gov/pub/txdot-info/row/booklet_15.500.pdf for more information about the right-of-way appraisal process.</p>
54	Karen Pair for JK Pair LLC	6/15/2021	Mailed Comment Form	<p>Affected address: vacant lot at approximately 13820 IH 35, Austin, TX (North of Austin Stone Works)</p> <ul style="list-style-type: none"> - The taking of the strip of land will limit our building, parking and septic space, - Noise from the expansion will limit our potential tenants, - Access to property – the expansion will limit our access driveway or restrict entry. 	<p>As part of the noise analysis process, noise sensitive land uses (e.g., residences, schools, churches, etc.) are modeled to determine if a noise barrier would need to be analyzed. At these noise sensitive land uses, noise "receptors" are placed in an area of frequent outdoor use. The property in question is commercial, so it was not included in the noise analysis. However, an interior noise receptor was analyzed at a nearby noise sensitive land use located approximately the same distance from I-35. Noise levels at that location did not exceed the impact criteria of 52 dB(A) for interior noise levels under the existing or proposed conditions.</p> <p>The proposed encroachment on your property's building, parking, and septic space will be assessed during the right-of-way appraisal process. Please refer to the TxDOT publication 'State Purchase of Right of Way' at https://ftp.txdot.gov/pub/txdot-</p>

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

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					info/row/booklet_15.500.pdf for more information about the right-of-way appraisal process. For information on driveway permits at the property, please reach out to the TxDOT Austin District.
55	TCEQ	6/3/2021	Mailed Letter	<p>Re: Response to Request for TCEQ Environmental Review</p> <p>The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: I-35 CAPITAL EXPRESS NORTH – FROM SH 45N TO US 290E (CSJs: 0015-10-062, 0015-13-389:)</p> <p>In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.</p> <p>This project is in an area of Texas designated by the United States Environmental Protection Agency as unclassifiable or in attainment of the National Ambient Air Quality Standards for all six criteria air pollutants. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal</p>	Thank you for your comment. Comment noted.

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

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.</p> <p>We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.</p> <p>TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.</p> <p>If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or NEPA@tceq.texas.gov.</p>	

B.

Public Hearing Certification



Public Hearing Certification

Project Name: I-35 Capital Express North

County Name: Travis and Williamson Counties

Control Section Job Numbers (CSJ): 0015-10-062 and 0015-13-389

Project Limits From: SH 45 North

Project Limits To: US 290 East

I certify that the following statements are true and apply to the project identified above.

- A. A public hearing was held on May 10, 2021 at TxDOT Austin District, 7901 N. I-35 in Austin, Texas.
- B. The economic and social effects of the project location and design and its impacts on the environment have been considered.
- C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
- D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.
- E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

☒ Select if assigned under NEPA Assignment MOU.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Michelle Copen, P.E.

TxDOT Representative Name

May 17, 2021

Date

C.

Notices Provided

Display Ads

Newspaper	Run Dates
Austin American Statesman	April 21 and 26, 2021 and May 3, 2021
El Mundo (Spanish)	April 22, 2021
Community Impact Northwest Austin	April 24, 2021

Austin American-Statesman

statesman.com

PROOF OF PUBLICATION

STATE OF TEXAS

PUBLIC NOTICE

Before the undersigned authority personally appeared James Mickler, 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, Burnet, Caldwell, Comal, Coryell, Fayette, Gillespie, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Milam, Travis, 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 04/21/2021, last date of publication 05/03/2021, published 3 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:	0000636244
Ad Cost:	\$10,581.09
Paid:	\$0.00
Balance Due:	\$10,581.09

Signed _____

James Mickler

(Legal Advertising Agent)

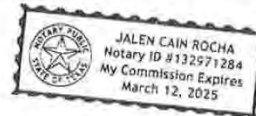
Sworn or affirmed to, and subscribed before me, this 10th day of May, 2021 in Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

Signed _____

Jalen Cain Rocha

(Notary)

Please see Ad on following page(s).



Page 1 of 3



I-35 CAPITAL EXPRESS NORTH VIRTUAL PUBLIC HEARING

The Texas Department of Transportation is holding a virtual public hearing with an in-person option to discuss improvements to I-35 from SH 45 North to US 290 East. The purpose of the public hearing is to request public comment on the draft environmental assessment (EA) and the recommended alternative for improvements on the I-35 Capital Express North project.

Proposed improvements include:

- Adding one non-tolled high-occupancy vehicle managed lane in each direction
- Reconstructing six bridges
- Constructing a Diverging Diamond Intersection at Wells Branch Parkway
- Adding pedestrian and bicycle paths
- Making additional safety and mobility improvements within the project limits

The proposed project would require approximately 17 acres of additional right-of-way and would potentially displace five non-residential structures. It would also require the acquisition of approximately 0.6 acre from the City of Austin's Upper Little Walnut Creek Greenbelt. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CFR 774.3(b). TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek Greenbelt may be submitted as described below.

Monday, May 10, 2021

at 9 a.m.

through Thursday,

June 10, 2021

Project information
available for review

and comment at
my35capex.com.



An in-person option will be held on Monday, May 10, 2021, from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.

Public comments on the project may be submitted by email, phone, mail or online:

EMAIL: CapExNorth@txdot.gov

VERBAL COMMENT BY VOICEMAIL:

(512) 721-2832

MAIL: Michelle Cooper, PE,

1608 W. 6th Street

Austin, TX 78703

ONLINE: www.my35capex.com



Comments received or postmarked by June 10, 2021, will be included in the official hearing record.

The virtual public hearing will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing, please contact Nic Barbers at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, May 5, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange. The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.

AK-00000000-00

CSA: 0015-10-062 & 0015-13-389

ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §

COUNTY OF TRAVIS §

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

Luis H. Díaz

(name of newspaper representative)

Deposes and says that (s)he is the: Circulation Manager

(title of newspaper representative)

of the El Mundo Newspaper; that said newspaper is generally

(name of newspaper)

circulated in Travis and Williamson Counties, Texas; and

(in the municipality or the same county as the proposed facility)

is published primarily in Spanish language; and the

(alternative language)

Announcement for the **IH-35 Capital Express North/ Audiencia Pública Virtual** was published in said newspaper on the following date(s): April 22, 2021

Subscribed and sworn to before me this the 22nd day of April, 2021.

By

Luis H. Díaz
(Newspaper representative's signature)

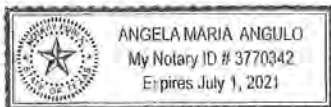
(Seal)

Notary Public in and for the State of Texas

Angela M. Angulo

Print or Type Name of Notary Public

My Commission Expires July 1, 2021



R.J. Rivera Associates, Inc.

THE STATE OF TEXAS

COUNTY OF TRAVIS

BEFORE ME, the undersigned authority, on this day personally appeared

Taylor Caranfa who swore or affirmed to tell truth, and stated as follows:

My name is Taylor Caranfa and I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published in the below Community Impact Newspaper edition(s).

Northwest Austin edition on April 21, 2021

At the cost of \$1,575.00.

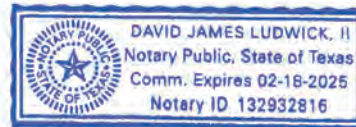
I certify that the attached tear sheet(s) is a true and accurate copy of the advertisement(s) as they appeared in the Community Impact Newspaper on the above-specified date(s).


Employee, Community Impact Newspaper

SWORN to and SUBSCRIBED before me, the undersigned authority, on this ~~25th~~ day of

May, 2021, by Taylor Caranfa.


Notary Public



GUIDE

Noncomprehensive guide to area outdoor patios



• 2021 •

OUTDOOR PATIO GUIDE

Here is a list of outdoor spaces where guests can relax on socially distanced patios across Northwest Austin. From live music to happy hours, enjoy these 15 patios at local restaurants and bars. This list is not comprehensive.

COMPILED BY IAIN OLDMAN

1 Aviator Pizza & Drafthouse

- Lunch specials Mon.-Fri.
 - Happy hour Mon.-Fri. 3-6 p.m.
- 4005 W. Parmer Lane, Ste. E, Austin
512-582-0097
www.aviatorpizza.com
Hours: Sun.-Thu. 11 a.m.-9:30 p.m.,
Fri.-Sat. 11 a.m.-11 p.m.

2 The Boat

- Seasonal menus
- Margarita, martini and bloody mary menus
- Live music on weekends
- Pet-friendly

10931 Stonelake Blvd., Austin
512-956-0040

www.theboatatx.com

Hours: Sun.-Thu. 11 a.m.-10 p.m.,
Fri.-Sat. 11 a.m.-midnight

3 Culinary Dropout

- Happy hour Mon.-Fri. 3-6 p.m.
- Weekend brunch 10 a.m.-3 p.m.
- Cornhole boards

11721 Rock Rose Ave., Ste. 100, Austin
512-777-3394
www.culinarydropout.com/locations/
austin-tx
Hours: Mon.-Thu. 11 a.m.-11 p.m.,
Fri. 11 a.m.-midnight; Sat. 10 a.m.-
midnight, Sun. 10 a.m.-9 p.m.

4 The Dogwood

- Rooftop bar and patio space
- Watch parties for sports

- Happy hour Mon.-Fri. 4-7 p.m.
- Weekend brunch 11 a.m.-3 p.m.

11420 Rock Rose Ave., Ste. 130, Austin
512-330-4554
www.thedogwoodrockrose.com
Hours: Mon.-Fri. 3 p.m.-2 a.m.,
Sat.-Sun. 11 a.m.-2 a.m.

5 Emerald Tavern

- Board games and tabletop games available for play
- Full bar

9012 Research Blvd., Ste. C1, Austin
512-994-4649
www.emeraldtaaverngames.com
Hours: Tue.-Fri. noon-9 p.m.,
Sat.-Sun. 11 a.m.-9 p.m., closed Mon.

6 Flower Child

- Kids menu

11721 Rock Rose Ave., Ste. 160, Austin
512-777-2493
www.iamflowerchild.com
Hours: Sun.-Wed. 11 a.m.-8 p.m.,
Thu.-Sat. 11 a.m.-8:30 p.m.

7 Luisa's Patio

- Live music on Saturday nights
- Daily weekday food specials

11800 N. Lamar Blvd., Austin
512-835-2414
Facebook: Luisa's Patio
Hours: Mon.-Thu. 10 a.m.-3 p.m.,

Fri.-Sat. 8 a.m.-10 p.m.,
Sun. 8 a.m.-3 p.m.

8 Manuel's

- Sunday brunch 11 a.m.-3 p.m.
- Margarita and tequila menu

10201 Jollyville Road, Austin
512-345-1042
www.manuels.com
Hours: Sun.-Thu. 11 a.m.-8:30 p.m.,
Fri.-Sat. 11 a.m.-9:30 p.m.

9 Oakwood BBQ and Beer Garden

- Happy hour Tue.-Fri. 4-7 p.m.
- Live music stage
- Pet-friendly
- Games for kids

307 E. Braker Lane, Austin
512-520-5165
www.oakwoodbbqaustin.com
Hours: Tue.-Thu. 11 a.m.-9 p.m.,
Fri.-Sat. 11 a.m.-9:30 p.m.,
Sun. 11 a.m.-8 p.m., closed Mon.

10 Pour House

- Pet-friendly
- Drink specials

11835 Jollyville Road, Austin
512-270-4740
www.pourhousepintsandpies.com
Hours: Sun.-Thu. 3-10 p.m.,
Fri.-Sat. 3-11 p.m.

GRIMALDI'S
COAL BRICK-OVEN PIZZERIA
To-Go

8023 Burnet Road
inside Kitchen United Mix

ENJOY 15% OFF
with code **COMMUNITY15**

Order Pick-Up or Delivery at
Grimaldispizzeria.com/grimaldis-to-go-austin

14

I-35 CAPITAL EXPRESS NORTH
VIRTUAL PUBLIC HEARING

The Texas Department of Transportation is holding a virtual public hearing with an in-person option to discuss improvements to I-35 from SH 45 North to US 290 East. The purpose of the public hearing is to request public comment on the draft environmental assessment (EA) and the recommended alternative for improvements on the I-35 Capital Express North project.

Proposed improvements include:

- Adding one non-tolled high-occupancy vehicle managed lane in each direction
- Reconstructing six bridges
- Constructing a Diverging Diamond Intersection at Wells Branch Parkway
- Adding pedestrian and bicycle paths
- Making additional safety and mobility improvements within the project limits

The proposed project would require approximately 17 acres of additional right-of-way and would potentially displace five non-residential structures. It would also require the acquisition of approximately 0.6 acre from the City of Austin's Upper Little Walnut Creek Greenbelt. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CFR 774.3(b). TxDOT anticipates making a de minimis determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek Greenbelt may be submitted as described below.

An in-person option will be held on Monday, May 10, 2021, from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.

Public comments on the project may be submitted by email, phone, mail or online:

EMAIL: CapExNorth@txdot.gov
VERBAL COMMENT BY VOICEMAIL: (512) 721-2832
MAIL: Michelle Cooper, P.E.,
1608 W. 6th Street
Austin, TX 78703
ONLINE: www.my35capex.com

Comments received or postmarked by June 10, 2021, will be included in the official hearing record.

The virtual public hearing will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, call with the provider to you. If you have a disability and need assistance, special arrangements can be made to accommodate your needs. If you need interpretation or translation services in any language other than English, you must request an accommodation to attend and participate in the virtual public hearing. Please contact Nita Barbra at (512) 706-5472 no later than 4 p.m. CDT, Wednesday, May 5, 2021. Please be aware that advance notice is required for some services and accommodations may require time for the Texas Department of Transportation to arrange.

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 USC 327 and a memorandum of understanding dated Dec. 9, 2015, and approved by FTA and TxDOT. (Date: 05-10-2021, 6:00 PM EST)

Notice of Availability – Environmental Assessment

Distribution methods:

- Sent to agencies (via email)
- Posted on TxDOT.gov



Notice

Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS NORTH

From SH 45N to US 290E

CSJs: 0015-10-062, 0015-13-389

Travis and Williamson Counties, Texas

The Texas Department of Transportation (TxDOT) is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Monday, May 10, 2021, at 9 a.m.** To log onto the virtual public hearing, go to the following web address starting at the date and time indicated above: my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Thursday, June 10, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Monday, May 10, 2021 from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in-person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 721-2832 to provide verbal testimony on May 10, 2021 through 11:59 p.m. on June 10, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

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

The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace five non-residential structures. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project is anticipated to impact the following property protected under Section 4(f) of the Department of Transportation Act of 1966: City of Austin's Upper Little Walnut Creek Greenbelt located along I-35 south of Rundberg Lane. The proposed project would require the acquisition of approximately 0.6 acre from Upper Little Walnut Creek Greenbelt. TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek may be submitted as described below. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code.

The proposed project would involve an action in a floodplain.

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

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CT, Wednesday, May 5, 2021. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to: Michelle Cooper P.E., 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExNorth@txdot.gov. **All written comments must be received on or before Thursday, June 10, 2021.** Additionally, as stated above, members of the public may call (512) 721-2832 and verbally provide testimony from 9 a.m. on May 10, 2021 to 11:59 p.m. on June 10, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Michelle Cooper at (512) 832-7138 or Michelle.Cooper@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



Aviso

Borrador de Evaluación Ambiental y Audiencia Pública Virtual con Opción en Persona

I-35 CAPITAL EXPRESS NORTH

Desde SH 45N hasta US 290E

CSJs: 0015-10-062, 0015-13-389

Condados de Travis y Williamson, Texas

El Departamento de Transporte de Texas (TxDOT) propone mejoras a la I-35 desde la SH 45N en el condado de Williamson hasta la US 290 Este en el condado de Travis, Texas. Este aviso informa al público que un borrador de evaluación ambiental (EA) está disponible para revisión pública y que TxDOT llevará a cabo una audiencia pública virtual en línea sobre el proyecto propuesto con una opción en persona. **La audiencia virtual comenzará el lunes 10 de mayo del 2021 a las 9 a.m.** Para iniciar sesión en la audiencia pública virtual, vaya a la siguiente dirección web a partir de la fecha y hora indicadas anteriormente: my35capex.com. La audiencia virtual consistirá en una presentación de video pregrabada e incluirá componentes de audio y visuales. Tenga en cuenta que la presentación no estará disponible en el sitio web hasta la fecha y hora indicadas anteriormente. La presentación permanecerá disponible para su revisión en la dirección web indicada anteriormente hasta **el jueves 10 de junio del 2021 a las 11:59 p.m.** Si no tiene acceso a internet, puede llamar al (512) 766-3472 entre las 9 a.m. y las 5 p.m., de lunes a viernes, para hacer preguntas y acceder a los materiales del proyecto durante el proceso de desarrollo del proyecto.

Además, TxDOT ofrece una opción para las personas que deseen participar en persona en lugar de hacerlo en línea. Los asistentes en persona podrán ver la misma presentación de video entregada en la audiencia pública en línea, revisar copias impresas de los materiales del proyecto, hacer preguntas socialmente distanciadas al personal y/o consultores de TxDOT y dejar comentarios por escrito. **La opción en persona se llevará a cabo el lunes 10 de mayo del 2021 de 8 a.m. a 8 p.m. en la oficina del distrito de TxDOT Austin, 7901 N. I-35, Austin, Texas 78753.** La asistencia a la opción en persona será solo con cita previa. Las personas que deseen asistir en persona deben llamar al (512) 522-6949 entre las 9 a.m. y las 5 p.m., de lunes a viernes, para programar una cita. En reconocimiento de COVID-19, se aplicarán medidas de seguridad aumentadas en la opción en persona, incluido el requisito de tener una cita y seguir las prácticas de distanciamiento social. Si alguien llega sin una cita, se le puede pedir que espere afuera para asegurarse que mantengamos la ocupación adecuada dentro de la sala de audiencias.

Tanto para la opción de audiencia pública virtual como en persona, los miembros del público pueden llamar al (512) 721-2832 para proporcionar testimonio verbal el 10 de mayo del 2021 hasta las 11:59 p.m. el 10 de junio del 2021. Los comentarios formales por escrito también se pueden enviar por correo o correo electrónico como se explica a continuación. Todos los testimonios verbales y comentarios escritos oportunos serán considerados por TxDOT e incluidos como parte del registro oficial. Las respuestas a los testimonios y comentarios verbales serán preparadas por TxDOT, incluidas como parte de la audiencia y el registro del proyecto, y estarán disponibles en línea en my35capex.com.

La I-35 dentro de los límites del proyecto propuesto es una carretera interestatal de acceso controlado dentro de una servidumbre de tránsito de aproximadamente 300 pies de ancho. Las mejoras propuestas agregarían un carril administrado para vehículos de alta ocupación sin peaje de 12 pies de ancho en cada dirección, reconstruirían puentes, construirían una intersección de diamante divergente (DDI) en

Wells Branch Parkway, realizarían mejoras adicionales de seguridad y movilidad y agregarían caminos para bicicletas y peatones. La servidumbre de tránsito propuesto sería típicamente de 300 a 320 pies de ancho. La longitud del proyecto es de aproximadamente 11.5 millas.

El proyecto propuesto, sujeto a las consideraciones finales de diseño, requeriría una servidumbre de tránsito adicional y potencialmente desplazaría cinco estructuras no residenciales. La asistencia para la reubicación está disponible para personas y empresas desplazadas. La información sobre el Programa de Asistencia para la Reubicación de TxDOT y los servicios y beneficios para los propietarios desplazados y otros propietarios afectados, así como información sobre el cronograma tentativo para la adquisición y construcción de la servidumbre de tránsito, se puede obtener en la oficina del distrito de TxDOT llamando al (512) 832-7000.

Se anticipa que el proyecto propuesto impactará la siguiente propiedad protegida bajo la Sección 4(f) de la Ley del Departamento de Transporte de 1966: Upper Little Walnut Creek Greenbelt de la ciudad de Austin ubicado a lo largo de la I-35 al sur de Rundberg Lane. El proyecto propuesto requeriría la adquisición de aproximadamente 0.6 acres de Upper Little Walnut Creek Greenbelt. TxDOT anticipa hacer una determinación de minimis para este uso bajo la Sección 4(f) de la Ley del Departamento de Transporte de 1966. Los comentarios públicos sobre los efectos del proyecto propuesto en las actividades, características o atributos de Upper Little Walnut Creek pueden ser enviado como se describe a continuación. Este parque es una propiedad pública designada sujeta al Capítulo 26 del Código de Parques y Vida Silvestre.

El proyecto propuesto involucraría una acción en una llanura aluvial.

Al menos parte del proyecto propuesto ocurriría dentro de la zona de transición del Acuífero Edwards.

El borrador de la EA, cualquier mapa y dibujo que muestre la ubicación y el diseño del proyecto, los cronogramas tentativos de construcción y otra información relacionada con el proyecto propuesto están archivados y disponibles para inspección de lunes a viernes entre las 8 a.m. y las 5 p.m. en la oficina del **distrito de Austin de TxDOT, 7901 N. I-35, Austin, Texas 78753**. Los materiales del proyecto también están disponibles en línea en my35capex.com. Estos materiales también estarán disponibles en forma impresa para su revisión en la opción en persona.

La audiencia pública virtual y la opción en persona se llevarán a cabo en inglés. Si necesita un intérprete o un traductor de documentos porque su idioma principal no es el inglés o tiene alguna dificultad para comunicarse eficazmente en inglés, se le proporcionará uno. Si usted tiene alguna discapacidad y necesita ayuda, se pueden hacer arreglos especiales para atender la mayoría de las necesidades. Si usted necesita servicios de interpretación o traducción o si usted es una persona con alguna discapacidad que requiere una adaptación para asistir y participar en la audiencia pública virtual o la opción en persona, por favor póngase en contacto con Nic Barbera al (512) 766-3472 a más tardar a las 4 p.m. hora central, miércoles 5 de mayo del 2021. Por favor sepa que es necesario dar aviso con anticipación, ya que el Departamento de Transporte de Texas podría necesitar un cierto tiempo para coordinar determinados servicios y adaptaciones.

Se solicitan comentarios por escrito del público sobre el proyecto propuesto y pueden enviarse por correo a: Michelle Cooper P.E., 1608 W. 6th Street, Austin, TX 78703. Los comentarios por escrito también pueden enviarse por correo electrónico a CapExNorth@txdot.gov. **Todos los comentarios escritos deben ser recibidos el jueves 10 de junio del 2021 o antes.** Además, como se indicó anteriormente, los miembros del público pueden llamar al (512) 721-2832 y dar testimonio verbalmente desde las 9 a.m. del 10 de mayo del 2021 hasta las 11:59 p.m. el 10 de junio del 2021. Las respuestas a los comentarios escritos recibidos y el testimonio público proporcionado estarán disponibles en línea en my35capex.com una vez que se hayan preparado.

Si tiene alguna pregunta o inquietud general sobre el proyecto propuesto o la audiencia virtual o la opción en persona, comuníquese con Michelle Cooper al (512) 832-7138 o Michelle.Cooper@txdot.gov.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 9 de diciembre de 2019 y ejecutado por FHWA y TxDOT.

Elected Official Emails

Attachments included:

- English Display Ad
- Elected Official Letter

Elected Official Email Sample

From: [Carol Garcia](#) on behalf of [Tucker Ferguson](#)
To: elizabeth.jafari@mail.senate.gov
Subject: Virtual Public Hearing for I-35 Capital Express North Project
Date: Tuesday, April 13, 2021 11:52:45 AM
Attachments: [Sen John Cornyn CapExNorth Public Hearing.pdf](#)
[FINAL CapExNorth DisplayAd 2021-03-25.pdf](#)

Please see attached.

Thank you,

Tucker Ferguson, P.E.
Austin District Engineer

Elected Official Email Distribution List

Organization	Prefix	Salutation	First Name	Last Name	Email
City of Austin	The Honorable	Mayor	Steve	Adler	steve.adler@austintexas.gov
City of Austin, District 1	The Honorable	Council Member	Natasha	Harper-Madison	natasha.madison@austintexas.gov
City of Austin, District 2 (Mayor Pro Tem)	The Honorable	Council Member	Vanessa	Fuentes	vanessa.fuentes@austintexas.gov
City of Austin, District 3	The Honorable	Council Member	Sabino "Pio"	Renteria	sabino.renteria@austintexas.gov
City of Austin, District 4	The Honorable	Council Member	Gregorio	Casar	greg.casar@austintexas.gov
City of Austin, District 5	The Honorable	Council Member	Ann	Kitchen	ann.kitchen@austintexas.gov
City of Austin, District 6	The Honorable	Council Member	Mackenzie	Kelly	mackenzie.kelly@austintexas.gov
City of Austin, District 7	The Honorable	Council Member	Leslie	Poof	leslie.pool@austintexas.gov
City of Austin, District 8	The Honorable	Council Member	Paige	Ellis	paige.ellis@austintexas.gov
City of Austin, District 9	The Honorable	Council Member	Kathie	Tovo	kathie.tovo@austintexas.gov
City of Austin, District 10	The Honorable	Council Member	Alison	Alter	alison.alter@austintexas.gov
City of Pflugerville	The Honorable	Mayor	Victor	Gonzales	victor.gonzales@pflugervilletx.gov
City of Pflugerville, Place 1	The Honorable	Council Member	Doug	Weiss	doug.weiss@pflugervilletx.gov
City of Pflugerville, Place 2	The Honorable	Council Member	Cesar	Ruiz	cesar.ruiz@pflugervilletx.gov
City of Pflugerville, Place 3 Mayor Pro Tem	The Honorable	Council Member	Omar	Pena	omar.pena@pflugervilletx.gov
City of Pflugerville, Place 4	The Honorable	Council Member	Rudy	Metayer	rudy.metayer@pflugervilletx.gov
City of Pflugerville, Place 5	The Honorable	Council Member	Mike	Heath	mike.heath@pflugervilletx.gov
City of Pflugerville, Place 6	The Honorable	Council Member	David	Rogers	david.rogers@pflugervilletx.gov
City of Round Rock	The Honorable	Mayor	Craig	Morgan	cmorgan@roundrocktexas.gov
City of Round Rock, Place 1	The Honorable	Council Member	Michelle	Ly	michellely@roundrocktexas.gov
City of Round Rock, Place 2 (Mayor Pro Tem)	The Honorable	Council Member	Rene	Flores	reneflores@roundrocktexas.gov
City of Round Rock, Place 3	The Honorable	Council Member	Matthew	Baker	mattbaker@roundrocktexas.gov
City of Round Rock, Place 4	The Honorable	Council Member	Frank	Ortega	frankortega@roundrocktexas.gov
City of Round Rock, Place 5 (Mayor Pro Tem)	The Honorable	Council Member	Writ	Baese	writbaese@roundrocktexas.gov
City of Round Rock, Place 6	The Honorable	Council Member	Hilda	Montgomery	hildamontgomery@roundrocktexas.gov
Travis County	The Honorable	County Judge	Andy	Brown	andy.brown@traviscountytexas.gov
Travis County, Precinct 1	The Honorable	Commissioner	Jeff	Travillion	jeff.travillion@traviscountytexas.gov
Travis County, Precinct 2	The Honorable	Commissioner	Brigid	Shea	brigid.shea@traviscountytexas.gov
Travis County, Precinct 3	The Honorable	Commissioner	Ann	Howard	ann.howard@traviscountytexas.gov
Travis County, Precinct 4	The Honorable	Commissioner	Margaret	Gómez	margaret.gomez@traviscountytexas.gov
Travis County Sheriff's Office	Ms.	Sheriff	Sally	Hernandez	sally.hernandez@traviscountytexas.gov
Williamson County	The Honorable	County Judge	Bill	Gravell Jr.	bgravell@wilco.org
Williamson County, Precinct 1	The Honorable	Commissioner	Terry	Cook	terry.cook@wilco.org
Williamson County, Precinct 2	The Honorable	Commissioner	Cynthia	Long	clong@wilco.org
Williamson County, Precinct 3	The Honorable	Commissioner	Valerie	Covey	vcovey@wilco.org

Organization	Prefix	Salutation	First Name	Last Name	Email
Williamson County, Precinct 4	The Honorable	Commissioner	Russ	Boles	russ.boles@wilco.org
U.S. House of Representatives, 10th District	The Honorable	Representative	Michael	McCaul	michael.mccaul@mail.house.gov
U.S. House of Representatives, 17th District	The Honorable	Representative	Pete	Sessions	pete.sessions@mail.house.gov
U.S. House of Representatives, 21st District	The Honorable	Representative	Chip	Roy	chip.roy@mail.house.gov
U.S. House of Representatives, 25th District	The Honorable	Representative	Roger	Williams	roger.williams@mail.house.gov
U.S. House of Representatives, 31st District	The Honorable	Representative	John	Carter	john.carter@mail.house.gov
U.S. House of Representatives, 35th District	The Honorable	Representative	Lloyd	Doggett	lloyd.doggett@mail.house.gov
Texas House of Representatives, District 20	The Honorable	Representative	Terry M.	Wilson	terry.wilson@house.texas.gov
Texas House of Representatives, District 46	The Honorable	Representative	Sheryl	Cole	sheryl.cole@house.texas.gov
Texas House of Representatives, District 49	The Honorable	Representative	Gina	Hinojosa	gina.hinojosa@house.texas.gov
Texas House of Representatives, District 50	The Honorable	Representative	Celia	Israel	celia.israel@house.texas.gov
Texas House of Representatives, District 52	The Honorable	Representative	James	Talarico	james.talarico@house.texas.gov
U.S. Senate	The Honorable	Senator	John	Cornyn	elizabeth.jafari@mail.senate.gov
U.S. Senate	The Honorable	Senator	Ted	Cruz	central_texas@cruz.senate.gov
Texas Senate, District 14	The Honorable	Senator	Sarah	Eckhardt	sarah.eckhardt@senate.texas.gov
Texas Senate, District 5	The Honorable	Senator	Charles	Schwertner	Charles.Schwertner@senate.texas.gov

Elected Official Email Sample Attachments



7901 N. I-35, AUSTIN, TEXAS 78753 | 512.366.3229 | WWW.TXDOT.GOV

April 9, 2021

The Honorable John Cornyn
Senator, U.S. Senate
221 West Sixth St., Suite 1530
Austin, TX 78701

RE: Virtual Public Hearing for I-35 Capital Express North Project, CSJ: 0015-10-062, 0015-13-389

Dear Senator Cornyn:

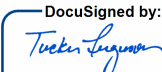
You are cordially invited to participate in a virtual public hearing for the I-35 Capital Express North project. The project proposes to add one non-tolled high-occupancy vehicle managed lane in each direction along I-35 from SH 45 North to US 290 East. The project will also reconstruct bridges, add a diverging diamond intersection at Wells Branch Parkway, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.

The virtual public hearing will allow the public the opportunity to review and comment on the I-35 Capital Express North Draft Environmental Assessment.

A pre-recorded video presentation, maps, drawings and other project information will be available starting at 9 a.m. on Monday, May 10 through Thursday, June 10, 2021 at my35capex.com. Please forward this notice to staff, as appropriate. Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. The in-person option will be held on Monday, May 10, 2021 from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753. The public hearing newspaper advertisement is attached to this letter.

If you need additional information on the project or this virtual event, please contact Michelle Cooper, P.E., I-35 Capital Express North project manager at (512) 832-7138.

Sincerely,

DocuSigned by:

78974EBCB5244BE...
Tucker Ferguson, P.E.
Austin District Engineer

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.

OUR VALUES: People • Accountability • Trust • Honesty
OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer



I-35 CAPITAL EXPRESS NORTH VIRTUAL PUBLIC HEARING

The Texas Department of Transportation is holding a virtual public hearing with an in-person option to discuss improvements to I-35 from SH 45 North to US 290 East. The purpose of the public hearing is to request public comment on the draft environmental assessment (EA) and the recommended alternative for improvements on the I-35 Capital Express North project.

Proposed improvements include:

- Adding one non-tolled high-occupancy vehicle managed lane in each direction
- Reconstructing six bridges
- Constructing a Diverging Diamond Intersection at Wells Branch Parkway
- Adding pedestrian and bicycle paths
- Making additional safety and mobility improvements within the project limits

The proposed project would require approximately 17 acres of additional right-of-way and would potentially displace five non-residential structures. It would also require the acquisition of approximately 0.6 acre from the City of Austin's Upper Little Walnut Creek Greenbelt. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CFR 774.3(b). TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek Greenbelt may be submitted as described below.

**Monday, May 10, 2021 at 9 a.m.
through Thursday, June 10, 2021**

Project information available for review
and comment at my35capex.com.



An in-person option will be held on Monday, May 10, 2021, from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.

Public comments on the project may be submitted by email, phone, mail or online:

EMAIL: CapExNorth@txdot.gov

VERBAL COMMENT BY VOICEMAIL: (512) 721-2832

MAIL: Michelle Cooper, P.E.

1608 W. 6th Street
Austin, TX 78703

ONLINE: www.my35capex.com



Comments received or postmarked by June 10, 2021, will be included in the official hearing record.

The virtual public hearing will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, May 5, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.

CSJs: 0015-10-062 & 0015-13-389

Adjacent Property Owner Mailout

Date mailed: April 14, 2021



I-35 CAPITAL EXPRESS NORTH VIRTUAL PUBLIC HEARING

The Texas Department of Transportation is holding a virtual public hearing with an in-person option to discuss improvements to I-35 from SH 45 North to US 290 East. The purpose of the public hearing is to request public comment on the draft environmental assessment (EA) and the recommended alternative for improvements on the I-35 Capital Express North project.

Proposed improvements include:

- Adding one non-tolled high-occupancy vehicle managed lane in each direction
- Reconstructing six bridges
- Constructing a Diverging Diamond Intersection at Wells Branch Parkway
- Adding pedestrian and bicycle paths
- Making additional safety and mobility improvements within the project limits

The proposed project would require approximately 17 acres of additional right-of-way and would potentially displace five non-residential structures. It would also require the acquisition of approximately 0.6 acre from the City of Austin's Upper Little Walnut Creek Greenbelt. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CFR 774.3(b). TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek Greenbelt may be submitted as described below.

An in-person option will be held on Monday, May 10, 2021, from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.

Public comments on the project may be submitted by email, phone, mail or online:

EMAIL: CapExNorth@txdot.gov

VERBAL COMMENT BY VOICEMAIL: (512) 721-2832

MAIL: Michelle Cooper, P.E.

1608 W. 6th Street
Austin, TX 78703

ONLINE: www.my35capex.com



Comments received or postmarked by June 10, 2021, will be included in the official hearing record.

The virtual public hearing will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing, please contact Ale Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, May 5, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.

CSJ- 0015-10-002 & 0015-13-380





I-35 CAPITAL EXPRESS NORTH AUDIENCIA PÚBLICA VIRTUAL

El Departamento de Transporte de Texas está llevando a cabo una audiencia pública virtual con una opción en persona para discutir las mejoras a la I-35 desde la SH 45 Norte hasta la US 290 Este. El propósito de la audiencia pública es solicitar comentarios del público sobre el borrador de la evaluación ambiental (EA) y la alternativa recomendada para las mejoras en el proyecto I-35 Capital Express North.

Las mejoras propuestas incluyen:

- Agregar un carril administrado para vehículos de alta ocupación sin peaje en cada dirección
- Reconstrucción de seis puentes
- Construcción de una Intersección de Diamante Divergente en Wells Branch Parkway
- Agregar carriles para peatones y bicicletas
- Realizar mejoras adicionales de seguridad y movilidad dentro de los límites del proyecto

El proyecto propuesto requeriría aproximadamente 17 acres de servidumbre de tránsito adicional y potencialmente desplazaría cinco estructuras no residenciales. También requeriría la adquisición de aproximadamente 0.6 acres del Upper Little Walnut Creek Greenbelt de la ciudad de Austin. Este parque es una propiedad pública designada sujeta al Capítulo 26 del Código de Parques y Vida Silvestre y la Sección 4(f) del 23 CFR 774.3 (b). TxDOT anticipa hacer una determinación de minimis para este uso bajo la Sección 4(f) de la Ley del Departamento de Transporte del 1966. Los comentarios públicos sobre los efectos del proyecto propuesto en las actividades, características o atributos de Upper Little Walnut Creek Greenbelt pueden presentarse como se describe a continuación.

**Lunes 10 de mayo del 2021 a las 9 a.m.
hasta el jueves 10 de junio del 2021**

La información del proyecto está disponible para su revisión y comentarios en my35capex.com.



Una opción en persona se llevará a cabo el lunes 10 de mayo del 2021, desde las 8 a.m. a las 8 p.m. en la oficina del distrito de TxDOT Austin, 7901 N. I-35, Austin, Texas 78753. La asistencia a la opción en persona será solo con cita previa. Las personas que deseen asistir a la opción en persona deben llamar al (512) 522-6949 entre las 9 a.m. y las 5 p.m., de lunes a viernes, para programar una cita.

Los comentarios públicos sobre el proyecto pueden enviarse por correo electrónico, teléfono, correo postal o en línea:

CORREO ELECTRÓNICO: CapExNorth@txdot.gov

COMENTARIO VERBAL POR CORREO DE VOZ: (512) 721-2832

CORREO: Michelle Cooper, P.E.

1608 W. 6th Street
Austin, TX 78703

EN LÍNEA: www.my35capex.com



Los comentarios recibidos o matasellados hasta el 10 de junio del 2021 se incluirán en el registro oficial de la audiencia.

La audiencia pública virtual se llevará a cabo en inglés. Si usted necesita un intérprete o un traductor de documentos porque su idioma principal no es el inglés o tiene alguna dificultad para comunicarse eficazmente en inglés, se le proporcionará uno. Si usted tiene alguna discapacidad y necesita ayuda, se pueden hacer arreglos especiales para atender la mayoría de las necesidades. Si usted necesita servicios de interpretación o traducción o usted es una persona con alguna discapacidad que requiera una adaptación para asistir y participar en la audiencia pública virtual, por favor póngase en contacto con Nic Barbera al (512) 766-3472 a más tardar a las 4 p.m. hora central, miércoles 5 de mayo del 2021. Por favor sepa que es necesario dar aviso con anticipación, ya que el Departamento de Transporte de Texas podría necesitar un cierto tiempo para coordinar determinados servicios y adaptaciones.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre del 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

CSJs: 0015-10-062 & 0015-13-389

Owner Line 1	Owner Line 2	Address	City	State	Zip
ROUND ROCK CROSSINGS CORNER LP		804 CONGRESS AVE STE 300	AUSTIN	TX	78701
OHIO INVESTORS LIMITED PARTNERSHIP		15301 VENTURA BLVD STE B-570	SHERMAN OAKS	CA	91403
9600 BUILDING INC		200 E PALMETTO PARK RD APT 806	BOCA RATON	FL	33432
WILLOVIC, INC		307 TRAIL OF THE FLOWERS	GEORGETOWN	TX	78633
NATIONSBANK OF TEXAS N A		BANK OF AMERICA, CORPORATE REAL ESTATE ASSESS NC1-001-03-81 101 N TYRON ST	CHARLOTTE	NC	28255
CFT DEVELOPMENTS LLC		1683 WALNUT GROVE AVE	ROSEMEAD	CA	91770
AUSTIN CAR WASH INC		C/O MISTER CAR WASH 222 E. 5TH ST.	TUCSON	AZ	85705
ARCHLAND PROPERTY II LP		% MCDONALDS CORP (42-1648) PO BOX 182571	COLUMBUS	OH	43218
CCP PAYLESSS ROUND ROCK LP		8333 DOUGLAS AVE STE 1500	DALLAS	TX	75225
CHICK-FIL-A INC		Attn: PROPERTY MANAGEMENT-REAL ESTATE LEGAL 5200 BUFFINGTON RD	ATLANTA	GA	30349
WAL-MART STORES INC		PROP TAX DEPT MS 0555 PO BOX 8050	BENTONVILLE	AR	72712
AUSTOWERS LLC		3724 JEFFERSON STE 210	AUSTIN	TX	78731
DB TRIPLE DIPPER RESTAURANT LLC		Attn: FORTRESS INVESTMENT GROUP LLC 1345 AVENUE OF THE AMERICAS FL 46	NEW YORK	NY	10105
BALTGEM DEVELOPMENT CORP ETAL		9986 MANCHESTER RD	SAINT LOUIS	MO	63122
SEA FOX INVESTMENT INC	% GREENBLUM INVESTMENTS PARTNERS INC.	3345 BEE CAVE RD STE 208	AUSTIN	TX	78746
TEXAS PUBLIC FINANCE AUTHORITY		300 W 15TH ST STE 411	AUSTIN	TX	78701
GIRL SCOUTS-LONE STAR COUNCIL		12012 PARK THIRTY-FIVE CIR	AUSTIN	TX	78753
BROCK SPAVINAW PARTNERSHIP LTD		PO BOX 160340	AUSTIN	TX	78716
COLONNADE OFFICE CENTER	STE 1303	12015 PARK THIRTY FIVE CIR	AUSTIN	TX	78753
PHILLIPS JAMES B & KARIN L		24 WILDERNESS WAY	ROUND ROCK	TX	78664
STATE OF TEXAS		PO BOX 15426	AUSTIN	TX	78761
MARQUEZ BAUDELIO		809 HOLLYBLUFF ST	AUSTIN	TX	78753
PENIZE LLC		10500 N IH 35 #C	AUSTIN	TX	78753
B H 11000 NORTH IH35 LLC		PO BOX 49993	LOS ANGELES	CA	90049
BERDUO ALDO & GEANE		8525 LOOKOUT CLIFF PASS	AUSTIN	TX	78737
SCHUH DWAIN J & KIMBERLY M		1019 E BRAKER LN	AUSTIN	TX	78753
SCHUH DWAIN J & KIMBERLY M		1019 E BRAKER LN	AUSTIN	TX	78753

Owner Line 1	Owner Line 2	Address	City	State	Zip
MULDER RICHARD B & KELLY M		2215 TERRADYNE DR	PFLUGERVILLE	TX	78660
KLENZENDORF BILL & ALLYSON	DBA KLENZENDORF INVESTMENTS	PO BOX 271	HUTTO	TX	78634
TWENTY-FIVE SAC SELF-STORAGE LP		207 E CLARENDON	PHOENIX	AZ	85012
SHURGARD TEXAS LIMITED PARTNERSHIP	%PUBLIC STORAGE INC	PO BOX 25025	GLENDALE	CA	91221
PENIZE LLC		10500 N IH 35 #C	AUSTIN	TX	78753
ROMOS PROPERTIES LTD		8830 LONG POINT RD STE 700	HOUSTON	TX	77055
CRA VENTURES LLC		9729 N INTERSTATE HWY 35	AUSTIN	TX	78753
SIERRA JOSE L		800 HOLLYBLUFF ST	AUSTIN	TX	78753
BROOKS HENRY H III		3411 HARBOUR	PHOENIX	AZ	85034
SUN VISOR HOLDING LLC		9900 SPECTRUM DR	AUSTIN	TX	78717
BLUFF SPRINGS FOOD MART INC	ATTN: TARIQ MAJID	10810 N LAMAR BLVD	AUSTIN	TX	78753
SUN VISOR HOLDING LLC		9900 SPECTRUM DR	AUSTIN	TX	78717
THOMAS ROBERT E		PO BOX 142226	AUSTIN	TX	78714
SEJ ASSET MGMT & INVSTMNT CO	% 7-ELEVEN INC	1722 ROUTH ST STE 1000	DALLAS	TX	75201
JACK IN THE BOX PROPERTIES LLC	TAX GROUP	9357 SPECTRUM CENTER BLVD	SAN DIEGO	CA	92123
HUGGINS-MICHALK LTD		PO BOX 388	THORNDALE	TX	76577
CHEN SHENG-TING TRUSTEE FOR TH	TRUSTEE FOR THE	UNIT 24	AUSTIN	TX	78735
PATEL SHILPABEN P		909 E KOENIG LN	AUSTIN	TX	78751
PALMA VIDAL ADAM		1600 BENCH MARK DR	AUSTIN	TX	78728
MAHALLY LIMITED PARTNERSHIP		5801 KAZLAN CV	AUSTIN	TX	78730
9038 N IH-35 LLC		409 GRASSLAND LN	GEORGETOWN	TX	78628
A & D HOTEL L L C		9121 N INTERSTATE 35	AUSTIN	TX	78753
NAGOBICH FAMILY REVOCABLE TRUST	TXGERMAN NAGOBICH TRUSTEE	PO BOX 52427	ATLANTA	GA	30355
ARBABIAN MALEK EHSAN &	SHAHRZAD D NEMAT	5708 BARKER RIDGE DR	AUSTIN	TX	78759
TPP 204 NORTHVIEW LLC		1717 MAIN ST STE 2600	DALLAS	TX	75201
BLUE STAR GLOBAL LLC		6310 GRANADA WAY	SAN ANTONIO	TX	78257
F9 PROPERTIES LLC		844 ALTON RD STE 3	MIAMI BEACH	FL	33139
OROZCO JOSE FERNANDO & ERICKA GONZALES		820 HERMITAGE DR	AUSTIN	TX	78753

Owner Line 1	Owner Line 2	Address	City	State	Zip
BLUFF SPRINGS FOOD MART INC	ATTN: TARIQ MAJID	10810 N LAMAR BLVD	AUSTIN	TX	78753
ZKM INC		1436 TAMAR LN	AUSTIN	TX	78727
TEXAS LP GAS ASSOC		8408 N INTERSTATE 35	AUSTIN	TX	78753
CHEN SHENG-TING TRUSTEE FOR TH	TRUSTEE FOR THE	UNIT 24	AUSTIN	TX	78735
KLBJ LLC		3800 N LAMAR BLVD	AUSTIN	TX	78756
ADEPT BUILDERS LLC		11442 NORTH IH 35 STE A	AUSTIN	TX	78753
KLBJ LLC		3800 N LAMAR BLVD	AUSTIN	TX	78756
HENNA FAMILY VENTURE		PO BOX 15347	AUSTIN	TX	78761
FANG & LIU REALTY LLC		1312 HILLRIDGE DR	ROUND ROCK	TX	78665
F9 PROPERTIES LLC		844 ALTON RD STE 3	MIAMI BEACH	FL	33139
BLUE STAR GLOBAL LLC		6310 GRANADA WAY	SAN ANTONIO	TX	78257
PRINCE ORGANIZATION AUSTIN LLC	% SUNIL TOLANI	18620 SEA BISCUIT RUN	YORBA LINDA	CA	92886
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY	%BRIDGE CREEK PROPOWNER ASSOC	AUSTIN	TX	78752
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY	%BRIDGE CREEK PROPOWNER ASSOC	AUSTIN	TX	78752
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY	%BRIDGE CREEK PROPOWNER ASSOC	AUSTIN	TX	78752
FLORES ISMAEL F &	SAN JUANITA S FLORES	821 FENELON DR	AUSTIN	TX	78753
CITY OF AUSTIN	% KARVINS HOTELS INC	7400 N INTERSTATE 35 HY	AUSTIN	TX	78752
OM NAMA MAHA LAXMI LLC	% TORAL & RAJ BALAKRISHNAN	1306 PASA TIEMPO	LEANDER	TX	78641
6718 MIDDLE FISKVILLE LLC	SUITE 200	3839 BEE CAVES RD	AUSTIN	TX	78746
DRURY SOUTHWEST INC		101 S FARRAR DR	CAPE GIARARDEAU	MO	63701
DRURY SOUTHWEST INC		PO BOX 1214	CAPE GIRARDEAU	MO	63702
DRURY SOUTHWEST INC		PO BOX 1214	CAPE GIRARDEAU	MO	63702
RPC NIH 35 LLC		1705 S CAPITAL OF TEXAS HWY 400	AUSTIN	TX	78746
STATE OF TEXAS		PO BOX 15426	AUSTIN	TX	78761
HILL ALBERT LOUISE C ETAL		709 DELMARE AVE	AUSTIN	TX	78752
720 LAMAR PLACE L C		PO BOX 6110	AUSTIN	TX	78762
GORDON PESHA V LIVING TRUST	% HUGH FREIDEN	5629 SHADY GLEN	MEMPHIS	TN	38120
7-ELEVEN INC		3200 HACKERRY RD	IRVING	TX	75063

Owner Line 1	Owner Line 2	Address	City	State	Zip
CLEAN ACROSS TEXAS LLC		1625 WELLS BRANCH PKWY	AUSTIN	TX	78728
BRAZOS DE SANTOS PARTNERS LTD		430 S SANTA ROSA AVE	SAN ANTONIO	TX	78207
WELLS BRANCH ASSOCIATION INC	% CHERI WARFIELD	115 WILD BASIN RD STE 308	WEST LAKE HILLS	TX	78746
WHITTLESEY LANDSCAPE SUPPLIES	& RECYCLING INC	PO BOX 1119	ROUND ROCK	TX	78680
AUSPRO ENTERPRISES LP		PO BOX 13549	AUSTIN	TX	78711
AUSPRO ENTERPRISES LP		PO BOX 13549	AUSTIN	TX	78711
ROUND ROCK CROSSINGS TEXAS LP		804 CONGRESS AVE STE 300	AUSTIN	TX	78701
BRE/ESA P PORTFOLIO TXNC PROP LP	EXTENDED STAY HOTELS	PO BOX 49550	CHARLOTTE	NC	28277
ROUND ROCK FEI LTD		3711 BRIARPARK DR STE 300	HOUSTON	TX	77042
AI3 CORPORATION		11442 N IH 35 STE A	AUSTIN	TX	78753
SPILLAR JAMES L		PO BOX 42049	AUSTIN	TX	78704
STONE CLAYTON B	% CROSSCREEK HOLDINGS LLC	CENTRAL TEXAS WATER SPORTS	AUSTIN	TX	78728
SARNOSKI EDWARD & DORENE		114 BLUE QUAIL DR	GEORGETOWN	TX	78628
RB TECH RIDGE LLC ETAL	% RD MANAGEMENT LLC	810 7TH AVE 10TH FLR	NEW YORK	NY	10019
HD DEVELOPMENT PROPERTIES LP	% HOME DEPOT USA	PO BOX 105842	ATLANTA	GA	30348
MOTOROLA EMPOLYEES CREDIT UNIO	UNION-WEST	PO BOX 3489	SCOTTSDALE	AZ	85271
REALTY INCOME TEXAS PROPERTIES L P	% MARVIN F POER & COMPANY	PO BOX 52427	ATLANTA	GA	30355
MCDONALD'S USA LLC		110 N CARPENTER ST	CHICAGO	IL	60607
FIVE OAKS LOT 3 LTD	STE 650	10010 SAN PEDRO	SAN ANTONIO	TX	78216
BENGALI MONIS 2 LLC		23 GRAND TER	SAN ANTONIO	TX	78257
RB TECH RIDGE LLC ETAL	% RD MANAGEMENT LLC	810 7TH AVE 10TH FLR	NEW YORK	NY	10019
RB TECH RIDGE LLC ETAL	% RD MANAGEMENT LLC	810 7TH AVE 10TH FLR	NEW YORK	NY	10019
AUSTIN TELCO FEDERAL CREDIT UNION		8929 SHOAL CREEK BLVD	AUSTIN	TX	78757
CSW 13609 I35 LLC	% CENTRAL SOUTHWEST TEXAS DEV LLC	1703 W 5TH ST STE 850	AUSTIN	TX	78703

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HD DEVELOPMENT PROPERTIES LP	% HOME DEPOT USA INC #6553	PO BOX 105842	ATLANTA	GA	30348
NADG NNN BWW (TX) LP	BUFFALO WILD WINGS	3131 MCKINNEY AVE STE L10	STUDIO CITY	CA	91604
CHICK-FIL-A INC		5200 BUFFINGTON RD	ATLANTA	GA	30349
RB TECH RIDGE LLC ETAL	% RD MANAGEMENT LLC	810 7TH AVE 10TH FLR	NEW YORK	NY	10019
KERI KNOWS LLC		269 S BEVERLY DR #1413	BEVERLY HILLS	CA	90212
RB TECH RIDGE LLC ETAL	% RD MANAGEMENT LLC	810 7TH AVE 10TH FLR	NEW YORK	NY	10019
FJH GROUP LLC		2407 MELEKHIN BEND	CEDAR PARK	TX	78613
ROSNAGLE THOMAS K & JANE S ETAL	% COLDWELL BANKER COMMERCIAL	1500 D ST	VANCOUVER	WA	98663
RED ROBIN INTERNATIONAL INC	% MARVIN F POER & COMPANY INC	PO BOX 52427	ATLANTA	GA	30355
MURPHY OIL USA, INC		200 E PEACH ST	EL DORADO	AR	71730
GG AUSTIN PROPERTIES LLC		2027 SOUTH 61ST ST SUITE 104	TEMPLE	TX	76504
RB TECH RIDGE LLC ETAL	% RD MANAGEMENT LLC	810 7TH AVE 10TH FLR	NEW YORK	NY	10019
RB TP TECH RIDGE LLC ETAL	% RD MANAGEMENT LLC	810 7TH AVE 10TH FLR	NEW YORK	NY	10019
FCPT HOLDINGS LLC	ATTN: GENERAL COUNSEL	591 REDWOOD HIGHWAY STE 1150	MILL VALLEY	CA	94941
VETAYASES PRATUANG		PO BOX 451925	LOS ANGELES	CA	90045
REALTY INCOME TEXAS	PROPERTIES LP	ATTN PM DEPT 0058	SAN DIEGO	CA	92130
APPLE NINE HOSPITALITY OWNERSHIP INC	% APPLE REIT COMPANIES	814 E MAIN ST	RICHMOND	VA	23219
SPIRIT MASTER FUNDING II LLC	% SPIRIT REALTY CAPITAL	2727 N HARWOOD ST STE 300	DALLAS	TX	75201
LAUGHLIN MACK & BETTY SUE		606 VIRGINIA DR	ROUND ROCK	TX	78664
AUSTIN S PARMER PROPCO LP		980 N MICHIGAN AVE STE 1700	CHICAGO	IL	60611
ROUND ROCK CROSSINGS TEXAS LP		804 CONGRESS AVE STE 300	AUSTIN	TX	78701
ROUND ROCK CROSSINGS TEXAS LP		804 CONGRESS AVE STE 300	AUSTIN	TX	78701
HEB GROCERY COMPANY LP	ATTN PROPERTY TAX	PO BOX 839999	SAN ANTONIO	TX	78283

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BARKER SCOTT & MARGARET		PO BOX 373	PFLUGERVILLE	TX	78691
H E BUTT GROCERY COMPANY	% PROPERTY TAX DEPARTMENT	PO BOX 839999	SAN ANTONIO	TX	78283
QUACH NGOC HOA & SON VAN DOAN		2007 THREE POINTS RD	AUSTIN	TX	78728
4-F PROPERTIES LLC		PO BOX 81305	AUSTIN	TX	78708
HEB GROCERY COMPANY LP	ATTN PROPERTY TAX	PO BOX 839999	SAN ANTONIO	TX	78283
SPRAY CECIL O		705 OVERLOOK BND	LEANDER	TX	78641
SPRAY AUSTIN L & DONNA M		PO BOX 286	ALTO	NM	88312
SPRAY AUSTIN L & DONNA M		PO BOX 286	ALTO	NM	88312
GRAND AVENUE PARKWAY VENTURES LLC		210 LACAVA ST APT 3013	AUSTIN	TX	78701
D & Q LLC		2007 THREE POINTS RD	AUSTIN	TX	78728
SPRAY CECIL O & OLETA L		705 OVERLOOK BND	LEANDER	TX	78641
BRN PROPERTIES L L C		503 FARLEY DR	AUSTIN	TX	78753
BRN PROPERTIES L L C		503 FARLEY DR	AUSTIN	TX	78753
NEAL FRANCES J		2900 CUREO CV	ROUND ROCK	TX	78681
OWEN TECH LLC		PO BOX 82653	AUSTIN	TX	78708
BELLENJOY PROPERTIES LLC		PO BOX 967	MANCHACA	TX	78652
DIMITRY WANDA TRUST	WANDA DEMITRY TRUSTEE	4401 FLAGSTAFF DR	AUSTIN	TX	78759
WILLIAMS CARL E & JERALDINE P LIFE ESTATE		15704 BRENDA ST	AUSTIN	TX	78728
4-F PROPERTIES LLC		PO BOX 81305	AUSTIN	TX	78708
SPRAY LEIGH O & PATRICIA A		705 OVERLOOK BND	LEANDER	TX	78641
SPRAY LEIGH O & PATRICIA A		705 OVERLOOK BND	LEANDER	TX	78641
LIMIN PROPERTIES LTD	BLDG C-100	7600 N CAPITAL OF TX HWY	AUSTIN	TX	78731
OWEN TECH LLC		PO BOX 82653	AUSTIN	TX	78708
GRIFFIS JARRET F SURVIVORS TRUST		5612 LOMITA VERDE CIRCLE	AUSTIN	TX	78749
WELLS BRANCH M U D	ATTN ALLEN DOUTHITT	9511 N FM 620	AUSTIN	TX	78726
C & T SHOPS ON HOWARD LANE	% ECR MANAGEMENT	812 SAN ANTONIO ST STE 105	AUSTIN	TX	78701
HOWARD ROUTE CENTER LTD		404 W POWELL LN STE 202	AUSTIN	TX	78753

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HOWARD ROUTE CENTER LTD		404 W POWELL LN STE 202	AUSTIN	TX	78753
C & T SHOPS ON HOWARD LANE	% ECR MANAGEMENT	812 SAN ANTONIO ST STE 105	AUSTIN	TX	78701
THOMAS PETROLEUM LTD		PO BOX 1876	VICTORIA	TX	77902
STESSA LLLP		1589 WATERSLEDGE RD			
GENESIS OF LEE INC		14004 OWEN TECH BLVD	AUSTIN	TX	78728
GENERATION HOUSING PARTNERS LLC		8551 5TH ST	FRISCO	TX	75034
HOWARD ROUTE CENTER LTD		404 W POWELL LN STE 202	AUSTIN	TX	78753
PAIR HOLDINGS LLC		900 COUNTY ROAD 261	GEORGETOWN	TX	78633
GINGERGRIFF PROPERTIES LLC		294 LOGAN RANCH RD	GEORGETOWN	TX	78628
PATEL ASHVIN & MEEHA		1604 CHASEWOOD DR	AUSTIN	TX	78727
FRAGA JUAN & MARIA		902 LAWNMONT DR	ROUND ROCK	TX	78664
SOMERVILL IAN & MILISSA		15705 CONNIE ST	AUSTIN	TX	78728
HCT PROPERTIES LTD	ATTN: PROPERTY TAX DEPARTMENT	PO BOX 207916	SAN ANTONIO	TX	78220
WAUKESHA PEARCE INDUSTRIES INC	C/O STANCIL PROPERTY TAX	PO BOX 968	KATY	TX	77492
BRIDGESTONE RETAIL OPERATIONS LLC	% TAX DEPT 9TH FLOOR	535 MARRIOTT DRIVE	NASHVILLE	TN	37214
HEYL PAT & BARBARA	FIRST CHOICE EMERGENCY	1001 S CAPITAL OF TEXAS HWY	WEST LAKE HILLS	TX	78746
1908 HOWARD LANE LTD		1914 HOWARD LN STE A	AUSTIN	TX	78728
G & G AUTOBODY INC		15601 INTERSTATE 35	PFLUGERVILLE	TX	78660
VISVANATH LP		13311 BURNET RD	AUSTIN	TX	78727
WEBB JSK FAMILY L P THE		15802 VISION DR	PFLUGERVILLE	TX	78660
BATIS DONALD RAY & MARY ANN		15607A CONNIE ST	AUSTIN	TX	78728
CAPPS DAVE FAMILY PARTNERSHIP		8555 JOHN W CARPENTER FWY	DALLAS	TX	75247
CHEDDARS INC		1000 DARDEN CENTER DR	ORLANDO	FL	32837
7-ELEVEN INC	ATTN AV TAX DEPT #34253	PO BOX 4900	SCOTTSDALE	AZ	85261
BJI INC	DBA BJ ELECTRIC COMPANY	1509 THREE POINTS RD	PFLUGERVILLE	TX	78660
TEXAS ROADHOUSE OF AUSTIN- NORTH LTD	ATTN SHEILA BROWN ESQ	6040 DUTCHMANS LN STE 400	LOUISVILLE	KY	40205
MATHEWS GUY G		1503 E PFENNIG LN	PFLUGERVILLE	TX	78660

Owner Line 1	Owner Line 2	Address	City	State	Zip
IH-35 COMPANY L P	% STEVE MUCKLEROY	2305 BARTON CREEK BLVD 18	AUSTIN	TX	78735
IH-35 COMPANY L P	% STEVE MUCKLEROY	2305 BARTON CREEK BLVD 18	AUSTIN	TX	78735
IH-35 COMPANY L P	% STEVE MUCKLEROY	2305 BARTON CREEK BLVD 18	AUSTIN	TX	78735
15639 IH 35 LLC		15639 N IH 35	PFLUGERVILLE	TX	78660
11518 NIH35 LLC		2207 W PARMER LN	AUSTIN	TX	78727
11518 NIH35 LLC		2207 W PARMER LN	AUSTIN	TX	78727
11518 NIH35 LLC		2207 W PARMER LN	AUSTIN	TX	78727
POOJA BUSINESS INC		11506 N INTERSTATE 35	AUSTIN	TX	78753
AUSTIN JN INVESTMENTS LIMITED		5801 KAZLAN CV	AUSTIN	TX	78730
LAMBERT JOHN & TERRIE E		18004 EASY ST	JONESTOWN	TX	78645
BYNUM PATRICIA MICHELLE &	KELLY RENE SMITH	12006 N OAKS DR	AUSTIN	TX	78753
GAYTAN LORENZO & CLARA GAYTAN		11908 N OAKS DR	AUSTIN	TX	78753
YOUNG KRISTI		11900 NORTH OAKS DR	AUSTIN	TX	78753
11520 NIH35 INVESTMENTS LLC		2207 W PARMER LN	AUSTIN	TX	78727
HARFORD FABIENNE		12010 NORTH OAKS DR	AUSTIN	TX	78753
DABU INTERNATIONAL LLC		11442 N INTERSTATE HWY 35 #A	AUSTIN	TX	78753
KRENEK JOHN DAVID & KAREN KRENEK SASSER &	CHERYL KRENEK ANDERSON	2206 FIRST VW	LEANDER	TX	78641
LOGUE INC		3016 HATLEY DR	ROLLINGWOOD	TX	78746
LOGUE INC		3016 HATLEY DR	ROLLINGWOOD	TX	78746
VASQUEZ JULIAN DEMETRIUS		12008 NORTH OAKS DR	AUSTIN	TX	78753
JAGTIANI GAGI KETU & HARENDRA	HARENDRA JAGTIANI	1709 SHAG BARK TRL	AUSTIN	TX	78758
TEEPLE NORMAN		12000 N OAKS DR	AUSTIN	TX	78753
BAUGH LORI		11904 N OAKS DR	AUSTIN	TX	78753
LENZ WILLIE JR		12004 N OAKS DR	AUSTIN	TX	78753
PELATH JOHN J		1202 DRAGON DR	ROUND ROCK	TX	78681
TEMPLE SRI SRI RADHA DAMODAR		10700 JONWOOD WAY	AUSTIN	TX	78753
NEGRETE DAVID & DIANA M		1405 TAMAR LN	AUSTIN	TX	78727
NGUYEN HANH T		12334 COPPERFIELD DR	AUSTIN	TX	78753
PEARCE RICHARD W		PO BOX 163344	AUSTIN	TX	78716

Owner Line 1	Owner Line 2	Address	City	State	Zip
ETM HOLDINGS LTD	10323 VETERANS MEMORIAL DR		HOUSTON	TX	77038
PS LPT PROPERTIES INVESTORS		701 WESTERN AVE	GLENDALE	CA	91201
ALPHA IRR LLC		2022 WESTVALLEY PL	ROUND ROCK	TX	78665
TOVAR GABRIELA		11602 N OAKS DR	AUSTIN	TX	78753
PEARSON RYAN		11802 N OAKS DR	AUSTIN	TX	78753
NEILL JOHN B & MOSAMMAT M	SULTANA-NEILL	PO BOX 65183	SAN ANTONIO	TX	78265
SQ DEVELOPMENT LLC		7703 N LAMAR BLVD STE 118	AUSTIN	TX	78752
ALFARO FRANCISCO J & MARIA D S G		11806 N OAKS DR	AUSTIN	TX	78753
GONZALEZ OSCAR D		11706 N OAKS DR	AUSTIN	TX	78753
RAZMAND PARICHEHR &	SEAN P HOPPER	11504 NORTH OAKS DR	AUSTIN	TX	78753
NGUYEN AHN DUC & DUNG KIM NGUY	DUNG KIM NGUYEN	12203 TANGLEWILD DR	AUSTIN	TX	78758
BROWN PAUL R		11510 NORTH OAKS DR	AUSTIN	TX	78753
GUEVARA ANALISA		11508 N OAKS DR	AUSTIN	TX	78753
HAWKINS & VALLEY HOLDINGS LLC		1260 E 400 S	HEBER CITY	UT	84032
PHAN HOA VU & MANH TRONG PHAN		11610 N OAKS DR	AUSTIN	TX	78753
GUERRERO FRANCISCO & NELSA M		11606 NORTH OAKS DR	AUSTIN	TX	78753
VITEK GILBERT E		11502 N OAKS DR	AUSTIN	TX	78753
CRICKET C F HOLLOW ASSOCIATES	LIMITED PARTNERSHIP	7 WELLS AVE STE 14	NEWTON	MA	2459
SOMERVILLS IMPORT AUTOMOTIVE SERVICES INC		15705 CONNIE ST	AUSTIN	TX	78728
HOLT TEXAS LTD DBA HOLT CAT	% ELIZABETH LAYNE-FINANCE	PO BOX 207916	SAN ANTONIO	TX	78220
CHEDDARS INC		1000 DARDEN CENTER DR	ORLANDO	FL	32837
BAHRAMI BEHZAD		PO BOX 82653	AUSTIN	TX	78708
IH-35 COMPANY L P	% STEVE MUCKLEROY	2305 BARTON CREEK BLVD 18	AUSTIN	TX	78735
KRENEK JOHN DAVID & KAREN KRENEK SASSER &	CHERYL KRENEK ANDERSON	2206 FIRST VW	LEANDER	TX	78641
KAF II DEVELOPMENT COMPANY		4911 E 7TH ST	AUSTIN	TX	78702
POLYANNA ENTERPRISES INC		11300 POLLYANNA AVE	AUSTIN	TX	78753
GONZALEZ HERIBERTO &	NANCY ELIZABETH GONZALEZ	12012 N OAKS DR	AUSTIN	TX	78753

Owner Line 1	Owner Line 2	Address	City	State	Zip
EBERT NAOMI		11902 N OAKS DR	AUSTIN	TX	78753
ETM HOLDINGS LTD	10323 VETERANS MEMORIAL DR		HOUSTON	TX	77038
FISHER JEFFREY O & LYLY	LIVING TRUST	16517 KIDD LN	AUSTIN	TX	78734
BRILLIANT STAR ENTERPRISES LLC		PO BOX 26539	AUSTIN	TX	78755
BOUJABADI MOHAMMAD M		2609 PECAN CREEK DR	LEANDER	TX	78641
RICHARDS DOUGLAS S JR & CLOUD B RICHARDS		11218 N LAMAR BLVD	AUSTIN	TX	78753
MINHAS MOHAMMAD K		2207 W PARMER LN	AUSTIN	TX	78727
LEE FLYNN A		PO BOX 300293	AUSTIN	TX	78703
HONSTEIN ROBERT		11700 N OAKS DR	AUSTIN	TX	78753
ROBLES YONY ANIBAL MELGAR & ATENAS	VALLADO MENDOZA	11608 NORTH OAK DR	AUSTIN	TX	78753
HOPPER SEAN PATRICK		11504 N OAKS DR	AUSTIN	TX	78753
NITIBHON SUBHON		11600 N OAKS DR	AUSTIN	TX	78753
JONES EVELYN		11506 NORTH OAKS DR	AUSTIN	TX	78753
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT	PO BOX 2539	SAN ANTONIO	TX	78299
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT	PO BOX 2539	SAN ANTONIO	TX	78299
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT	PO BOX 2539	SAN ANTONIO	TX	78299
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT	PO BOX 2539	SAN ANTONIO	TX	78299
BAFCO II LLC		310 SOUTH ST	MORRISTOWN	NJ	7960
DAYTON HUDSON CORP	TARGET CORPORATION T - 1066A	C/O PROPERTY TAX DEPARTMENT	MINNEAPOLIS	MN	55440
VXCHNGE FACILITIES LLC		1501 W CLEVELAND ST	TAMPA	FL	33606
CEDARS ACADEMY	ATTN DON J SAWYER	8416 N INTERSTATE 35	AUSTIN	TX	78753
CEDARS ACADEMY	ATTN DON J SAWYER	8416 N INTERSTATE 35	AUSTIN	TX	78753
BRAKER/CLAYTON PARTNERS LTD		405 ENFRETE RD STE 200	NOVATO	CA	94949
BELUZ PROPERTIES XI LTD		5109 80TH ST	LUBBOCK	TX	79424
NLI 3500 WPA LLC		3500 WADLEY PL BLDG B	AUSTIN	TX	78728

Owner Line 1	Owner Line 2	Address	City	State	Zip
APPLE NINE HOSPITALITY OWNERSHIP INC	% APPLE REIT COMPANIES	814 E MAIN ST	RICHMOND	VA	23219
11055 N IH-35 LLC & KDRCO LLC		3839 BEE CAVES RD STE 200	AUSTIN	TX	78746
INTERNATIONAL BANK OF COMMERCE		500 W 5TH ST STE 100	AUSTIN	TX	78701
BRAKER LANE RETAIL L P		405 ENFRENTA RD STE 200	NOVATO	CA	94949
BRAKER LANE RETAIL L P		405 ENFRENTA RD STE 200	NOVATO	CA	94949
WCP AUSTIN PARTNERS LLC		5710 LYNDON B JOHNSON FWY	DALLAS	TX	75240
PARM35 LLC		1122 COLORADO ST STE 313	AUSTIN	TX	78701
CUSTOM LOCATIONS LLC	% LLOYD PUTTER	200 N OCEAN BLVD APT 4N	DELRAY BEACH	FL	33483
JMDH REAL ESTATE OF AUSTIN LLC	% JETRO CASH & CARRY ENTERPRISES LLC	1524 132ND ST	COLLEGE POINT	NY	11356
HOUSING AUTHORITY OF THE CITY OF AUSTIN		1124 S IH 35	AUSTIN	TX	78704
APPLE NINE HOSPITALITY OWNERSHIP INC	% APPLE REIT COMPANIES	814 E MAIN ST	RICHMOND	VA	23219
FJF INVESTMENTS LLC		7938 IVANHOE AVE STE B	LA JOLLA	GA	92037
RFHDAH LP		8723 N LAMAR BLVD	AUSTIN	TX	78753
TIDWELL TROJAN & JOSEPHINE TRS	TROJAN & JOSEPHINE A TIDWELL	5405 PONY CHASE	AUSTIN	TX	78727
LIT INDUSTRIAL TEXAS LIMITED PARTNERSHIP	% STREAM REALTY PARTNERS	515 CONGRESS STE 2100	AUSTIN	TX	78701
RFHDAH LP		8723 N LAMAR BLVD	AUSTIN	TX	78753
GRANT DEAN BUICK INC	DBA THE PARK AVENUE COMPANY	1321 PARK AVENUE WEST	HIGHLAND PARK	IL	60035
TEXAS DEPARTMENT OF PUBLIC SAF	PUBLIC SAFETY	PO BOX 15426	AUSTIN	TX	78761
GRANT DEAN BUICK INC	DBA THE PARK AVENUE COMPANY	1321 PARK AVENUE WEST	HIGHLAND PARK	IL	60035
KYRISH REAL ESTATE LTD		8900 NORTH LOOP EAST	HOUSTON	TX	77029
LIT INDUSTRIAL TEXAS LIMITED PARTNERSHIP	% STREAM REALTY PARTNERS	515 CONGRESS STE 2100	AUSTIN	TX	78701
STAR FURNITURE CO		PO BOX 219169	HOUSTON	TX	77218
SCI FUNERAL SERVICES INC	%PROPERTY TAX 9TH FLOOR	PO BOX 130548	HOUSTON	TX	77219

Owner Line 1	Owner Line 2	Address	City	State	Zip
AGGO 35 L P	% TODD ROUTH	1601 PALOMINO RIDGE DR	AUSTIN	TX	78733
SKYL LP		5400 SHOAL CREEK BLVD	AUSTIN	TX	78756
ROUND ROCK CROSSINGS CORNER LP	STE 300	804 CONGRESS AVE	AUSTIN	TX	78701
RCI HOLDINGS INC		10737 CUTTEN RD	HOUSTON	TX	77066
CAPITAL CITY-SOCRATES LTD		1717 W 6TH ST STE 390	AUSTIN	TX	78703
ROUND ROCK CROSSINGS CORNER LP	STE 300	804 CONGRESS AVE	AUSTIN	TX	78701
PURCELL PROPERTIES L P		PO BOX 100	POTOSI	MO	63664
PURCELL PROPERTIES L P		PO BOX 100	POTOSI	MO	63664
BARBEE MUFFLERS & CATALYTIC CONVERTERS LLC		15704 CONNIE ST	AUSTIN	TX	78728
RODRIGUEZ MANUEL E & MARY LOU RODRIGUEZ		15700 CONNIE ST	AUSTIN	TX	78728
MEMON IMRAN		1032 DORAS DR	PFLUGERVILLE	TX	78660
RCI HOLDINGS INC		10737 CUTTEN RD	HOUSTON	TX	77066
BARBEE MUFFLERS & CATALYTIC CONVERTERS LLC		15704 CONNIE ST	AUSTIN	TX	78728
RODRIGUEZ MANUEL & MATTHEW A		15700 CONNIE ST	AUSTIN	TX	78728
NLI 3500 WPB LLC		3500 WADLEY PL BLDG B	AUSTIN	TX	78728
BALLARD CHERIE A		821 BROOKS HOLLOW	AUSTIN	TX	78734
CASTRO JAIME R		505 CARPENTER AVE	AUSTIN	TX	78753
TEXAS PUBLIC FINANCE AUTHORITY		300 W 15TH ST STE 411	AUSTIN	TX	78701
DRIESSEN WATER I INC		110 W FREMONT ST	OWATONNA	MN	55060
ROUND ROCK CROSSINGS TEXAS LP		804 CONGRESS AVE STE 300	AUSTIN	TX	78701
ROUND ROCK CROSSINGS TEXAS LP		804 CONGRESS AVE STE 300	AUSTIN	TX	78701
DUPIUS INVESTMENTS LTD		1303 CAMPBELL RD	HOUSTON	TX	77055
SPRINGS OF WALNUT CREEK HOA INC		401 CONGRESS AVE STE 1540	AUSTIN	TX	78701
DUPIUS INVESTMENTS LTD		1303 CAMPBELL RD	HOUSTON	TX	77055
SPRINGS OF WALNUT CREEK HOA INC		401 CONGRESS AVE STE 1540	AUSTIN	TX	78701
NAVARRETTE TONETTE		6639 VALLEYSIDE RD	AUSTIN	TX	78731
DUPIUS INVESTMENTS LTD		1303 CAMPBELL RD	HOUSTON	TX	77055
BUTTE M LTD		PO BOX 23804	WACO	TX	76702
NATIONAL RETAIL PROPERTIES LP		450 S ORANGE AVE STE 900	ORLANDO	FL	32801
6400 BEN WHITE BLVD	LIMITED PARTNERSHIP	4711 E 7TH ST	AUSTIN	TX	78702

Owner Line 1	Owner Line 2	Address	City	State	Zip
AUSTIN REAL ESTATE INVESTMENT GROUP LLC		13008 AMARILLO AVE	AUSTIN	TX	78729
CTP77 NATIONAL INVESTORS LLC ETAL	% ROBERT K BARTH	433 N CAMDEN DR STE 1070	BEVERLY HILLS	CA	90210
MAA WWARRS LLC		6815 POPLAR AVE	GERMANTOWN	TN	38138
MAA WWARRS LLC		6815 POPLAR AVE	GERMANTOWN	TN	38138
RIVER CITY PARTNERS LTD		501 E KOENIG LN	AUSTIN	TX	78751
SPIRIT MASTER FUNDING II LLC	% SPIRIT REALTY CAPITAL	2727 N HARWOOD ST STE 300	DALLAS	TX	75201
6400 BEN WHITE BLVD	LIMITED PARTNERSHIP	4711 E 7TH ST	AUSTIN	TX	78702
6400 BEN WHITE BLVD	LIMITED PARTNERSHIP	4711 E 7TH ST	AUSTIN	TX	78702
6400 BEN WHITE BLVD	LIMITED PARTNERSHIP	4711 E 7TH ST	AUSTIN	TX	78702
PROFFUTT LIMITED PARTNERSHIP		700 7TH ST S	FARGO	ND	58103
LEEMAK ST JOHNS LLC		17171 PARK ROW STE 295	HOUSTON	TX	77084
AUSTIN-TRAVIS COUNTY MENTAL	HEALTH & MENTAL RTDATION CNTR	1430 COLLIER ST	AUSTIN	TX	78704
JKP INVESTMENT CORP		713 E HUNTLAND DR	AUSTIN	TX	78752
HIGHLAND PADS INC		PO BOX 50170	AUSTIN	TX	78763
S R HIGHLAND LTD & 422 BASTROP HWY LTD &	CHASE EQUITIES INC	PO BOX 50170	AUSTIN	TX	78763
6718 MIDDLE FISKVILLE LLC	SUITE 200	3839 BEE CAVES RD	AUSTIN	TX	78746
HUB 3 LLC	% JOHN F FIRESTONE	3301 HUDNALL ST	DALLAS	TX	75235
ALISAN LLC	% KIN PROPERTIES	185 NW SPANISH RIVER BLVD STE 100	BOCA RATON	FL	33431
BARRON DELLATERRA LP	% MARK J HARRIES	3806A ISLAND WAY	AUSTIN	TX	78746
AUSTIN HOUSING FINANCE CORPORATION		3000 S IH 35 STE 300	AUSTIN	TX	78704
SPRINGS OF WALNUT CREEK HOA INC		401 CONGRESS AVE STE 1540	AUSTIN	TX	78701
MP BRAKER LP		PO BOX 1333	LIBERTY HILL	TX	78642
BRAKER PROPERTIES LLC		629 W BEN WHITE BLVD	AUSTIN	TX	78704
SANDBERG SUSAN		PO BOX 50435	AUSTIN	TX	78763
VELSOR RICHARD & YULIYA		711 ROLLING HILLS DR	LIBERTY HILL	TX	78642
MAHRAN KATHERINE B		15232 N INTERSTATE 35	AUSTIN	TX	78728

Owner Line 1	Owner Line 2	Address	City	State	Zip
MAHRAN KATHERINE B		15232 N INTERSTATE 35	AUSTIN	TX	78728
B H 11000 NORTH IH35 LLC		PO BOX 49993	LOS ANGELES	CA	90049
RPC HIGHLAND HEIGHTS LLC		100 CONGRESS AVE STE 2132	AUSTIN	TX	78701
RPC HIGHLAND HEIGHTS LLC		100 CONGRESS AVE STE 2132	AUSTIN	TX	78701
GOLDSTEIN & GOLDSTEIN & REINK	REINKER LLC	2 NORTHWOOD CT	WOODBURY	NY	11797
LED-LINC LLC	% PERSONAL ADMINISTRATORS	3939 BEE CAVE RD C-100	AUSTIN	TX	78746
STELGEN LLC	STE 100	185 NW SPANISH RIVER BLVD	BOCA RATON	FL	33431
6001 MIDDLE FISKVILLE LP		10300 METROPOLITAN DR	AUSTIN	TX	78758
615 WONSLEY LTD		505 E HUNT LAND DR STE 530	AUSTIN	TX	78752
1908 HOWARD LANE LTD &	RICHARD L MATZ JR	1914 HOWARD LN STE A	AUSTIN	TX	78728
MOSHFEGH SAEED		4403 DEEPWOODS DR	AUSTIN	TX	78731
BIG DIAMOND INC	ATTN: REAL ESTATE DEPT	1 VALERO WAY BLDG D	SAN ANTONIO	TX	78249
RINGGOLD PARTNERS I LTD	ATTN DAVID DOWNING	2170 PIEDMONT RD NE	ATLANTA	GA	30324
SIGLAND PROPERTIES II LTD		3939 BEE CAVE RD STE A-204	AUSTIN	TX	78746
AUSTIN WH APARTMENTS LLC	ATTN DAVID AIKOSSER	1912 N BROADWAY STE 300	SANTA ANA	CA	92706
HOUSING AUTHORITY OF THE	CITY OF AUSTIN	1124 S INTERSTATE HWY 35	AUSTIN	TX	78704
WONSLEY PLAZA LLC		1106 CLAYTON LN STE 102W	AUSTIN	TX	78723
AMUNDSON SANDRA KAY & RANDALL A BROWN &	LYNDA LEA DEHNERT	PO BOX 141338	AUSTIN	TX	78714
SIG - TX ASSETS LLC	% J BRADLEY GREEN	16801 GREENSPPOINT PARK DR STE 376	HOUSTON	TX	77060
SIG - TX ASSETS LLC	% J BRADLEY GREEN	16801 GREENSPPOINT PARK DR STE 376	HOUSTON	TX	77060
REMINGTON C F HOUSE ASSOCIATES	LIMITED PARTNERSHIP	7 WELLS AVE STE 14	NEWTON	MA	2459
508 E SIXTH STREET LTD		12535 W HIGHWAY 71	BEE CAVE	TX	78738
EPT 909 INC		15320 FM 1825	PFLUGERVILLE	TX	78660
HERITAGE FAMILY SERVICE LLC		6204 S 1ST ST	AUSTIN	TX	78745
SHIV PARTNERS LTD	ATTN AJAY R PATEL	7622 N IH 35	AUSTIN	TX	78752
HPT SUITE PROPERTIES TRUST		PO BOX 2196	CHICAGO	IL	60690

Owner Line 1	Owner Line 2	Address	City	State	Zip
WEDS LP	PMB 353	9030 N HESS ST	HAYDEN	ID	83835
FIFTH QUARTER INVESTMENTS LLC		9993 IH 10 WEST STE 102	SAN ANTONIO	TX	78230
OMNINET CHASE PARK LLC		9420 WILSHIRE BOULEVARD	BEVERLY HILLS	CA	90212
AP COLORADO SPRINGS LIMITED PARTNERSHIP	% ANTHONY PROPERTIES MANAGEMENT INC	12770 COIT RD STE 970	DALLAS	TX	75251
COSHENA III LTD		3301 GREENLEE DR	AUSTIN	TX	78703
GSL FUND 21 SUB N LLC		5858 WESTHEIMER STE 800	HOUSTON	TX	77057
GUIDROZ ERNEST J JR		6980 CR 30-A	PORT ST JOE	FL	32456
CITY OF AUSTIN		PO BOX 1088	AUSTIN	TX	78767
G6 HOSPITALITY PROPERTY LLC	ATTN TAX DEPT	PO BOX 117508	CARROLLTON	TX	75011
LIGON RONNY L		10501 N IH 35	AUSTIN	TX	78753
SM6700 LLC		11331 N LAMAR BLVD STE D2	AUSTIN	TX	78753
MELBER CARPENTER LLC	C/O GAY RUGGIANO	430 DAVIS MOUNTAIN CIR	GEORGETOWN	TX	78633
CVC AUSTIN LLC		2205 CANYON SPRINGS DR	BELTON	TX	76513
JOHNSON RICHARD W		11600 N INTERSTATE 35	AUSTIN	TX	78753
MANGAT HOSPITALITY INC		14620 N INTERSTATE 35	AUSTIN	TX	78728
CUBE HHF LP		5 OLD LANCASTER RD	MALVERN	PA	19355
BIOLIFE PLASMA SERVICES LP	C/O BAXALTA NSA INC	1200 LAKESIDE DR BB3-W4	BANNOCKBURN	IL	60015
LABAJ KANTON		10500 N IH 35 #C	AUSTIN	TX	78753
CAPITOL AREA COUNCIL INC BSA		7540 ED BLUESTEIN BLVD	AUSTIN	TX	78723
AUSTIN R PARMER PROPCO LP		980 N MICHIGAN AVE STE 1700	CHICAGO	IL	60611
TIMMERMANN PROPERTIES INC		PO BOX 4784	AUSTIN	TX	78765
MURPHY CUESTA		4501 ERIC CIR	AUSTIN	TX	78744
EVANS HARRY		709 BLACKSON AVE	AUSTIN	TX	78752
EVANS HARRY		709 BLACKSON AVE	AUSTIN	TX	78752
TEXAS ALPHA INVESTMENTS L P		9701 RAINLILLY LN	AUSTIN	TX	78759
AUSTIN 1825 FORTVIEW INC		3839 BEE CAVE RD STE 200	WEST LAKE HILLS	TX	78746
KARIM ABDUL		614 E SAINT JOHNS AVE	AUSTIN	TX	78752
RISHEL GROUP LIMITED		1330 SHORE DISTRICT DR 2541	AUSTIN	TX	78741
SWEET INNS L P		7144 N 387 RD	LOCUST GROVE	OK	74352
SWEET INNS L P		7144 N 387 RD	LOCUST GROVE	OK	74352
SWEET INNS L P		7144 N 387 RD	LOCUST GROVE	OK	74352

Owner Line 1	Owner Line 2	Address	City	State	Zip
RANGER A-TX LP	C/O DRA ADVISORS LLC	220 E 42ND ST	NEW YORK	NY	10017
PISCES FOODS LP		1504 W 6TH ST	AUSTIN	TX	78703
BUXBAUM JOHN E & DEBRA L TRUST		5647 STARWOOD CT	WESTLAKE VILLAGE	CA	91362
HARBERT MOORE FRONTERA LLC	% HARBERT MANAGEMENT CORP	200 CRESCENT COURT STE 440	DALLAS	TX	75201
HARBERT MOORE FRONTERA LLC	% HARBERT MANAGEMENT CORP	200 CRESCENT COURT STE 440	DALLAS	TX	75201
YBAT SHOP LLC		375 W LOUIS HENNA BLVD	AUSTIN	TX	78728
LOUIS HENNA PLAZA LLC		3800 ALAZAN CIR	AUSTIN	TX	78734
NATIONAL RETAIL PROPERTIES LP		450 S ORANGE AVE STE 900	ORLANDO	FL	32801
MILBURN MALCOLM & BERYL FAMILY LIMITED	PARTNERSHIP	5926 BALCONES DR, STE 210	AUSTIN	TX	78731
MPRR MOB PARTNERS LLC	ATTN: DARRYL FRELING	2300 N FIELD ST STE 2150	DALLAS	TX	75201
ICON OWNER POOL 6 AUSTIN LLC	% INDCOR PROPERTIES	233 S WACKER DR STE4700	CHICAGO	IL	60606
ANAZ VENTURES LLC		301 WEST LOUIS HENNA BLVD	ROUND ROCK	TX	78664
AMERICAN BUILDERS & CONTRACTORS SUPPLY CO INC	ATTN SANDY VAN DAN	1 ABC PKWY	BELOIT	WI	53511
ATX SELF STORAGE LLC		2539 S GESSNER STE 13	HOUSTON	TX	77063
YUJA FEDUA		2110 VAN HORN CV	CEDAR PARK	TX	78613
SOUTHWORTH MARY LIFE ESTATE		8400 TECUMSEH DR	AUSTIN	TX	78753
LABAJ KANTON & PIPER		3101 FRITZ HUGHES PARK RD	AUSTIN	TX	78732
JFJ GROUP INC		10500 N IH-35	AUSTIN	TX	78753
VETERANS OF FOREIGN WARS	OF THE U S DEPT OF TX	8503 N I-H 35	AUSTIN	TX	78753
EJ REALTY HOLDINGS INC		8411 N IH 35	AUSTIN	TX	78753
PARMER TECH RIDGE LLC	% PROPERTY TAX DEPARTMENT	PO BOX 2539	SAN ANTONIO	TX	78299
PARSONS DOROTHY SHAY REVOCABLE TRUST		5014 DOSS RD	AUSTIN	TX	78734
10401 IH35 INVESTMENTS LLC		13051 SCOFIELD FARMS DR	AUSTIN	TX	78727
CROCKETT PARTNERS LTD		317 S CONGRESS AVE	AUSTIN	TX	78704

Owner Line 1	Owner Line 2	Address	City	State	Zip
OVISI KAMMY D & SHAHRZAD BAHRA	SHAHRZAD BAHRAMI	5805 LONG CT	AUSTIN	TX	78730
BKL HOLDINGS LLC		611 W 14TH ST	AUSTIN	TX	78701
IDEA PUBLIC SCHOOLS		505 ANGELITA DR STE 9	WESLACO	TX	78599
LIT INDUSTRIAL LIMITED PARTNERSHIP		515 CONGRESS AVE STE 2100	AUSTIN	TX	78701
PROFUTT LIMITED PARTNERSHIP		PO BOX 7160	FARGO	ND	58106
RCI HOLDINGS INC		10737 CUTTEN RD	HOUSTON	TX	77066
VENTURE DRILLING SUPPLY LLC		4611 S MUSKOGEE AVE	TAHLEQUAH	OK	74464
IBARRA MIGUEL		11724 N INTERSTATE HY 35	AUSTIN	TX	78753
NGUYEN QUANG THANH & MICHELLE MARSHALL		3221 REGAL OAKS DR	PEARLAND	TX	77581
KHIT PROPERTY MANAGEMENT LLC		11800 N I-35 HWY	AUSTIN	TX	78758
P H C G INVESTMENTS		13939 NORTHWEST FWY	HOUSTON	TX	77040
G6 HOSPITALITY PROPERTY LLC	ATTN TAX DEPT	PO BOX 117508	CARROLLTON	TX	75011
PARTNERS VII SA AUSTIN HOTEL LLC	% AEW CAPITAL MANAGEMENT	ATT PAUL KETTERER & JAMES FINNEGAN	BOSTON	MA	2210
VERITAS EDUCATIONAL FOUNDATION		PO BOX 160340	AUSTIN	TX	78716
RYDER TRUCK RENTAL INC		11690 NW 105TH ST	MIAMI	FL	33178
NUTRITION SCIENCE FOUNDATION		3328 VINTAGE DR	ROUND ROCK	TX	78664
WATTS INVESTMENTS LLC		7305 E GREENWAY RD	SCOTTSDALE	AZ	85260
CENTEX MATERIALS INC	BLDG 1 STE 100	3019 ALVIN DEVANE BLVD	AUSTIN	TX	78741
ARROWHEAD WATER CORPORATION		900 LONG RIDGE RD BLDG 2	STAMFORD	CT	6902
KYRISH REAL ESTATE LIMITED PARTNERSHIP		4711 E 7TH ST	AUSTIN	TX	78702
CROWN CASTLE TOWERS 09 LLC	SUITE 600	1220 AUGUSTA	HOUSTON	TX	77057
PSI ATLANTIC AUSTIN TX LLC	PTA EX #8478	PO BOX 320099	ALEXANDRIA	VA	22320
GROOMERS SEAFOOD	ATTN MICHEAL GROOMER	9801 MCCULLOUGH AVE	SAN ANTONIO	TX	78216
SAUDER MICHAEL & MARGARET TRUST #1		4126 POND HILL RD STE 100	SHAVANO PARK	TX	78231
NET3 AUSTIN I LLC	ATTN DAVID CUNNINGHAM	180 N ADA ST APT 613	CHICAGO	IL	60607

Owner Line 1	Owner Line 2	Address	City	State	Zip
COMERICA BANK	% RYAN LLC/KIMBERLY FRANKLIN	2800 POST OAK BLVD STE 4200	HOUSTON	TX	77056
COLE CM AUSTIN TX LLC	% CARMAX	12800 TUCKAHOE CREEK PKWY	RICHMOND	VA	23238
CUTHBERT HAROLD SMITH MARITAL TRUST		PO BOX 17001	SAN ANTONIO	TX	78217
DN REAL ESTATE HOLDINGS LLC		11200 WESTHEIMER RD # 300	HOUSTON	TX	77042
FITTS CHARLES E &	LETICIA A CRUZ FITTS	10310 N INTERSTATE 35	AUSTIN	TX	78753
MELTZER/ AUSTIN RESTAURANT II LLC		7020 GRAND CANYON DR	AUSTIN	TX	78752
PRAYOGI LLC		700 DELMAR AVENUE	AUSTIN	TX	78752
GRADY & BROWNIE INVESTMENTS LLC		13051 SCOFIELD FARMS DR	AUSTIN	TX	78727
GRADY & BROWNE INVESTMENTS LLC		13051 SCOFIELD FARMS DR	AUSTIN	TX	78727
PENIZE LLC		10500 N IH 35 #C	AUSTIN	TX	78753
PENIZE LLC		10500 N IH 35 #C	AUSTIN	TX	78753
GRADY & BROWNE INVESTMENTS LLC		13051 SCOFIELD FARMS DR	AUSTIN	TX	78727
GRADY & BROWNE INVESTMENTS LLC		13051 SCOFIELD FARMS DR	AUSTIN	TX	78727
GOLDFINCH-RR PROPERTIES LLC		400 PERIMETER CENTER TERRACE STE 800	ATLANTA	GA	30346
GREENLAWN VENTURES LLC	% RON STANLEY	210 LAVACA ST STE 3013	AUSTIN	TX	78701
BOSSTX INC		809 STEVE HAWKINS PKY	MARBLE FALLS	TX	78654
BRE JUPITER AUSTIN DC III LLC		233 S WACKER DR STE 4700	CHICAGO	IL	60606
LIT INDUSTRIAL TEXAS LIMITED PARTNERSHIP	% STREAM REALTY PARTNERS	515 CONGRESS STE 2100	AUSTIN	TX	78701
LIT INDUSTRIAL TEXAS LIMITED PARTNERSHIP	% STREAM REALTY PARTNERS	515 CONGRESS STE 2100	AUSTIN	TX	78701
RENAISSANCE EDUCATION FOUNDATION	ATTN AHMAD ALI	14401 OWEN TECH BLVD	AUSTIN	TX	78728
SCI FUNERAL SERVICES INC	%PROPERTY TAX 9TH FLOOR	PO BOX 130548	HOUSTON	TX	77219
BROOKS RANDOLPH FCU		ATTN: ACCOUNTING	UNIVERSAL CITY	TX	78148

Owner Line 1	Owner Line 2	Address	City	State	Zip
HILL FREDRICK R & SUSAN I TRTS	OF THE FREDRICK R & SUSAN I HILL	11021 AUDRAIN ROAD 945	THOMPSON	MO	65285
RB TECH RIDGE LLC ETAL	% RD MANAGEMENT LLC	810 7TH AVE 10TH FLR	NEW YORK	NY	10019
SERITAGE SRC FINANCE LLC	#1530	500 5TH AVE	NEW YORK	NY	10110
CAPITAL METROPOLITAN	TRANSPORTATION AUTHORITY	2910 E 5TH ST	AUSTIN	TX	78702
11220 N IH-35 LLC		5902 MOUNTAIN VILLA DRIVE	AUSTIN	TX	78731
CITY OF AUSTIN		PO BOX 1088	AUSTIN	TX	78767
OVISI KAMMY & SHAHRZAD BAHRAMI		5805 LONG CT	AUSTIN	TX	78730
TOLEDO OSCAR & RICK		10803 YUCCA DR	AUSTIN	TX	78759
TOLEDO OSCAR & RICK		10803 YUCCA DR	AUSTIN	TX	78759
NORTH IH35 LLC		PO BOX 9131	AUSTIN	TX	78766
BAHRAMI MAHNAZ		7117 AVIGNON DR	ROUND ROCK	TX	78681
EJM VENTURES LLC		9900 N INTERSTATE 35	AUSTIN	TX	78753
MID-TEX SALES & SUPPLY CORPORATION		9602 N INTERSTATE 35	AUSTIN	TX	78753
JRM HOLDINGS LTD		11342 N INTERSTATE 35	SAN ANTONIO	TX	78233
PS TEXAS HOLDINGS LTD	DEPT PT TX 21607	PO BOX 25025	GLENDALE	CA	91221
IDEA PUBLIC SCHOOLS		505 ANGELITA DR STE 9	WESLACO	TX	78599
VALOR TEXAS EDUCATION FOUNDATION		220 FOREMOST DR	AUSTIN	TX	78745
OAKS AT TECHRIDGE PHS 6	PARTNERS LP	6405 MIRA MESA BLVD STE 100	SAN DIEGO	CA	92121
LAKES TX LTHR LLC	QUARRY OAKS BLDG A	4900 EDISON AVE	CHINO	CA	91710
SCI FUNERAL SERVICES INC	%PROPERTY TAX 9TH FLOOR	PO BOX 130548	HOUSTON	TX	77219
OAKS AT TECHRIDGE PHASE 4 PARTNERS LP		1409 S LAMAR ST STE 1005	DALLAS	TX	75215
LANTOWER EDGEWATER AUSTIN LP		1409 S LAMAR ST STE 1005	DALLAS	TX	75215
SOUTHFORK PROPERTIES L P		PO BOX 941428	PLANO	TX	75094
PHCG INVESTMENTS GP		13939 NORTHWEST FWY STE 100	HOUSTON	TX	77040
HOTEL USA PARTNERS L L C	ATTN AZIZ RUPANI	10717 HARRY HINES BLVD	DALLAS	TX	75220
OS 7513 LLC		8870 BUSINESS PARK DR 100	AUSTIN	TX	78759

Owner Line 1	Owner Line 2	Address	City	State	Zip
HUMANE SOCIETY OF AUSTIN & TRAVIS COUNTY	DBA AUSTIN HUMANE SOCIETY	%BRIDGE CREEK PROPOWNER ASSOC	AUSTIN	TX	78752
ARC HOSPITALITY PORTFOLIO II NTC OWNER LP	% CRESTLINE HOTEL & RESORTS LLC	3950 UNIVERSITY DR STE 301	FAIRFAX	VA	22030
PFLUGERVILLE I S D		1401 PECAN ST W	PFLUGERVILLE	TX	78660
FJF INVESTMENTS LLC		7938 IVANHOE AVE STE B	LA JOLLA	GA	92037
LOWES HOME CENTER INC	SIT #1725	1000 LOWES BLVD	MOORESVILLE	NC	28117
SANCHEZ FAMILY PROPERTIES LP	% BABY ACAPULCO CORP OFFICE	1912 E 7TH UNIT B	AUSTIN	TX	78702
7-ELEVEN INC		3200 HACKERRY RD	IRVING	TX	75063
MADISON-MF TECH RIDGE TX LLC		1 FRONT ST STE 550	SAN FRANCISCO	CA	94111
TMIF PARK AT STONE LP	% TURNER, ATTN: GEE S KIM	MULTI-FAMILY IMPACT FUND	SANTA MONICA	CA	90404
HILL COUNTRY RETAIL GROUP LLC	% TODD ROUTH	1601 PALOMINO RIDGE DR	AUSTIN	TX	78733
PAIR HOLDINGS LLC		900 COUNTY ROAD 261	GEORGETOWN	TX	78633
NATHAN & DESIGN LLC		2924 LONG DAY DR	AUSTIN	TX	78754
PARMER MIDTOWN LLC		11755 WILSHIRE BLVD STE 1400	LOS ANGELES	CA	90025
OM NAMA MAHA LAXMI LLC	% TORAL & RAJ BALAKRISHNAN	1306 PASA TIEMPO	LEANDER	TX	78641
AUSTIN-TRAVIS COUNTY MENTAL	HEALTH & MENTAL RTDATION CNTR	1430 COLLIER ST	AUSTIN	TX	78704
TECH RIDGE PHASE IV L P	% PAUL JUAREZ	12212 TECH RIDGE BLVD	AUSTIN	TX	78753
BAFCO III LLC		310 SOUTH ST	MORRISTOWN	NJ	7960
TECHRIDGE HOSPITALITY LLC		4907 WILDFLOWER DR	TEMPLE	TX	76502
RIVER CITY PARTNERS LTD		501 E KOENIG LN	AUSTIN	TX	78751
BARRANCA MEDICAL PLAZA LLC	% MARK IV CAPITAL INC	4450 MACARTHUR BLVD 2ND FLOOR	NEWPORT BEACH	CA	92660
WHITTLESEY LANDSCAPE SUPPLIES	& RECYCLING INC	PO BOX 1119	ROUND ROCK	TX	78680
FIVE STAR AUSTIN GROUP LLC		7709 WATSON DR	PLANO	TX	75025
DAUGHTERS OF THE REPUBLIC OF T	REPUBLIC OF TEXAS INC	510 E ANDERSON LN	AUSTIN	TX	78752
BABAY TOWNE OAKS APARTMENTS LTD		505 E HUNTLAND DR STE 530	AUSTIN	TX	78752
FIVE STAR AUSTIN GROUP LLC		7709 WATSON DR	PLANO	TX	75025
OMNINET CHASE PARK LLC		9420 WILSHIRE BOULEVARD	BEVERLY HILLS	CA	90212

Owner Line 1	Owner Line 2	Address	City	State	Zip
FIRMUS CENTRO LLC		5600 S QUEBEC #110A	GREENWOOD VILLAGE	CO	80111
1720 W ANDERSON LANE LLC		PO BOX 9409	AUSTIN	TX	78766
AUSTIN HEDGE 35 BORROWER LLC		1515 S CAP OF TX HWY STE 411	AUSTIN	TX	78746
AUSTIN HOTELS LLC	ATTN: MUKESH PATEL-MGR	7701 LAS COLINAS RIDGE STE 250	IRVING	TX	75063
TIMMERMANN PROPERTIES INC		PO BOX 4784	AUSTIN	TX	78765
DMLJN REALTY LLC		13600 STEMMONS FREEWAY	FARMERS BRANCH	TX	75234
AUSTIN AREA TEACHERS FEDERAL	CREDIT UNION	PO BOX 14867	AUSTIN	TX	78761
CHEDDARS INC		1000 DARDEN CENTER DR	ORLANDO	FL	32837
POSADOS CAFE INC		PO BOX 131929	TYLER	TX	75713
TECH RIDGE LYNX LLC & TECH RIDGE SCOTT LLC	% LATIPAC COMMERCIAL	PO DRAWER 887	STAFFORD	TX	77497
WAL-MART STORES TEXAS L P #1185	MS 0555	PO BOX 8050	BENTONVILLE	AR	72712
BROWN CURTIS & SHARAL		18514 MONET PT	JONESTOWN	TX	78645
SARI ASSOCIATES LLC		3755 SAVONA CT	CHINO	CA	91710
MARQUEZ BAUDELIO		809 HOLLYBLUFF ST	AUSTIN	TX	78753
GRADY & BROWNIE INVESTMENTS LLC		13051 SCOFIELD FARMS DR	AUSTIN	TX	78727
STRATEGIC HOUSING FINANCE CORP		502 E HIGHLAND MALL BLVD #106-B	AUSTIN	TX	78752
ACOSTA CYNTHIA Y		8110 GRAYLEDGE DR	AUSTIN	TX	78753
BRE/ESA P PORTFOLIO TXNC PROP LP	EXTENDED STAY HOTELS	PO BOX 49550	CHARLOTTE	NC	28277
NORTH I-35 BUSINESS PARK L P		PO BOX 340310	AUSTIN	TX	78734
NADDEF WILFRED J		12200 MIDLAND WALK	AUSTIN	TX	78727
AUSTIN BAPTIST ASSOCIATION		PO BOX 4978	AUSTIN	TX	78765
EBSON COMMERCIAL GROUP LLC		1211 W 6TH ST	AUSTIN	TX	78703
STATE OF TEXAS		PO BOX 15426	AUSTIN	TX	78761
BOKONON LLC		PO BOX 192285	DALLAS	TX	75219
850 EAL HOLDING CORPORATION		8314 CROSS PARK DRIVE	AUSTIN	TX	78754
28 HOSPITALITY LLC		12501 ENCHANTED FOREST DR	AUSTIN	TX	78727
JRS REAL ESTATE INVESTMENTS INC		23869 VAN BORN RD	TAYLOR	MI	48180
SWEETWATER FILTRATION SYSTEMS INC		10139 METROPOLITAN DR	AUSTIN	TX	78758
ALLEGRE POINT PARTNERS LTD		1013 VAN BUREN ST	HOUSTON	TX	77019

Owner Line 1	Owner Line 2	Address	City	State	Zip
CROSS DEVELOPMENT CC WELLS BRANCH LLC		4336 MARSH RIDGE RD	CARROLLTON	TX	75010
9220 NIH 35 LLC		1538 E MAIN ST	EL CAJON	CA	92021
8900 I35 LLC	% AVESTA ACQUISITION LLC	5118 N 56TH ST	TAMPA	FL	33610
8800 AUSTIN LLC		51 WEST CENTER ST #348	OREM	UT	84057
SAFA TRADING ESTABLISHMENT INC		1900 E ANDERSON LN STE 103	AUSTIN	TX	78752
BUDGET LEASING INC		7216 N INTERSTATE HWY 35	AUSTIN	TX	78752
7-ELEVEN INC		3200 HACKERRY RD	IRVING	TX	75063
LIBERTY NATIONAL BANK N A		PO BOX 2440	SPOKANE	WA	99210
MOSHFEGH SAEED		4403 DEEPWOODS DR	AUSTIN	TX	78731
HAYS CITY CORP TEX CON OIL COMPANY		PO BOX 18463	AUSTIN	TX	78760
ROCKBANK LLC		4700 COUNTY ROAD 342	MILANO	TX	76556
TC SANSOME AUSTIN LLC		655 MONTGOMERY ST STE 1700	SAN FRANCISCO	CA	94111
FOUNDATION BUILDING MATERIALS LLC		2520 REDHILL AVE	SANTA ANA	CA	92705
QT SOUTH LLC		4705 S 129TH E AVE	TULSA	OK	74134
PLEIADES HOSPITALITY LLC		6403 US HWY 290 W	AUSTIN	TX	78735
CAPITAL MEMORIAL PARK INC	ATTN STEPHANIE	811 ROMERIA DR	AUSTIN	TX	78757
CW 6 AUSTIN LLC		11110 ZIMMERMAN LN	AUSTIN	TX	78726
WHITTLESEY LANDSCAPE SUPPLIES	& RECYCLING INC	PO BOX 1119	ROUND ROCK	TX	78680
QUIKTRIP CORPORATION		2007 SAM BASS RD STE 100	ROUND ROCK	TX	78681
GRECHLO COMPANIES LLC		2619 OAKWOOD GLEN DR	CEDAR PARK	TX	78613
ITS AUSTIN GRAND AVENUE LP		980 HAMMOND DR NE STE 1400	ATLANTA	GA	30328
QUIKTRIP CORPORATION		2007 SAM BASS RD STE 100	ROUND ROCK	TX	78681
QUIKTRIP CORPORATION		2007 SAM BASS RD STE 100	ROUND ROCK	TX	78681
8100 I35 PROPERTY LLC		4005 CAMACHO ST	AUSTIN	TX	78723

Agency Emails

Tricia Bruck-Hoyt-C

From: Sonya Hernandez
Sent: Friday, March 26, 2021 5:56 PM
To: Soliz, Ricardo
Cc: Hannah Minderhout-C; Tricia Bruck-Hoyt-C; Angela McMurray-C; Andrew Cooper-C; Scott, Randy; Grantham, Scott; Montes, Gregory; Stewart, Justin; Shirley Nichols
Subject: RE: Mobility35 - Capital Express North - Draft Section 4(f) Letter to PARD
Attachments: CapEx-N_DraftEA_NOA_2021-03-25.pdf; 2021.03.22_CapExNorth_4f Map.pdf; 2021.03.22_CapExNorth_4f OWJ Letter.docx

Ricardo,
 I apologize. My hand slipped before I could finish typing out my email!

I just wanted to add that I included a question for you all as a comment box on the draft. Our consultant team prepared the letter for signature by your director. Is that appropriate? Or has signature authority been delegated? Just let us know who would be signing the concurrence letter when the time comes, and we will make the change.

Please let us know if you see that any changes need to be made or if you have any concerns you'd like to discuss during our next regularly scheduled meeting on April 5th.

Finally, I have attached a copy of the Notice of Availability for the Draft Environmental Assessment, which contains the details for the public hearing.

Thanks for your time and please reach out if you have any questions.

Sincerely,
 Sonya

Sonya Y. Hernandez, P.G.
 Environmental Program Manager
 Austin District
 Texas Department of Transportation

Sonya.Hernandez@txdot.gov
 Office: 512-832-7096

From: Sonya Hernandez
Sent: Friday, March 26, 2021 5:48 PM
To: Soliz, Ricardo <Ricardo.Soliz@austintexas.gov>
Cc: Hannah Minderhout-C <HMINDE-C@txdot.gov>; Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>; Angela McMurray-C <AMCMUR-C@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Scott, Randy <Randy.Scott@austintexas.gov>; Grantham, Scott <Scott.Grantham@austintexas.gov>; Montes, Gregory <Gregory.Montes@austintexas.gov>; Stewart, Justin <Justin.Stewart@austintexas.gov>
Subject: Mobility35 - Capital Express North - Draft Section 4(f) Letter to PARD

Good afternoon Ricardo,

I have attached a draft of the letter TxDOT will send to you all, as the officials with jurisdiction (OWJ) over the Upper Little Walnut Creek Greenbelt, for the Mobility35 - Capital Express North project. As discussed during the meeting that Justin set up for us last month, we have included the parcel on the east side of I-35 with the assumption that the City's acquisition of the parcel will be final prior to our target environmental decision date.

This letter is only a draft, since we would not send it over for a signature until after we have had a chance to consider public comments. The public hearing is being held between May 10, 2021 and June 10, 2021. We are using the hearing as an opportunity to get public input on the project's potential impacts to the park and will factor that into the Section 4(f) and Chapter 26 evaluations. After we've reviewed any comments we receive from the public, this letter will officially be transmitted to you all for review and concurrence.



Notice

Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS NORTH

From SH 45N to US 290E

CSJs: 0015-10-062, 0015-13-389

Travis and Williamson Counties, Texas

The Texas Department of Transportation (TxDOT) is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Monday, May 10, 2021, at 9 a.m.** To log onto the virtual public hearing, go to the following web address starting at the date and time indicated above: my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Thursday, June 10, 2021 at 11:59 p.m.** If you do not have internet access, you may call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Monday, May 10, 2021 from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in-person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 721-2832 to provide verbal testimony on May 10, 2021 through 11:59 p.m. on June 10, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

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

The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace five non-residential structures. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project is anticipated to impact the following property protected under Section 4(f) of the Department of Transportation Act of 1966: City of Austin's Upper Little Walnut Creek Greenbelt located along I-35 south of Rundberg Lane. The proposed project would require the acquisition of approximately 0.6 acre from Upper Little Walnut Creek Greenbelt. TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek may be submitted as described below. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code.

The proposed project would involve an action in a floodplain.

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

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the **TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CT, Wednesday, May 5, 2021. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to: Michelle Cooper P.E., 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExNorth@txdot.gov. **All written comments must be received on or before Thursday, June 10, 2021.** Additionally, as stated above, members of the public may call (512) 721-2832 and verbally provide testimony from 9 a.m. on May 10, 2021 to 11:59 p.m. on June 10, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Michelle Cooper at (512) 832-7138 or Michelle.Cooper@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Tricia Bruck-Hoyt-C

From: Laura Cruzada
Sent: Wednesday, March 31, 2021 11:24 AM
To: mattocknie@kiowatribe.org; holly@mathpo.org; dhill@caddo.xyz; caddochair.cn@gmail.com; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; Celestine.bryant@actribe.org; alec.tobine@actribe.org; epa4apachetribek@gmail.com; martina.minthorn@comanchenation.com; theodorev@comanchenation.com; tonya@shawnee-tribe.com; marshall.e@sno-nsn.gov; jacey.lamar@wichitatribe.com; Mary.botone@wichitatribe.com; ethompson@delawarenation-nsn.gov
Cc: Sonya Hernandez
Subject: Notice of Draft Environmental Assessment - CSJs: 0015-10-062, 0015-13-389 Travis and Williamson Counties, Texas
Attachments: CapEx-N_DraftEA_NOA_2021-03-25.pdf

Good morning,

Please find below and attached information about the above referenced project, sent to you on behalf of the TxDOT Austin District.

The Texas Department of Transportation (TxDOT) is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Monday, May 10, 2021, at 9 a.m.** To log onto the virtual public hearing, go to the following web address starting at the date and time indicated above: my35capex.com.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Michelle Cooper at (512) 832-7138 or Michelle.Cooper@txdot.gov.

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



Notice

Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS NORTH

From SH 45N to US 290E

CSJs: 0015-10-062, 0015-13-389

Travis and Williamson Counties, Texas

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

The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace five non-residential structures. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project is anticipated to impact the following property protected under Section 4(f) of the Department of Transportation Act of 1966: City of Austin's Upper Little Walnut Creek Greenbelt located along I-35 south of Rundberg Lane. The proposed project would require the acquisition of approximately 0.6 acre from Upper Little Walnut Creek Greenbelt. TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek may be submitted as described below. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code.

The proposed project would involve an action in a floodplain.

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

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

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Written comments from the public regarding the proposed project are requested and may be submitted by mail to: Michelle Cooper P.E., 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExNorth@txdot.gov. **All written comments must be received on or before Thursday, June 10, 2021.** Additionally, as stated above, members of the public may call (512) 721-2832 and verbally provide testimony from 9 a.m. on May 10, 2021 to 11:59 p.m. on June 10, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Michelle Cooper at (512) 832-7138 or Michelle.Cooper@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Tricia Bruck-Hoyt-C

From: Sonya Hernandez
Sent: Wednesday, April 7, 2021 9:02 AM
To: Suzanne Walsh
Cc: Andrew Blair; Dennis Palafox; Andrew Cooper-C; Tracy White; Tricia Bruck-Hoyt-C
Subject: RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review
Attachments: FINAL_CapEx-N_DraftEA_NOA_2021-03-25_English.pdf

Good morning Suzanne,

I'm writing to check in on the status of your review of this project as well. It looks like we sent this over at the beginning of February and the public hearing for this project is also approaching.

Our draft EA has been approved for circulation to the public and we will be proceeding with a virtual public hearing with an in-person option for this project that will begin on Monday, May 10, 2021, at 9 a.m. and will continue through Thursday, June 10, 2021. Please see the attached Notice of Availability for the environmental documents and the public hearing materials. The documents and materials will be available for review when the public hearing goes live.

Please let us know if you have any questions or comments in regard to the early coordination or in relation to the hearing.

Thanks,
 Sonya

From: Tricia Bruck-Hoyt-C
Sent: Sunday, February 28, 2021 2:47 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>
Subject: RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

Hi Suzanne – We have uploaded the latest version of the project layout under “Other Project-Related Information” in ECOS, please let us know if you have any trouble accessing this file.

The consultant team supporting this project did conduct field work as part of the information used to complete the Species Impact Table and the Tier 1 Site Assessment.

Thanks,



Tricia Bruck-Hoyt, AICP, PMP | Mobility35 GEC Environmental Lead
 Austin District
 7901 N. IH 35, Austin, TX 78753
 Phone: (512) 832-7256 office (512) 739-9450 cell | Email: tbruck-c@txdot.gov

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Friday, February 26, 2021 5:41 PM
To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox

<Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>

Subject: RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

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

Tricia,

Thank you for your patience. Did TxDOT survey for SGCN plants? Do you have a schematic available to review?

Thanks,
Suzanne

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>

Sent: Thursday, February 4, 2021 4:58 PM

To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Andrew Blair <Andrew.Blair@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>

Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>

Subject: RE: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 45975. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>

Sent: Thursday, February 4, 2021 4:11 PM

To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>

Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox

<Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>

Subject: M35 CapEx-N 0015-10-062 Tier I Site Assessment Ready for TPWD's Review

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Good afternoon,

We wanted to let you know that the Tier I Site Assessment has been uploaded to ECOS and is ready for TPWD's review.

Project: I-35 from US290E to SH45 North (Travis and Williamson County)

CSJ: 0015-10-062

Expected Environmental Clearance Date: Summer 2021

Please let us know if you need any additional information.

Thanks,



Tricia Bruck-Hoyt, AICP, PMP | Mobility35 GEC Environmental Lead

Austin District

7901 N. IH 35, Austin, TX 78753

Phone: (512) 832-7256 office (512) 739-9450 cell | Email: tbruck-c@txdot.gov

~~A Texas Department of Transportation (TxDOT) message~~

#EndTheStreakTX



Notice

Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS NORTH

From SH 45N to US 290E

CSJs: 0015-10-062, 0015-13-389

Travis and Williamson Counties, Texas

The Texas Department of Transportation (TxDOT) is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Monday, May 10, 2021, at 9 a.m.** To log onto the virtual public hearing, go to the following web address starting at the date and time indicated above: my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Thursday, June 10, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Monday, May 10, 2021 from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in-person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

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

The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace five non-residential structures. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project is anticipated to impact the following property protected under Section 4(f) of the Department of Transportation Act of 1966: City of Austin's Upper Little Walnut Creek Greenbelt located along I-35 south of Rundberg Lane. The proposed project would require the acquisition of approximately 0.6 acre from Upper Little Walnut Creek Greenbelt. TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek may be submitted as described below. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code.

The proposed project would involve an action in a floodplain.

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

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

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If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Michelle Cooper at (512) 832-7138 or Michelle.Cooper@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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

Good morning,

The Texas Department of Transportation is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. The Capital Express North project proposes to add one non-tolled high-occupancy vehicle managed lane in each direction along I-35 within the project limits. The Draft EA for the proposed project has been approved for circulation to the public and TxDOT will be proceeding with a virtual public hearing (with an in-person option) for this project that will begin on Monday, May 10, 2021 at 9 a.m. and will be available through Thursday, June 10, 2021.

Please see the attached Notice of Availability for the environmental documents and the public hearing materials. You are receiving this notice as an agency with which TxDOT has conducted coordination on the project. The documents and materials will be available for review on the date the public hearing goes live. Let us know if you have any questions.

Thanks,
Sonya

Sonya Y. Hernandez, P.G.
Environmental Program Manager
Austin District
Texas Department of Transportation

Sonya.Hernandez@txdot.gov
Office: 512-832-7096



Notice

Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS NORTH

From SH 45N to US 290E

CSJs: 0015-10-062, 0015-13-389

Travis and Williamson Counties, Texas

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The proposed project is anticipated to impact the following property protected under Section 4(f) of the Department of Transportation Act of 1966: City of Austin's Upper Little Walnut Creek Greenbelt located along I-35 south of Rundberg Lane. The proposed project would require the acquisition of approximately 0.6 acre from Upper Little Walnut Creek Greenbelt. TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek may be submitted as described below. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code.

The proposed project would involve an action in a floodplain.

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From: [Sonya Hernandez](#)
To: ashby.johnson@campotexas.org
Cc: ryan.collins@campotexas.org; [Lindsey Kimmitt](#); [Tricia Bruck-Hoyt-C](#); [Angela McMurray-C](#)
Subject: Notice of Draft Environmental Assessment and Public Hearing - M35 CapEx North (CSJ 0015-10-062)
Date: Wednesday, April 14, 2021 10:18:37 AM
Attachments: [FINAL_CapEx-N_DraftEA_NOA_2021-03-25_English.pdf](#)

Good morning,

The Texas Department of Transportation is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. The Capital Express North project proposes to add one non-tolled high-occupancy vehicle managed lane in each direction along I-35 within the project limits. The Draft EA for the proposed project has been approved for circulation to the public and TxDOT will be proceeding with a virtual public hearing (with an in-person option) for this project that will begin on Monday, May 10, 2021 at 9 a.m. and will be available through Thursday, June 10, 2021.

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Thanks,
Sonya

Sonya Y. Hernandez, P.G.
Environmental Program Manager
Austin District
Texas Department of Transportation

Sonya.Hernandez@txdot.gov
Office: 512-832-7096



Notice

Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS NORTH

From SH 45N to US 290E

CSJs: 0015-10-062, 0015-13-389

Travis and Williamson Counties, Texas

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From: [Lindsey Kimmitt](#)
To: ["NEPA@tceq.texas.gov"](mailto:NEPA@tceq.texas.gov)
Cc: [Sonya Hernandez](#); [Tricia Bruck-Hoyt-C](#); [Angela McMurray-C](#)
Subject: Draft environmental assessment for a highway project
Date: Monday, May 10, 2021 4:34:41 PM
Attachments: [FINAL_CapEx-North_DraftEA_NOA.pdf](#)

Attached please find a Notice of Availability of a DRAFT environmental assessment for a highway project. The draft environmental assessment can be found here:
<https://capexnorth.mobility35openhouse.com/environmental-overview/>.

Sincerely,

Lindsey Kimmitt
512-416-2547



Notice

Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS NORTH

From SH 45N to US 290E

CSJs: 0015-10-062, 0015-13-389

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Written comments from the public regarding the proposed project are requested and may be submitted by mail to: Michelle Cooper P.E., 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExNorth@txdot.gov. **All written comments must be received on or before Thursday, June 10, 2021.** Additionally, as stated above, members of the public may call (512) 721-2832 and verbally provide testimony from 9 a.m. on May 10, 2021 to 11:59 p.m. on June 10, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Michelle Cooper at (512) 832-7138 or Michelle.Cooper@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Tricia Bruck-Hoyt-C

From: Sonya Hernandez
Sent: Tuesday, May 11, 2021 7:39 AM
To: ashby.johnson@campotexas.org; ryan.collins@campotexas.org; Justin Kockritz; bill.martin@thc.texas.gov; Suzanne Walsh (Suzanne.Walsh@tpwd.texas.gov); Soliz, Ricardo; Stewart, Justin; Montes, Gregory; Scott, Randy; Grantham, Scott
Cc: Lindsey Kimmitt; Tricia Bruck-Hoyt-C; Angela McMurray-C
Subject: Notice of Draft Environmental Assessment and Public Hearing - M35 CapEx North (CSJ 0015-10-062)
Attachments: FINAL_CapEx-N_DraftEA_NOA_2021-03-25_English.pdf

Good morning,

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

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

Please see the attached Notice of Availability for the environmental documents and the public hearing materials. You are receiving this notice as an agency with which TxDOT has conducted coordination on the project. Let us know if you have any questions.

Thanks,
Sonya

Sonya Y. Hernandez, P.G.
Environmental Program Manager
Austin District
Texas Department of Transportation

Sonya.Hernandez@txdot.gov
Office: 512-832-7096



Notice

Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

I-35 CAPITAL EXPRESS NORTH

From SH 45N to US 290E

CSJs: 0015-10-062, 0015-13-389

Travis and Williamson Counties, Texas

The Texas Department of Transportation (TxDOT) is proposing improvements to I-35 from SH 45N in Williamson County to US 290 East in Travis County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Monday, May 10, 2021, at 9 a.m.** To log onto the virtual public hearing, go to the following web address starting at the date and time indicated above: my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Thursday, June 10, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Monday, May 10, 2021 from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in-person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 721-2832 to provide verbal testimony on May 10, 2021 through 11:59 p.m. on June 10, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

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

The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace five non-residential structures. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project is anticipated to impact the following property protected under Section 4(f) of the Department of Transportation Act of 1966: City of Austin's Upper Little Walnut Creek Greenbelt located along I-35 south of Rundberg Lane. The proposed project would require the acquisition of approximately 0.6 acre from Upper Little Walnut Creek Greenbelt. TxDOT anticipates making a *de minimis* determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the Upper Little Walnut Creek may be submitted as described below. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code.

The proposed project would involve an action in a floodplain.

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

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

General Interest Stakeholder Letters



P.O. BOX 15426, AUSTIN, TEXAS 78761 | 512.832.7000 | WWW.TXDOT.GOV

April 8, 2021

Bob Patterson
1904 Newning Ave
Austin, Texas 78704

Dear Mr. Patterson:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast

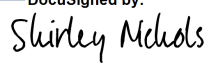
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at [My35CapEx.com](https://my35capex.com). Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online on April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, Texas 78744.

I-35 Capital Express North project from SH 45 North to US 290 East

The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on May 10 through June 10, 2021 at [My35CapEx.com](https://my35capex.com). Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online on May 10, 2021 from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753.

At some point in the past, you requested to be notified of all the Austin District's public meetings and hearings. If you no longer wish to be notified of these meetings, please contact Sonya Hernandez at the Austin District office (512-832-7096) to request removal from the mailing list.

Sincerely,

DocuSigned by:

7344A3F157B7427...

Shirley Nichols
Environmental Supervisor
Austin District

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.

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April 8, 2021

Earl Burklund
Burklund Family Enterprises
8223 US-183 S
Austin, Texas 78747

Dear Mr. Burklund:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast


The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online on April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, Texas 78744.

I-35 Capital Express North project from SH 45 North to US 290 East

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Sincerely,

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7344A3F157B7427...
Shirley Nichols
Environmental Supervisor
Austin District

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April 8, 2021

Craig Erwin
Vice President for Finance and Administration/CFO
Southwestern University
1001 E University Ave
Georgetown, Texas 78627-0770

Dear Mr. Erwin:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast

The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online on April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, Texas 78744.

I-35 Capital Express North project from SH 45 North to US 290 East

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Sincerely,

DocuSigned by:

Shirley Nichols

7344A3F157B7427

Shirley Nichols
Environmental Supervisor
Austin District

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April 8, 2021

Bob Ehrlich
206 Jefferson St
Austin, Texas 78731

Dear Mr. Ehrlich:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast

The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online on April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, Texas 78744.

I-35 Capital Express North project from SH 45 North to US 290 East

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Sincerely,

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Shirley Nichols
Environmental Supervisor
Austin District

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April 8, 2021

C.R.E.S.T
c/o Charles M. Collins
4930 Burnet Rd, Ste 100
Austin, Texas 78756

Dear Mr. Collins:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast

The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at [My35CapEx.com](https://www.my35capex.com). Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online on April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, Texas 78744.

I-35 Capital Express North project from SH 45 North to US 290 East

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Sincerely,

DocuSigned by:

Shirley Nichols

7344A3E157B7427...

Shirley Nichols
Environmental Supervisor
Austin District

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April 8, 2021

Jennifer Woodard
Associated General Contractors
PO Box 2185
Austin, Texas 78768

Dear Mrs. Woodard:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast

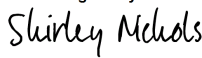
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I-35 Capital Express North project from SH 45 North to US 290 East

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Sincerely,

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7344A3F157B7427...
Shirley Nichols
Environmental Supervisor
Austin District

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April 8, 2021

David Kohler
12808 Quarterhorse Dr
Elgin, Texas 78621

Dear Mr. Kohler:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast


The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at [My35CapEx.com](https://www.my35capex.com). Additionally, TxDOT is providing an option for individuals who would like to participate in person instead of online on April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, Texas 78744.

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Shirley Nichols
Environmental Supervisor
Austin District

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April 8, 2021

Richard Reeves
2090 Houston Rd
Burleson, Texas 78724

Dear Mr. Reeves:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast


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I-35 Capital Express North project from SH 45 North to US 290 East

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Shirley Nichols
Environmental Supervisor
Austin District

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April 8, 2021

Dr. Karen Summers
Austin Eyeworks
7225 Hwy 71 W #B
Austin, Texas 78735

Dear Dr. Summers:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast


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I-35 Capital Express North project from SH 45 North to US 290 East

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Shirley Nichols
Environmental Supervisor
Austin District

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April 8, 2021

Carol Cespedes
South Windmill Run Neighborhood Assn
7300 Calbram Ln
Austin, Texas 78736

Dear Mrs. Cespedes:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast

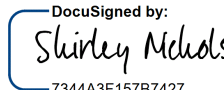
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I-35 Capital Express North project from SH 45 North to US 290 East

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At some point in the past, you requested to be notified of all the Austin District's public meetings and hearings. If you no longer wish to be notified of these meetings, please contact Sonya Hernandez at the Austin District office (512-832-7096) to request removal from the mailing list.

Sincerely,

DocuSigned by:

7344A3F157B7427...
Shirley Nichols
Environmental Supervisor
Austin District

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.

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April 8, 2021

Dick Kallerman
Sierra Club
2510 Cedarview Dr
Austin, Texas 78704

Dear Mr. Kallerman:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast


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April 8, 2021

Kelly Davis
Save Our Springs Alliance
4701 Westgate Blvd, Ste D-400
Austin, Texas 78745

Dear Ms. Davis:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast


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April 8, 2021

Sid Subramanian
Camelot Neighborhood Association
586 Canyon Rim
Austin, Texas 78746

Dear Mr. Subramanian:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast

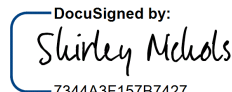
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April 8, 2021

Jim Butler
5107 Evidence Cv
Spicewood, Texas 78669

Dear Mr. Butler:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast


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April 8, 2021

Laura Huffman
President
Austin Chamber of Commerce
535 E 5th St
Austin, Texas 78701

Dear Ms. Huffman:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

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April 8, 2021

Jessica Olvera
Mgr. of Real Estate
H.E.B.
646 S Main Ave
San Antonio, Texas 78204

Dear Ms. Olvera:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast


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Environmental Supervisor
Austin District

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April 8, 2021

Jared O'Brien
Director of Real Estate
H.E.B.
646 S Main Ave
San Antonio, Texas 78204

Dear Mr. O'Brien:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

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April 8, 2021

Alex Ecenia
Bike Austin
1300 W Oltorf St, Ste 6
Austin, Texas 78704

Dear Ms. Ecenia:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

I-35 Capital Express South project from SH 71/Ben White Boulevard to SH45 Southeast

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April 8, 2021

Shane Nelder
Braun & Gresham, PLLC (Attorneys at Law)
14101 Hwy 290 W, Ste 1100
Austin, Texas 78737

Dear Mr. Nelder:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

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April 8, 2021

Laurie Miller
110 Jacobs Way
Hutto, Texas 78634

Dear Ms. Miller:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

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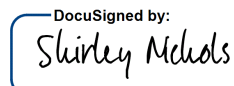
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April 8, 2021

Laurie Dixon
924 Hyde Park Dr
Round Rock, Texas 78665

Dear Ms. Dixon:

This letter is to notify you that the Texas Department of Transportation (TxDOT) has scheduled two virtual public hearings for:

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Mobility35 E-Blast

[View this email in your browser](#)



I-35 CAPITAL EXPRESS NORTH VIRTUAL PUBLIC HEARING

You are receiving this notification because you are part of the Mobility35 distribution list.

This proposed project is located in Travis County.

TxDOT is hosting a virtual public hearing to review the proposed improvements to I-35 from SH 45 North to US 290 East. Please join us virtually for an opportunity to view a recorded presentation, maps, drawings and other project information.



WHEN: Monday, May 10 – Thursday, June 10, 2021

WHERE: CapExNorth.mobility35openhouse.com/

Please visit the above website between May 10 and June 10, 2021, to view the project plans and submit feedback.

The following improvements are proposed to improve safety and mobility, including:

- Adding one non-tolled high-occupancy vehicle managed lane in each direction
- Reconstructing six bridges

- Adding pedestrian and bicycle paths
- Making additional safety and mobility improvements within the project limits

View the [Draft Environmental Assessment](#).

Public comments on the project may be submitted via:

EMAIL: CapExNorth@txdot.gov

VERBAL COMMENT BY VOICEMAIL: (512) 721-2832

MAIL: I-35 Capital Express North Project, Attn: Michelle Cooper, P.E., 1608 W. 6th Street, Austin, TX 78703

ONLINE: My35CapEx.com

An in-person option will be held Monday, June 10, 2021, from 8 a.m. to 8 p.m. at the TxDOT Austin District Headquarters, 7901 N. I-35, Austin, TX 78753. Individuals wishing to attend in person may call (512) 522-6949 to make an appointment.



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7901 N I-35
Austin, TX 78753
Contact Us | (512) 366-3229

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Our mailing address is:

7901 N I-35

Austin, TX 78753

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- · 7901 N I-35 · Austin, TX 78753 · USA

Website Screenshots

Notice of Draft Environmental Assessment and Virtual Public Hearing with In-Person Option – I-35 Capital Express North Project

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

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[Contact Us](#) 

Where:	The virtual public hearing and in-person option dates and times indicated below.
When:	<p>The virtual public hearing will be available beginning Monday, May 10 at 9 a.m. through Thursday, June 10, 2021, at 11:59 p.m. Comments received or postmarked by June 10, 2021, will be included in the official hearing record.</p> <p>In addition, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same presentation delivered in the online public hearing which will be playing on a screen, review hard copies of project materials, ask questions of TxDOT staff and/or consultants from a socially distanced approach, and leave written comments. The in-person option will be held on Monday, May 10, 2021, from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in-person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.</p>
Purpose:	TxDOT is holding a public hearing to discuss improvements to I-35 from SH 45 North to US 290 East. The purpose of the public hearing is to receive public comment on the draft environmental assessment and the recommended alternative for improvements on the I-35 Capital Express North project.
Description:	<p>The proposed improvements include:</p> <ul style="list-style-type: none">• adding one non-tolled high-occupancy managed lane in each direction along I-35 from SH 45 North to US 290 East• reconstructing six bridges• constructing a Diverging Diamond Intersection at Wells Branch Parkway• adding bicycle and pedestrian paths• making additional safety and mobility improvements

How to make a comment:

For both the virtual public hearing and in-person option, the public may provide comments in the following ways:

Verbal Testimony

Leave a recorded voicemail at (512) 721-2832 with your verbal testimony starting on Monday, May 10 at 9 a.m. The access is available 24 hours a day through Thursday, June 10, 2021, at 11:59 p.m.

Written Comments

Written comments can be submitted the following ways until Thursday, June 10, 2021 at 11:59 p.m.:

Website: <https://my35capex.com/>

Mail: [Fillable Comment Form](#) *print double-sided

[Fillable Comment Form](#) (Español) *imprimir en ambos lados

Michelle Cooper, P.E., TxDOT I-35 Capital Express North Project Manager

1608 W. 6th Street

Austin, TX 78703

Email: As described in the Notice

Special Accommodations:

The virtual public hearing will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, May 5, 2021. Please be aware that advance notice is required as some services and 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 Dec. 9, 2019, and executed by FHWA and TxDOT.

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 - [The State of Texas Landowner's Bill of Rights \(Español\)](#)
 - [Relocation Assistance](#)
 - [Relocation Assistance \(Español\)](#)
 - [State Purchase of Right of Way](#)
 - [State Purchase of Right of Way \(Español\)](#)

Contact:

TxDOT Austin District
P.O. Box 15426
Austin, TX 78761-5426
(512) 832-7000
[Email](#)

Posted: Apr. 12, 2021

I-35 Capital Express North Project Notice of Draft Environmental Assessment and Virtual Public Hearing with In-Person Option

Event Details

Date: May 10, 2021 to June 10, 2021

Time: 9 a.m. - 11:59 p.m.

Project: I-35 Capital Express North

Location:

CapExNorth.Mobility35OpenHouse.com

Where:

The virtual public hearing and in-person option dates and times indicated below.

When:

The virtual public hearing will be available beginning Monday, May 10 at 9 a.m. through Thursday, June 10, 2021 at 11:59 p.m. Comments received or postmarked by June 10, 2021 will be included in the official hearing record.

In addition, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same presentation delivered in the online public hearing which will be playing on a screen, review hard copies of project materials, ask questions of TxDOT staff and/or consultants from a socially distanced approach, and leave written comments. The in-person option will be held on Monday, May 10, 2021 from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753. Attendance at the in-person option will be

My35CapEx.com Website Screenshot – Page 2

to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in-person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.

Purpose:

The Texas Department of Transportation is holding a public hearing to discuss improvements to I-35 from SH 45 North to US 290 East. The purpose of the public hearing is to receive public comment on the draft environmental assessment (EA) and the recommended alternative for improvements on the I-35 Capital Express North project.

Description:

The proposed improvements include:

- adding one non-tolled high-occupancy managed lane in each direction along I-35 from SH 45 North to US 290 East;
- reconstructing six bridges;
- constructing a Diverging Diamond Intersection at Wells Branch Parkway;
- adding bicycle and pedestrian paths; and
- making additional safety and mobility improvements.

How to make a comment:

For both the virtual public hearing and in-person option, the public may provide comments in the following ways:

Verbal Testimony

Leave a recorded voicemail at (512) 721-2832 with your verbal testimony starting on Monday, May 10 at 9 a.m. The access is available 24 hours a day through Thursday, June 10, 2021 at 11:59 p.m.

Written Comments

Written comments can be submitted the following ways until Thursday, June 10, 2021 at 11:59 p.m.:

Website: <https://capexnorth.mobility35openhouse.com>

Mail: [Fillable Comment Form](#) *print double-sided

[Fillable Comment Form](#) (Español) *imprimir en ambos lados

Michelle Cooper, P.E., TxDOT I-35 Capital Express North Project Manager

1608 W. 6th Street

Austin, TX 78703

Email: As described in the Notice

Special Accommodations:

The virtual public hearing will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, May 5, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

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 Dec. 9, 2019, and executed by FHWA and TxDOT.

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Contact:

TxDOT Austin District
P.O. Box 15426
Austin, TX 78761-5426
(512) 832-7000
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TxDOT to Present Preferred Design for I-35 Capital Express North Project During Public Hearing

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Contact: Diann Hodges

Phone: (512) 832-7027

Date: May 7, 2021

AUSTIN – TxDOT will launch a virtual public hearing with an in-person option to gather input on the recommended improvements to I-35 from SH 45 North to US 290 East.

The \$400 million improvement project, known as the I-35 Capital Express North project, proposes adding one high-occupancy vehicle managed lane in each direction along I-35. The project includes reconstructing six bridges, constructing a diverging diamond intersection at Wells Branch Parkway, improving bicycle and pedestrian paths, and making additional safety and mobility improvements throughout the corridor.

The virtual public hearing will be made available via [my35capex.com](#) beginning Monday, May 10, 2021, through Thursday, June 10, 2021. Comments must be received on or before June 10, 2021, to be included in the official meeting record. The public may submit comments using any of the following methods:

- Online: [my35capex.com](#)
- Email: capexnorth@txdot.gov
- Verbal comment by voicemail: (512) 721-2832
- Mail: Michelle Cooper, P.E., 1608 W. 6th Street, Austin, TX 78703

An in-person option will be held on Monday, May 10, 2021, from 8 a.m. to 8 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753. Individuals wishing to attend in person must call (512) 522-6949 between the hours of 9 a.m. and 5 p.m. to make an appointment.

###

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, maritime, 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](https://www.txdot.gov). "Like" us on [Facebook](#) and follow us on [Twitter](#).

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125 East 11th Street • Austin, Texas 78701

Social Media

TxDOT Austin District Twitter Page



TxDOT Austin @TxDOTAustin · May 10

Happening now! The I-35 Capital Express North project public hearing is underway, and we want to hear from you. Visit capexnorth.mobility35openhouse.com to view the presentation and provide comments. #My35 #WeAreListening

**TELL US WHAT
YOU THINK**

I-35 Capital Express North



GIF



TxDOT Austin @TxDOTAustin · May 15

Have you seen the plans for I-35 in north Austin? Visit the virtual public hearing and send us your comments. capexnorth.mobility35openhouse.com #My35 #WeAreListening

**I-35 Capital Express North
Virtual Public Hearing**

**May 10 - June 10, 2021
My35CapEx.com**







TxDOT Austin @TxDOTAustin · May 29

Here's your chance to be heard! Visit the virtual public hearing for the I-35 Capital Express North project and send us your comments.

capexnorth.mobility35openhouse.com #My35 #WeAreListening

**TELL US WHAT
YOU THINK**

**I-35 Capital Express North
May 10 - June 10, 2021**

My35CapEx.com

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2

1



TxDOT Austin @TxDOTAustin · Jun 1

What is the I-35 Capital Express North project? Visit the virtual public hearing happening now at capexnorth.mobility35openhouse.com. #My35 #WeAreListening

**I-35 Capital Express North
Virtual Public Hearing**

**May 10 - June 10, 2021
My35CapEx.com**



6

5

2





D.

Sign-in Sheets



SIGN-IN SHEET

In-Person Public Hearing
I-35 Capital Express North Project
TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753
May 10, 2021 from 8 a.m. – 8 p.m.



Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
KERRY S. YOM	78753	/	/	Newspaper___ Letter___ TV___ Friend___ Radio___ Community Flyer___ Other (please specify) _____
JAMES MOONEY	78757	/	/	Newspaper___ Letter___ TV___ Friend___ Radio___ Community Flyer___ Other (please specify) _____
Tommy Butler	78723	/	/	Newspaper___ Letter___ TV___ Friend___ Radio___ Community Flyer___ Other (please specify) _____
Lori Baugh	78753	/	/	Newspaper___ Letter___ TV___ Friend___ Radio___ Community Flyer___ Other (please specify) _____
				Newspaper___ Letter___ TV___ Friend___ Radio___ Community Flyer___ Other (please specify) _____
				Newspaper___ Letter___ TV___ Friend___ Radio___ Community Flyer___ Other (please specify) _____
				Newspaper___ Letter___ TV___ Friend___ Radio___ Community Flyer___ Other (please specify) _____
				Newspaper___ Letter___ TV___ Friend___ Radio___ Community Flyer___ Other (please specify) _____

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.

E.

Comments Received

Mailed Comments



Austin Transportation Department

Office of the Director
P.O. Box 1088
Austin, TX 78767
(512) 974-1150, Fax (512) 974-1171

June 9, 2021

Mr. Tucker Ferguson, P.E.,
Austin District Engineer, TxDOT, and
Ms. Michelle Cooper, P.E.
I-35 Capital Express North Project, TxDOT
1608 W. 6th Street
Austin, TX 78703

RE: I-35 Capital Express North Project Comments for Public Hearing

Dear Mr. Ferguson and Ms. Cooper:

Thank you for the opportunity to comment on the I-35 Capital Express North project. The Austin Transportation Department (ATD) appreciates the efforts of TxDOT staff on this project that would address the mobility issues within this portion of the critical I-35 corridor.

ATD, representing the mobility interests of Austin, supports the State's plan to reconstruct this section of the I-35 Capital Express Project. We recognize that the project presents an opportunity to improve safety and mobility in North Austin and the broader region. ATD is focused on the efficient, effective, and safe movement of people, goods, and services along the I-35 Corridor. We recognize that I-35 is the economic corridor that ties Austin to the state and national economy. With this understanding, we offer the following comments for the I-35 Capital Express North Project public hearing to further advance the mobility and safety needs of the city and region on both design and future operational plans:

Community Engagement: The direct-connect ramps, bypass lanes, and collector-distributor lanes defined as part of the preferred alternative all represent a significant change from how the corridor presents today. Please confirm that these concepts have a thorough public vetting before assuming full support from the community and area stakeholders. Please coordinate with the City and community to fully convey the proposed connectivity across the corridor, improved safety, reduced noise impacts, and attractive aesthetics that are achieved through construction of the preferred alternative. We request on-going work with the community to consider using art and aesthetics as a point of engagement with the community, helping those most affected by the future corridor to take ownership in its design and presentation within their neighborhood.

Multimodal Crossings: Plans for the north segment currently propose few new east-west crossings. The City has transmitted requests to TxDOT for additional pedestrian and bicycle crossings in letters dated January 4, and January 19, 2021. Many crossings are included in the master plans

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for Urban Trails and Parks which the Austin City Council adopted in 2014 and 2019, particularly north of U.S. 290. These crossings would relieve connectivity gaps, reduce mobility barriers for lower income populations, and mitigate hot spots for pedestrian-involved crashes. The City requests continued coordination with TxDOT to ensure the design of the Capital Express North project does not preclude or complicate these proposed future crossings that may be developed subsequent to completion of the I-35 North project. A map of these proposed crossings of the Capital Express North project is attached. The Austin Transportation Department is interested in partnering with TxDOT to bring these proposed crossings to a future fruition.

Transit Facilities: In 2020 ATD commented on plans for the North segment that proposed a “T” ramp over IH-35 near the Tech Ridge Park-and-Ride to provide direct transit vehicle access between the managed lanes and the transit facility. TxDOT provided response at that time that they were engaged in ongoing discussions with Capital Metro to address ATD’s comments regarding merging areas between transit and non-transit vehicles and not precluding the structures needed to support this T-ramp over IH-35. ATD also communicated that the City’s North Lamar Boulevard Corridor Plan identifies a transit-only connection from northbound Lamar Boulevard to Howard Lane. At the time, TxDOT indicated that they were actively working to coordinate this connection. The latest North Segment plans provided by TxDOT to the public for the hearing show neither the proposed “T” ramp nor a connection to Howard Lane. The City requests a status update from TxDOT on how these requests are or are not incorporated into the currently preferred alternative or how they might be accommodated via future investments by the City or regional transit provider.

HOV/HOT Managed Lanes: The addition of the managed lane element of the preferred alternative could help the city achieve the mode-split goals enumerated in the Austin Strategic Mobility Plan (ASMP), adopted in 2019. Managed HOV lanes would make carpooling and transit use more reliable and attractive, thereby reducing demand on the region’s roadway network. Currently, TxDOT is assuming HOV operations of the managed lane additions to the corridor. The Austin Transportation Department is on record requesting that toll-management remain an option in the development of these assets. Because of demand, many HOV lanes in Texas can be seen to operate at over-subscribed conditions when occupancy requirements remain at 2+ and transit. Likewise, demand on many Texas HOV lanes is not sufficient to sustain transit and 3+ operation throughout the day. Moving the most people through the corridor while maintaining a sustainable investment is a priority for the City. ATD requests that TxDOT consider combining the operational concepts of HOV and toll management, operating the future managed lanes as HOT (HOV and Toll managed lanes). We believe this will maximize the ability of these lanes to move the most people and freight through the corridor while establishing a sustainable operational approach for the facility.

Signalized Intersection Safety: Signalized intersections should be designed with safe crossings for pedestrians and cyclists. Signalized intersections between frontage roads and cross streets are typically the least safe for vulnerable users due to high-speed conflicts with motor vehicles. Improvements include yield-controlled merge points enforced through innovative designs, including smart right-turn lanes and raised crosswalks. These design patterns should be the default configuration for slip lanes to improve crossing safety and comfort. The Federal Highway

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Administration (FHWA) has documented the effectiveness of these designs for improving safety for vulnerable users. The City's draft Transportation Criteria Manual also recommends the use of smart rights and raised crosswalks and we have partnered with TxDOT on installation of such designs here in the Austin District. ATD has provided design examples that illustrate this concept previously.

Driveway Access and Reducing Conflict Points: Driveways along frontage roads should be reduced in number and reconstructed with standardized widths, radii, and shared-use path setbacks to manage vehicle speeds, reduce length of conflict exposure, improve crossing safety and comfort, and preserve the quality of the shared-use paths. The City recommends minimizing driveway radii, allowing 10' setbacks for the shared use path (no less than 5'), and 24'-30' driveway throat widths to reduce pedestrian exposure and improve vulnerable user safety.

Frontage Road Design: Frontage roads should be designed to target speeds appropriate for our urban environment to improve safety and address multi-modal conflicts. Techniques to lower design speeds include narrowing lanes to 10 feet, use of appropriate street trees and landscaping, and on-street parking. In addition, ATD recommends high-quality shared-use paths as proscribed in the *AASHTO Guide for the Development of Bicycle Facilities - Shared Use Path guidance*, instead of standard narrow sidewalks, to improve pedestrian and bicyclist safety and mobility. The Austin Transportation Department is eager to partner with TxDOT on these and other appropriate techniques to humanize frontage road travel speeds.

Local Cross Streets: Local cross streets intersecting frontage roads at both signalized and unsignalized intersections should be constructed with standardized widths, radii, and shared-use path setbacks. These design choices would manage vehicle speeds, reduce length of conflict exposure, improve crossing safety and comfort, ensure ADA accessibility, and preserve the quality of the shared-use paths. The City's Transportation Criteria Manual update recommends minimizing turn radii to reduce pedestrian exposures at intersections and increase the opportunity for drivers to detect the presence of vulnerable roadway users in their path. The City recommends 10 ft. setbacks of the shared-use paths (no less than 5 ft.), and cross street widths reduced to the extent possible while maintaining the appropriate number of lanes. At cross streets where slip lanes are proposed, ATD requests constructing the turn lanes as smart-rights with raised crossings for the shared-use paths to improve crossing safety and comfort.

Next Steps: Although the Central I-35 portion of the Capital Express project has received the most attention, each section of the corridor is critical to improving safety and for maximizing the movement of people, goods, and services through and within the Austin region. The Austin Transportation Department welcomes TxDOT's efforts to reconstruct this corridor. We want to be your partner in this process and strive to collaborate productively with the agency to deliver a project that meets the mobility needs of the city, region, and state.

The Austin Transportation Department stands ready to assist TxDOT in achieving our combined vision for the I-35 Corridor. We recognize the importance of this corridor today, carrying somewhere between 200,000 and 300,000 vehicles per day. While I-35 is vital to our economy, the current facility is also a barrier to a safer and more connected Austin and needs replacement. The current

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Mr. Tucker Ferguson & Ms. Michelle Cooper
I-35 Capital Express North Project
Page 4
June 9, 2021

safety attributes of the corridor are not acceptable to our shared City and State goals of eliminating fatalities and serious injuries due to car crashes. We recognize that with replacement, we must improve the efficiency, safety, and carrying capacity of the facility, emphasizing the movement of people, goods, and services through and across the corridor, in preference to vehicle trips.

Sincerely,



Robert Spillar, P.E.,
Director, Austin Transportation Department
City of Austin

Attachment: map of these crossings for the Capital Express North project

Cc: Gina Fiandaca, Assistant City Manager



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that enhances the environment and economic strength of the region.*



COMMENT FORM
I-35 CAPITAL EXPRESS NORTH
VIRTUAL PUBLIC HEARING



(PLEASE PRINT) Karen Pair - Affected address: 13810 N IH35
NAME: Pair Holdings, LLC AFFILIATION: Austin, TX
ADDRESS (optional): 900 CR# 261, Georgetown, TX 78633

(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 mailed to I-35 Capital Express North, ATTN: Michelle Cooper, P.E., 1608 W. 6th St., Austin, TX 78703. You may also submit comments by email to CapExNorth@txdot.gov, by calling (512) 721-2832 to leave a recorded voicemail with your verbal comments, or by visiting our virtual public hearing at my35capex.com between May 10, 2021 and June 10, 2021.

Comments must be submitted or postmarked by June 10, 2021, to be included in the public hearing documentation.

COMMENTS:

- Noise from IH35 will be louder with the expansion of the lanes and will disturb our tenants and their customers. Potentially loosing our tenants as a result.
- Encroachment of the taking of the strip will hinder the septic system and cause an issue with our drain field.
- IH 35 Sign - will have to get repermited (if that is even possible) and reinstallation of sign.
- Dumpster & Parking - The taking will limit the parking area and the dumpster area.

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.

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.



COMMENT FORM
I-35 CAPITAL EXPRESS NORTH
VIRTUAL PUBLIC HEARING



(PLEASE PRINT) Karen Pair for

NAME: JK Pair, LLC

Address affected :
AFFILIATION: Vacant lot @ approx.
13820? IH 35, Austin, TX

ADDRESS (optional): 900 CR #261, Georgetown,
TX 78633

(North of Austin Stone Works)

(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 must be submitted or postmarked by June 10, 2021, to be included in the public hearing documentation.

COMMENTS:

- The taking of the strip of land will limit our building, parking and septic space.
- Noise from the expansion will limit our potential tenants.
- Access to property - the expansion will limit our access driveway or restrict entry.

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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**COMMENT FORM
I-35 CAPITAL EXPRESS NORTH
VIRTUAL PUBLIC HEARING**



(PLEASE PRINT)

NAME: Mac Ragsdale AFFILIATION: Property owner at 5339 IH 35 N

ADDRESS (optional): 4308 Shoalwood Ave., Austin TX 78756

(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 mailed to I-35 Capital Express North, ATTN: Michelle Cooper, P.E., 1608 W. 6th St., Austin, TX 78703. You may also submit comments by email to CapExNorth@txdot.gov, by calling (512) 721-2832 to leave a recorded voicemail with your verbal comments, or by visiting our virtual public hearing at my35capex.com between May 10, 2021 and June 10, 2021.

Comments must be submitted or postmarked by June 10, 2021, to be included in the public hearing

documentation.

COMMENTS: _____

I was disappointed in the last public hearing that the discussion was all
about turning IH 35 into some bike and pedestrian friendly paradise as if
that's a foregone conclusion. I would like to be in record as saying that
this is a fools errand-the purpose of an interstate highway is to move
vehicular traffic through and to places over long or moderate distances
and this should be the primary focus. If bikes and pedestrians can be
accommodated economically and with minimum disruption that would be fine,
but not at the expense of to vehicle flow and volume.

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.

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project:

I-35 CAPITAL EXPRESS NORTH - FROM SH 45N TO US 290E (CSJs: 0015-10-062, 0015-13-389:)

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

This project is in an area of Texas designated by the United States Environmental Protection Agency as unclassifiable or in attainment of the National Ambient Air Quality Standards for all six criteria air pollutants. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.

We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or NEPA@tceq.texas.gov.

Voicemail Comments

I-35 Capital Express North
Virtual Public Hearing
Voicemail Comment Log

Name	Date Received	Source	Comment
Ora Houston	6/10/2021 8:53	Voicemail	<p>My name is Mrs. Ora Houston. And I want to thank you all for giving me an opportunity to comment on this other than via computer or cell phone. So, thank you for thinking about people who just use the phone. Two comments. One, sound barriers need to be put up all along the interstate where residential housing is, whether that's residential housing that is up in the sky, or residential housing that still is on the ground level. But sound barriers need to be placed everywhere there are residential houses.</p> <p>The second thing is, I'm not sure, couldn't tell from the presentation about the bicycle and pedestrian ways. I don't think that people need to be walking along the interstate, high traffic areas like I-35. I question about bicycles, I question that - whether that's the right thing to do. We just had somebody get killed trying to walk across I-35 near Capital Plaza a week ago. So, I'm not clear based upon your description about how these pedestrian and bike paths will be added so that people just don't, are not aware that the interstate is not a place to walk or bike. There are other places to bike safely. To get from here to San Antonio might take you a little longer, but I hate for us to develop a plan.</p>

Online Form Comments

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Name	Date Received	Source	Comment
Deirdre	5/10/2021 15:08	General Website Comment Form	Austin and TxDOT should not throw more money into even more construction on I35. The reason it's congested is because there is no toll free and/or expedient way to bypass the city. No one wants to pay a toll to use 130 and there is no way to bypass the city. We need a circular beltway that allows travelers to go around the city when they don't have business in the city. TxDOT should also Require that trucks go around the city when they are just pass throughs. If we spend money on HOV lanes, it will not change anything. It just shuffles the position of cars on the road and will actually encourage more cars to be on the road. I don't mind paying a toll to make my trip faster and less congested, but I've lived in the northeast US where they are common and traffic is a nightmare. But here in Texas, people do not want to pay a toll. It's not in their belief system. The best way to improve Austin's traffic woes is to build a non-toll beltway that circumnavigates the city, get trucks off I35 as it goes through town, and to get rid of all toll roads.
Ben Heebner	5/10/2021 17:56	VPH Comment Form	While I do not doubt the recommended improvements are needed, can anything be done about the traffic just north of 45? The section between 1431 and 45 is brutal. Way too many merge.
Kyla Morgan	5/10/2021 23:29	VPH Comment Form	Homes along wear Austin Mopac were provided with a sound barrier wall. It would be equitable for homes along 35 to be offered the same. Please build barrier wall for homes backing to I35 between Barker Lane and Tech Ridge Blvd Austin TX 78753.
Keith McCormic	5/10/2021 23:54	VPH Comment Form	PLEASE stop putting those UGLY noise barriers along highways! Not only do they make the city look bad and heighten claustrophobia on our already too-narrow roads, but they exacerbate the noise for those driving on the highway who have to roll their windows down because they can't afford to fix their A/C! Let us see the roadside and stop using unnecessary barriers to speed up gentrification!
Alexander Kaho Chan	5/11/2021 15:07	VPH Comment Form	I believe that TxDOT needs to shift its focus away from building bigger and wider freeways with more and more lanes, as that is not the solution to our transportation and congestion woes. It's been demonstrated again and again that adding capacity does not necessarily increase capacity because of the phenomenon of induced demand. As we build more and more roads, we encourage more and more people to drive. The demand in the central Texas area is so high that adding lanes to I-35 will not solve the issue, and by the time the project is finished, traffic and congestion will be even worse than it is now

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			<p>and whatever is planned will be even less effective.</p> <p>An underlying issue is that the single occupancy vehicle is the most inefficient way to move people in a city. It is inefficient energy-wise, as most of the energy generated by the internal combustion engine or electric motor goes towards propelling the car itself, not the human, since the average car weighs over 3000 lbs and the human weighs 150. It is inefficient space wise, as a single bus can transport 50 people in the space that 2 cars carrying 1 person each would, and we dedicate huge swaths of our cities to moving and storing cars. This is not to mention the dangers of driving to our health through sedentary lifestyle and traffic accidents.</p> <p>Any improvement to I-35 would also need to address the the social tear that I-35 has cause to Austin by dividing the city in two.</p> <p>Instead of trying to increase supply by simply building bigger and better roads, TxDOT needs to focus on managing the ever increasing demand that Texas have on our roads. This needs to be done by building far more than the pitiful 15 miles of pedestrian and cycling improvements along the frontage road, by using tolls to manage demand and investing in public transit (buses, trains, etc).</p> <p>In short, we simply cannot outbuild the demand for roadways because of the built-in inefficiency of our current transportation system and we need to shift the focus away from single occupancy cars towards more efficient and sustainable forms of transportation. Please don't spend another 400 million dollars and years of construction just to create a new highway that barely addresses the ever growing congestion and demand on our system.</p>
Christina Bonnington	5/11/2021 19:29	VPH Comment Form	<p>Hi there,</p> <p>Thank you for what you do! A few thoughts on the proposals for I-35 improvements:</p> <p>-Please don't add "Shared use sidewalks." Instead, add regular sidewalks for pedestrians and a robust bike lane for cyclists. As a long north-south corridor ideal for commuting, a shared use sidewalk is neither ideal nor practical. At intersections and driveways, cars are not expecting bikes traveling 12-15+</p>

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			<p>MPH to cross, which is a danger to the safety of those riding bikes. A robust, possibly protected bike lane along the feeder would be a better solution for this particular stretch of road. Shared use sidewalks are great for families, people with strollers, and people walking dogs – it is not a good option for people riding bikes. It's also not a great solution unless there are overpasses or underpasses at every single intersection – having to walk across the crosswalk is both inconvenient and a safety hazard.</p> <p>-Please reconsider adding new lanes, and instead think of a more future-proof solution for traffic alleviation like high speed rail. Most of the congestion is not through traffic, it's local – people trying to get to work or trying to get downtown or across town. This traffic doesn't need to be done in cars. With a reliable high-speed rail system along this corridor, we can get cars off the road for good and get local residents to walk, bike, or drive to the train station, then walk, bike, or rent a car/scooter/bike to their destination. If we're spending hundreds of millions of dollars on this project, let's make this a real solution and not a bandaid. On top of this, there is plenty of research to show that adding lanes to highways does nothing to alleviate traffic, it makes traffic worse: https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/ .</p> <p>Thank you! Christina</p>
Jackson Hurst	5/11/2021 20:59	VPH Comment Form	<p>I highly approve and support TxDOT's I-35 Capital Express North Project. The aspects that I love about TxDOT's I-35 Capital Express North Project is as follows:</p> <ol style="list-style-type: none"> 1. That the Interchange at I-35/Wells Branch Parkway will be converted to a Diverging Diamond Interchange which will help improve safety and reduce the number of conflict points. 2. That one Express Lane will be added to I-35 from US 290 to TX 45 which will help reduce congestion and improve travel times on I-35.
Eric G Englert	5/11/2021 22:25	VPH Comment Form	<p>This is monstrous and totally incongruous with Vision Zero commitments and environmental need. Any ceding of greenspace is unacceptable and this is a slap-in-the-face to residents and a fundamentally inappropriate proposal for an urban area.</p>

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Name	Date Received	Source	Comment
Carlos Aguilera	5/12/2021 21:54	VPH Comment Form	I reviewed the Draft Environmental Assessment document section "5.14 Traffic Noise" and I see that the Representative Receiver R53 located at "Mansions at Onion Creek Apartment Balconies" rated the highest Noise Impact in the study (a change of +5 db) but the study did not recommend a noise barrier at this location to be both reasonable and feasible. I think development at this location has changed since the assessment was performed and would suggest reviewing the assessment at this particular complex since it is dramatically impacted by the noise projected to be cause by the i35 Capital Express South project.
Jennie Simpson	5/13/2021 1:17	VPH Comment Form	I oppose this project and the general expansion of lanes.
Mac M. Ragsdale	5/13/2021 16:45	General Website Comment Form	I own the property at 5339 IH 35 N, just south of Capitol Plaza. I was curious about what specific improvements are planned in the ROW that would affect my property. If some plans are available, even if conceptual, I would like to see them. I had signed up for info but apperently your notices went to spam, so I did not know about public meetings until after they were over. If there's a project manager or someone available that can nswer questions I would love to have that info. Thanks.
Ted Yang	5/14/2021 5:44	VPH Comment Form	Please consider adding DDIs at Braker & I-15 and Parmer & I-35. The traffic at these intersections each exceeds that of Wells Branch & I-35.
Mike Andry	5/15/2021 23:02	VPH Comment Form	<p>Hi, TxDOT-Austin District!</p> <p>Point A: In regards to Austin's Capital Express—North, the Department should reverse the proposed southbound IH-35 entrance and exit ramps between Tech Ridge Blvd. and Braker Ln. The currently proposed lanes show an entrance ramp first, an auxiliary lane on the mainlanes, and then an exit. The design should be adjusted to exit first, frontage road auxiliary lane, and then an entrance ramp to the mainlanes. This would enable improved continuity in the X-like configuration of new ramps included in the Project. It would also enable a continuous SB auxiliary lane from the entrance from Tech Ridge to the exit to Rundberg Ln.</p> <p>Point B: Secondly, the Department should adjust the proposed northbound bypass lane over Tech Ridge so that it goes <i>*under*</i> the Blvd. This is to avoid potential displeasing visual impacts immediately above Tech Ridge.</p>

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			<p>Point C: Additionally, the Department should also add 'flyover' exits at IH-35 and SH-45 N near the City's northern edge. More specifically direct connector ramps (1) from IH-35 NB to SH-45 N eastbound, (2) from IH-35 NB to SH-45 N westbound, (3) SH-45 EB to IH-35 SB, and (4) SH-45 WB to IH-35 SB should be added. Those DC ramps should be added whether tolled or toll-free.</p> <p>Point D: Finally, the Department should consider adding express lane direct connections, such as from SB IH-35 Express to NB and to SB 183, as well as from NB and SB 183 to NB IH-35 Express, as well as to the four additional flyovers mentioned in Point C.</p> <p>Thank you,</p> <p>-Mike.</p>
Lee Hill	5/16/2021 22:16	VPH Comment Form	<p>The proposed scope of this project is whole inadequate for what is needed. The proposed managed lanes would waste precious right of way. This freeway needs to be rebuild with concrete lanes. There should be at least 4 main lanes in each direct the length of this project. If manage lanes are a priority, buy the ROW and build them. Do not waste the money on this project. If you really want to do something helpful in North Austin, put some St. John's turn arounds on either side of Parmer @ I-35. YOU ARE KILLING BUSINESS. This I mentioned at the public hearing for that project. It is great to see TxDOT employs both the deaf and ignorant.</p>
Russell Taylor	5/17/2021 2:06	VPH Comment Form	<p>DO NOT add lanes to IH35. It is an obsolete roadway that is destructive to life in Austin. Divert traffic around the city via TX45 and 130, and return this land for use as a local boulevard and parkland. Any modifications MUST prioritize pedestrian and active transportation, mass transit, and reduction of PM 2.5 and greenhouse gasses over private automobile travel times, and reduce the impact of this scar on the BIPOC communities that live along it in terms of negative health outcomes and limitation of walking and cycling mobility.</p>
Nick Olivier	5/24/2021 15:53	VPH Comment Form	<p>I support the added non-tolled HOV lanes, and the addition of shared use paths. Please consider bike/ped accessibility when reconstructing any intersections and overpasses. Please consider future transit use along the IH-35 corridor, including the potential for rail, when re-designing the roadway. I</p>

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			believe that adding lanes does not necessarily improve traffic flow, but I support HOV lanes because they can incentivize carpooling and public transit. Thanks.
No Name	5/24/2021 1:29	VPH Comment Form	Desperately need to add a SB US 183 flyover to NB I-35 (crazy that y'all didn't include that in the current construction project at that location). Also SB I-35 has 4 lanes from US 183 all the way to 11th St, but in the proposed configuration one of those lanes just suddenly dies off in order to make space for where the managed lane suddenly dies off - this will lead to significantly worse traffic than currently exists (not to mention dangerous potential for collisions)!!! Lastly, but most importantly: the whole project is a complete waste of taxpayer dollars unless the managed lanes are actual managed lanes (variable tolling, like on MoPac); otherwise these are just HOV lanes with a different name and are really just expensive standard lanes with congestion and no benefits for transit or reliability - a failed concept! If the governor won't let you build the right project, just wait 10 years until he is out of office!
No Name	5/22/2021 10:54	VPH Comment Form	1 lane?? 400 million for 1 lane?? No way. Why would the south project get 2 lanes and this gets 1? Have you seen the mopac toll lane? It sucks. Please make this project 2 managed lanes and FOUR free regular lanes. 3 and 1 is not nearly enough. You're just gonna have a mopac. And mopac sucks,
Thomas Thayer	5/22/2021 4:25	VPH Comment Form	While I support HOV lanes and frontage road bypass lanes in theory, the impact of the proposed express lanes doesn't justify the expense and disruption of this plan. These lanes will have a minimal impact on traffic and would just be a waste of money. The I-35 ROW can't accommodate the amount of people who may use this corridor 20 years in the future via personal vehicle. A better idea would be to funnel commuters to the Project Connect Park and Rides to utilize mass transit which has the capacity to move the amount of people who will be using this corridor in the future. Through traffic should be routed around the city via SH 130. this would be much more cost-effective as well as leverage the mass transit investment being made by Capital Metro. Also, the slip lanes shown at most frontage road intersections are not safe for bicyclists and pedestrians - they promote fast turning traffic that rarely looks for non-vehicular users. This is a very dangerous design.
Leah M Lobsiger	5/21/2021 21:04	VPH Comment Form	Everything but one detail looks great. My only quibble would be the lack of flyovers from NB 35 to Toll 45 in both directions. I realize this could be beyond the scope of a managed toll lane project, but put it on the list somewhere! 45

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			has been open for years and traveling NB on 35 to go west on 45 is a pain in the hind end and at times not worth it at all.
James Ascher	5/25/2021 22:11	General Website Comment Form	You must eliminate all bicycle projects from consideration. Cyclists have a serious disregard for public safety and traffic laws. They are a danger to themselves and others and do not deserve any infrastructure geared to that activity.
Randy Mallory	5/26/2021 17:31	VPH Comment Form	The project should put caps atop the downtown stretch with landscaped pedestrian/biking to reconnect downtown segments divided when I35 was first built.
Sarah Simpson	5/26/2021 21:32	VPH Comment Form	This expansion project is a waste of taxpayer dollars and I do not support its progression. The addition of lanes that will only result in increased traffic; encroachment into parklands; and use of diverging diamonds that endanger non-motorist road users are all reasons why this project should be abandoned. Please reallocate funds to much needed roadway maintenance - not harmful, futile roadway expansions projects that only fuel the concrete industry.
Melinda Kyhn	5/27/2021 4:08	VPH Comment Form	I appreciate all that each person on this team has done; however, as a citizen who lives off of Interstate-35, and a daily user of this highway, I do not agree with using non-managed (HOV) lanes. I grew up in Minnesota, and they have these lanes, and it did not decrease the traffic for daily drivers, it helped the City buses more, which was only a partial reason to incorporate them. I believe it would benefit our Community more by using these lanes for the general traffic instead of only those considered high occupancy vehicles. Even though these lanes are non-tolled, it wouldn't give the main lanes the reprieve necessary for the general public. Please reconsider this portion of the project; especially for those of us that live here and drive on this freeway daily. Thank you.
Brian Nunnery	5/27/2021 15:00	VPH Comment Form	Research shows diverging diamond intersections are dangerous for pedestrians and cyclists. It's disappointing that, yet again, maximizing vehicle throughput through intersections like Wells Branch and I-35 is casting pedestrian safety aside, and prioritizing car movement as a monolithic solution to transportation. Wells Branch is a critical pedestrian and cyclist crossing point of I-35 in this area, since Tech Ridge (the next safest crossing) fails to connect to

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			<p>pedestrian/cycling infrastructure on its west end.</p> <p>The number of pedestrian crossings involved in this diamond interchange are obviously ridiculous - if any of you have been a pedestrian commuter before in situations like this (challenge me - have you?), you'd know that without requiring the research.</p> <p>While certain aspects of this project are helpful (turnarounds at Braker, added sidewalk connectivity), the diverging diamond at Wells Branch is a wildly dangerous solution that will further relegate pedestrians/cyclists, and the relentless commitment to vehicle throughput will continue to thwart our regional effort to diversify transit mode - especially in areas closer to the urban core.</p> <p>I remain unconvinced of TxDOT's commitment to improving our transportation holistically and sustainably, and am personally slighted by this plan's impractical approach to pedestrian safety.</p>
Nathan Searcy	5/27/2021 18:32	VPH Comment Form	<p>After reviewing the proposed changes I'd like to make my thoughts known to TxDOT and other involved in the project. I don't not support the idea of removing park land to expand the highway. These added lanes will induce additional drivers and will reduce air quality in and around the park. The added capacity will be filled in a very short time and will at best be a short term band aid to the congestion. The only long term solution to congestion is providing alternative transportation options.</p> <p>I like the added bike lanes they support the city's initiatives to reduce our impact on the environment. However, the paths should not cross the highway or other intersections at grade. This creates dangerous conflict points that will reduce safety and will discourage the use of the path. Lastly, given the Texas heat shade trees should be planted along the path to make the ride quieter and more enjoyable.</p>
David Orr	6/1/2021 6:54	VPH Comment Form	<p>I'm concerned about the amount of land in the floodplain, especially on the upstream (west) side of the highway, e.g, along Walnut Creek tributaries as they pass under. It would appear that ponding is occurring as a result of flow constriction caused by the existing roadway. Is this true? Is there a way to</p>

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			<p>mitigate the potential flooding that will undoubtedly increase over time. Climate-change models suggest our area will see more intense flash flooding. This project needs to take this into account.</p> <p>I'm also concerned about the provision of adequate pedestrian and bicycle facilities. The area around Rundberg has a high volume of foot traffic at all hours. Lighting is inadequate for public safety. Bicycle travel is increasing throughout the area for commuting, short trips, and recreation. This segment of I-35 needs a safe path and good lighting to service the growing needs.</p> <p>Thank you for the opportunity to comment.</p>
Ashley Keith	6/2/2021 4:11	VPH Comment Form	<p>DO NOT BUILD ANY MORE HIGHWAYS THROUGH AUSTIN. DO NOT EXPAND ANY HIGHWAY THAT RUNS THROUGH AUSTIN.</p> <p>Highways cause traffic. Why would anyone want MORE traffic?</p>
Sumit Dutta	6/3/2021 6:16	VPH Comment Form	<p>I bike frequently in Austin and I wanted to point out that cyclists need safe ways to *cross the expressway* more than paths to bike along the expressway. I think the plans shown for diverging diamond intersections with shared use paths could work, only if one of the following happens:</p> <p>(1) There should be traffic lights at the points where bikes and pedestrians would cross car driving pavement. The current intersection of Loop 1 and Slaughter Lane is very confusing in this regard because it looks like drivers need to run over pedestrians to get to the red light, but really the traffic light should just be at the crosswalk so that cars stop at the right place without running anyone over. This is the more cost-effective option.</p> <p>(2) Perhaps preferable to the previous option is if shared use paths have any additional narrow bridges or tunnels at the intersections to avoid contact with cars and greatly enhance safety.</p> <p>I would also like to point out that I really like the bike path currently under I-35 at 4th St. because both cars and bikes can easily anticipate each other and avoid accidents.</p> <p>I would appreciate actions on your part to increase safety for all.</p>

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Name	Date Received	Source	Comment
Eva Esparza	6/5/2021 17:22	General Website Comment Form	I 35 needs to be removed and be replaced by improvements to HW130 to the east to route all traffic, whose destination is not Austin, around the city. Currently we have been suffering with year after year of increased truck traffic that's been shifted from rail. Almost half my taxes go to pay for a service that harms my community through pollution and division. Money should not be spent on further dividing Austin. It's an expensive short term fix. I'd much rather see my tax dollars going to rail so we could take a train to San Antonio, Dallas and Houston.
Debra Bush	6/8/2021 17:56	VPH Comment Form	At what point can the Main Lanes be accessed from 12015 Park 35 Circle? It appears there is no entrance to IH-35. It appears travel must be made on the 2-lane frontage road and/or Bypass Lanes for over seven (7) miles with no plan for entrance to the Main Lanes.
Debra Bush	6/8/2021 18:02	General Website Comment Form	At what point can the Main Lanes be accessed from 12015 Park 35 Circle. It appears there is currently no access point for over seven (7) miles. Travel SB on Frontage Road continues with existing entrance ramps closed and new additional exist ramps constructed onto the two-lane Frontage Rd from Braker Lane continuing south to Hwy 290. How many intersections with signal lights must be travelled before access to the Main Lanes?
athena leyton	6/10/2021 12:29	VPH Comment Form	I-35 should not be expanded. Commercial traffic should go around the city on 130. Create and enforce congestion fees for commuters. Embrace the new rail lines that will be built. We don't want I-35 to end up like the monstrosity that is the Katy Freeway.
Isaac Garcia	6/10/2021 13:33	VPH Comment Form	Adding any lanes to I-35 would do nothing to reduce traffic but will only induce demand for more traffic. Furthermore, it'll create a bottleneck where the lanes reduce back down to "normal," causing even more traffic at all points along I-35. Some of the project elements (redone intersections) may be good by themselves, but this solution as a whole will cause more problems then it solves.
Lou Loufingwell	6/10/2021 13:37	VPH Comment Form	It's unconscionable that TxDOT could be spending billions of dollars on a highway project and add zero new crossings. People are dying on your facilities. I don't know if it's incompetence or indifference, but if you are unable or unwilling to design a facility that can't protect peoples lives better than this then you need to resign. Asking people to walk two miles round trip just to use a crossing is insanity, and shows your arrogance and lack of understanding about human behavior. Do your job.

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Name	Date Received	Source	Comment
Ted Yang	6/10/2021 16:50	VPH Comment Form	Need a DDI at 45 and I-35
Michael Regan	6/10/2021 16:54	VPH Comment Form	Why has roundabouts not been utilized at intersections in TxDOT projects? Roundabouts move a higher volume of traffic and are not dependent on traffic signals. Traffic signals stop traffic and delay vehicles from freely moving and halt traffic increasing idling which increase NOx and PM emissions from motor vehicles.
Debra Bush	6/10/2021 21:58	VPH Comment Form	After discussion today with TXDOT representatives, we would like to reiterate the newly designed and relocated entrance ramp to the Main Lanes located near the TCEQ campus between Yager Lane and Braker Lane poses a severe life safety risk to the 3,000+ employees from TCEQ campus, Central TX Girl Scouts headquarters and numerous other businesses who will be attempting to cross 2-lanes of frontage road to access the entrance ramp that is approx 100' from the campus exit. We disagree with the plans to relocate the existing Main Lane entrance ramp, which is currently located south of Walnut Creek and allows for the largest populations of employee campuses to safely access the Main Lanes of I-35.

Emailed Comments

I-35 Capital Express North project

harry swinney <harry_swinney@yahoo.com>

Mon 5/10/2021 9:42 AM

To: CapExNorth <CapExNorth@txdot.gov>

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

I strongly support the proposed addition of shared **pedestrian-bike use paths** on each side of I-35. Please include a sound barrier between the automobile lanes and the pedestrian-bike paths. Without a sound barrier the noise level will be very unpleasant. I ride my bike on the shared pedestrian-bike lanes along US 183 north from Martin Luther King Blvd and the noise level is indeed VERY unpleasant.

Thank you.
Harry Swinney
harry_swinney@yahoo.com

PS. I learned to ride a bike in 1947 on 44th St near East Ave, which years later became the route for I-35. I continue to ride my bike throughout Austin.

Comments on I-35 Capital Express North project

Charles George <terra.transactions@gmail.com>

Mon 5/10/2021 3:23 PM

To: CapExNorth <CapExNorth@txdot.gov>

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

Following are my comments:

- with few exceptions HOV lanes do not meet operational design standards (few people carpool)
- HOV lanes should allow BEV vehicles regardless of occupancy. BEV (full battery electric vehicle) does not include hybrids. Windshield tag provided to verified BEV
- HOV lanes should be monitored like tolled lanes with cameras and windshield tags.

Regards

Charles George

1703 Main St

Cedar Park, TX 78613

Using secure broadband to mitigate congestion

Michael Shear <mshear@pocketsnet.com>

Mon 5/10/2021 4:07 PM

To: CapExNorth <CapExNorth@txdot.gov>

Cc: 'Michael B. Shear ' <mshear@pocketsnet.com>

 2 attachments (4 MB)

Project EON Expanded - 23 Slides.pptx; 2021 SON Quad Chart.pdf;

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

One thing we are growing here in Texas is congestion and the construction phases on I35 will increase travel times, expense and emissions.

We need a bold and unique infrastructure strategy and we need to be able to quickly replicate it in other major metropolitan areas.

This distributed model is patented, 1 of 19 finalists in the Gigabit worldwide challenge and selected over 100 other national teams as one of 2 tracks in this year's NSF Civic innovation Challenge.

I would like to schedule a call, zoom or meeting as your schedule may permit.

I look forward to your response.

Michael Shear

[Strategic Office Networks®, LLC](#)

[LinkedIn Posts](#) (Articles on Distributed Metropolitan Design®)

720-253-3700



At the Edges of Urban Transformation
Texas Regional Infrastructure Opportunity

A DISTRIBUTED OFFICE NETWORK
INFRASTRUCTURE STRATEGY
FOR ECONOMIC DEVELOPMENT
AND ENVIRONMENTAL SUSTAINABILITY

**BROADBAND
PLANNING INITIATIVES**

1

PROJECT EON
What is it?

A metropolitan/regional strategy to plan and implement a secure network of advanced communication enterprise work centers (tech nodes) designed to support the now 'visible' distributed workforce using geographically distributed clusters of knowledge workers to achieve economies of scale and maximize transportation impact by reducing congestion at key chokepoints.

A distributed office network approach brings employers and community planners together to expand economic access by securely connecting technology enabled centers of knowledge workers to a greater number of connected employees.

**BROADBAND
PLANNING INITIATIVES**

2

WHAT WILL IT LOOK LIKE?

15 to 30 technology-enabled work centers (3-5 year) located from San Marcos to Georgetown and from Dripping Springs to Bastrop will be connected with an advanced fiber optic regional backbone. The physical building sizes will range from 30,000 sq. ft. to 300,000 sq. ft. depending on the size of each local community's workforce and mix of employers. The completed network of centers will 'localize' the jobs of an estimated 20,000 would-be daily commuters.

Existing community fiber networks, available dark fiber under IRU, and new cable runs with single-mode backbone, multi-premises entry paths, and multimode intra-building architectures will securely connect all work centers, provide access to employers, and integrate with several network management centers. Additionally, there is an expectation of creating between 150 to 250 new jobs across all centers.

**BROADBAND
PLANNING INITIATIVES**

3

WHAT IS NEEDED?

Corporate, government, and community sponsors are needed to initiate a working group and create a labor mapping project to identify the knowledge-workers' resident communities and geographic hiring patterns of employers.

**BROADBAND
PLANNING INITIATIVES**

4

WHO WILL OWN IT?

Creating a new distributed office infrastructure model opens up several potential ownership financing structures, including REITs, PPP, and evolving carbon credits. The nature of this new infrastructure design might be established as a Social Responsibility Corporation and run by a professional staff with community board oversight.

**BROADBAND
PLANNING INITIATIVES**

5

ECONOMIC DEVELOPMENT BENEFITS

- Enhances job creation and retention
- Produces new strategic option for commercial real estate
- Generates major construction activity
- Allows region to share growth of major government agencies by providing secure networked offices
- Advances use of fiber broadband investments
- Expands employers' geographic access to regional labor
- Opens region's periphery to new and rapid development opportunities
- Creates a highly scalable and rapidly expandable architecture

**BROADBAND
PLANNING INITIATIVES**

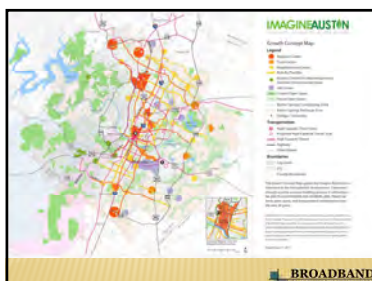
6

OTHER BENEFITS

- Workforce**
 - Improves quality of life / recruiting and retention
 - Reduces commuting time
 - Lowers transportation expense
 - Enhances employer attraction and retention
- Regional Transportation**
 - Reduces peak period load by >5% (objective)
 - Avoids \$Billions investment in new capacity
 - A systematic response to growing congestion and population growth
- Environment**
 - Lowers air pollution and CO2 emissions/day.

**BROADBAND
PLANNING INITIATIVES**

7



8

OPPORTUNITY AUSTIN 4.0 OUTCOME GOAL

"Reduce the percentage of workers with an average commute time of 30 minutes or greater from 39 percent to 36 percent in 2023, and increase the percentage of workers with an average commute time of 15 minutes or less from 22.5 percent to 25.5 percent in 2023."

**BROADBAND
PLANNING INITIATIVES**

9

ENTERPRISE CENTERS WILL

- Reduce average commute time . . . and increase the percentage of workers with an average commute time of 15 minutes or less . . .
- Improve employment-to-population ratios in regional employment centers.
- Pursue congestion relief

Stated Opportunity Austin 4.0 Objectives

BROADBAND PLANNING INITIATIVES

10

Enterprise Centers*

Suites are designed for 20 to 200 employees

Multiple suites comprise an Enterprise Center

Enterprise Centers are Networked Across a Region to Reduce Congestion and Localize Job Access

BROADBAND PLANNING INITIATIVES

11

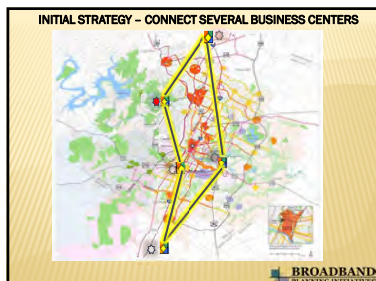
ENTERPRISE CENTERS WILL

- Support Employer Retention & Expansion
- Connect First
- Affordability
- Innovation
- Develop Regional Employment Centers
- Enhance Employment Prospects

Stated Opportunity Austin 4.0 Objectives

BROADBAND PLANNING INITIATIVES

12



13

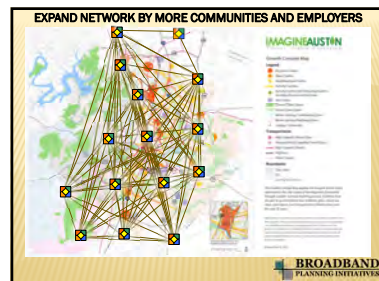
	Pilot Project	Full Scale
Number of Locations	4	22
Per Location sq. ft.	75,000 sq. ft.	300,000 sq. ft.
Total	300,000 sq. ft.	6,600,000 sq. ft.
Construction Spending	\$37.5M	\$825M - \$2.3B
Local Work Center Jobs (Existing Commuter Jobs)	1,200	26,400
New Tech Jobs	60	330

SCOPE OF INITIATIVE

*Existing Commercial Real Estate will be used. Locations will be selected based upon local community support and requirements of participating employers.

BROADBAND PLANNING INITIATIVES

14



15

	Pilot Project	Full Scale
Number of Locations	4	22
# of Remote Workers	1,200	26,400
# Vehicle Miles Reduced	10 M	220M
Gas Dollars Saved	\$1.45M	\$28.5M
Time Saved (Hours)	262,500	4M
Value of Time Saved	\$13M	\$198M
CO2 Reduction in MTons	4,474	98,434

ANNUAL BENEFITS OF INITIATIVE

BROADBAND PLANNING INITIATIVES

16

CHANGING NATURE OF WORK AND DIGITAL TRANSFORMATION

BROADBAND PLANNING INITIATIVES

17

DISTRIBUTED DESIGN GROUP OF AUSTIN

TEXAS Architecture
The University of Texas at Austin
School of Architecture

INTELLIGENT ANALYTICS & MODELING

BROADBAND PLANNING INITIATIVES

18

Joining the
Associate Professor
Hempstead, and Margaret Pyle Shaw
Endowed Chair in Transportation

Joining, Ph.D. Urban Design
and Planning, is an associate
professor in the Community and
Regional Planning program and
founding director of Urban
Information Lab at UTPI.

Devin Hilder, Ph.D.
Founder & President
Intelligent Analytics & Modeling
Dr. Hilder specializes in forecasting
using advanced economic techniques
and computational methods. He
founded IAM in 2008 to apply new
data methods to solving complex
economic issues in research and
application.

Naya Stanley has devoted her
expertise in energy generation
and conservation and has
served in Iowa State
Government, the National
Renewable Energy Lab and
with the U.S. Department of
Energy. She is a Director of
Broadband Planning Initiatives.

Michael Shatz, is Founder and Director
of Broadband Planning Initiatives (non-
profit), and has a long history of bringing
new technologies and services to
market. Mr. Shatz has pioneered the
Distributed Interconnect Design® model
to leverage telecommunications
infrastructure to better deal with growth
and sustainability issues.

DISTRIBUTED DESIGN GROUP OF AUSTIN
TEXASArchitecture
BROADBAND
PLANNING INITIATIVES

19

EARNED INVITATION TO NSF

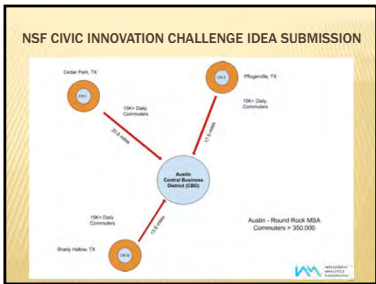
HOW WOULD THE CIVIC INNOVATION CHALLENGE BE UNIQUE?

RESEARCHER COMMUNITY CO-CREATION
This partnership between researchers & civic
innovators - across disciplines & boundaries -
allows research results to be directly changed
ENGAGING THE CIVIC ECOSYSTEM
An array of stakeholders from non-profits, gov't,
academia, government, philanthropy, community
leadership, etc. bring with them diverse expertise
to solve the problem at hand
STREAMLINING THE RESEARCH-TO-
INNOVATION PROCESS
Researchers are able to identify the needed &
implementation of technology and innovation, to
address the policy gaps, instead of often costly
academic impact & costs.

NSF CIVIC INNOVATION CHALLENGE

BROADBAND PLANNING INITIATIVES

20



21

ECONOMIC IMPACT ASSESSMENT

	Preproject	Cedar Park	Study Baseline	Estimated MSA Event Savings
Distance Round Trip to CBD in Miles	35.8	41.2	27.2	15
Original Commute Time to CBD Round Trip	78	96	70	80
Total Trips	12,000	13,000	12,000	280,000
Participation Rate in CIB (Model Assumption)	10%	10%	10%	10%
Trips from Cluster Area that continue to commute to Central Business District (after CIB construction)	10,800	10,800	10,800	252,000
Participating Trips from Cluster Area to Local CBD (Reduction in CBD Traveling)	1,200	1,200	1,200	28,000
Reduction in Total Miles Traveled	42,860	56,480	32,540	420,000
Reduction in Total Miles Traveled	85,800	115,200	64,000	1,680,000
Reduction in External Social Congestion Cost	17,956	23,792	13,140	134,800
Reduction in Total Opportunity Cost of Travel Time (Value of Time)	151,544	170,848	101,860	1,618,300
Reduction in Environmental Costs (Pollution & Emissions)	8887	1193	6312	64,720
Reduction in Social Cost of Traffic Accidents	55,814	76,922	44,770	558,800
Reduction in Total Daily Costs	\$64,368	\$78,561	\$46,770	\$1,098,720
Reduction in Total Annual Costs	\$18,799,099	\$20,425,764	\$14,755,476	\$281,647,200

22

STARTING POINT

- Collaborate with key groups and individuals
- Initiate GIS Mapping and Assessment Study
- Labor cluster locations
- Real estate availability
- Transportation impact
- Broadband facilities
- Economic and environmental impact

BROADBAND PLANNING INITIATIVES

23

Diagrams showing wrong configuration??

Robin Melanson <crossoaks4@yahoo.com>

Thu 5/13/2021 1:08 PM

To: CapExNorth <CapExNorth@txdot.gov>

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

Hello,

I went through the presentation and am a bit confused.

Doesn't the diagram on slide 10 show 4(FOUR) traffic lanes plus 1 HOV lane. The cross sections on slide 9 indicated it would only be 3(THREE) traffic lanes? I may be looking at this wrong but is diagram 10 incorrect?

thanks

Comment from Girl Scouts of Central Texas

Flora McArthur <FloraM@gsctx.org>

Mon 5/24/2021 4:44 PM

To: CapExNorth <CapExNorth@txdot.gov>

📎 1 attachments (2 MB)

GSCTX_proposed_access.PNG;

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

Hello,

The Girl Scouts of Central Texas (GSCTX) office building is located at 12012 Park 35 Circle. The I-35 Capital Express North project affects the property in multiple ways:

1. Requires additional ROW currently located on GSCTX property
2. Changes access location of nearest I-35 southbound on-ramp
3. Provides one option to access the I-35 southbound frontage road
4. Provides no option to access Walnut Creek Crossing

GSCTX requests that TxDOT work with the City of Austin to provide the ability to turn left out of the GSCTX parking lot. This will allow drivers to access Walnut Creek Crossing and the new I-35 southbound on-ramp. Providing access to North Lamar Blvd via Walnut Creek Crossing can alleviate congestion due to accidents in the vicinity. Since there will be changes to Park 35 Circle, this is a good opportunity to change the road.

See the attached picture for an example of the request. If you have additional questions, please do not hesitate to contact me.

Thanks and Best Regards,
Flora



Flora McArthur
Senior Project Manager
Girl Scouts of Central Texas
(800) 733-0011



Join or renew your membership at:
www.gsctx.org/join

Follow us:



Comment from Girl Scouts of Central Texas

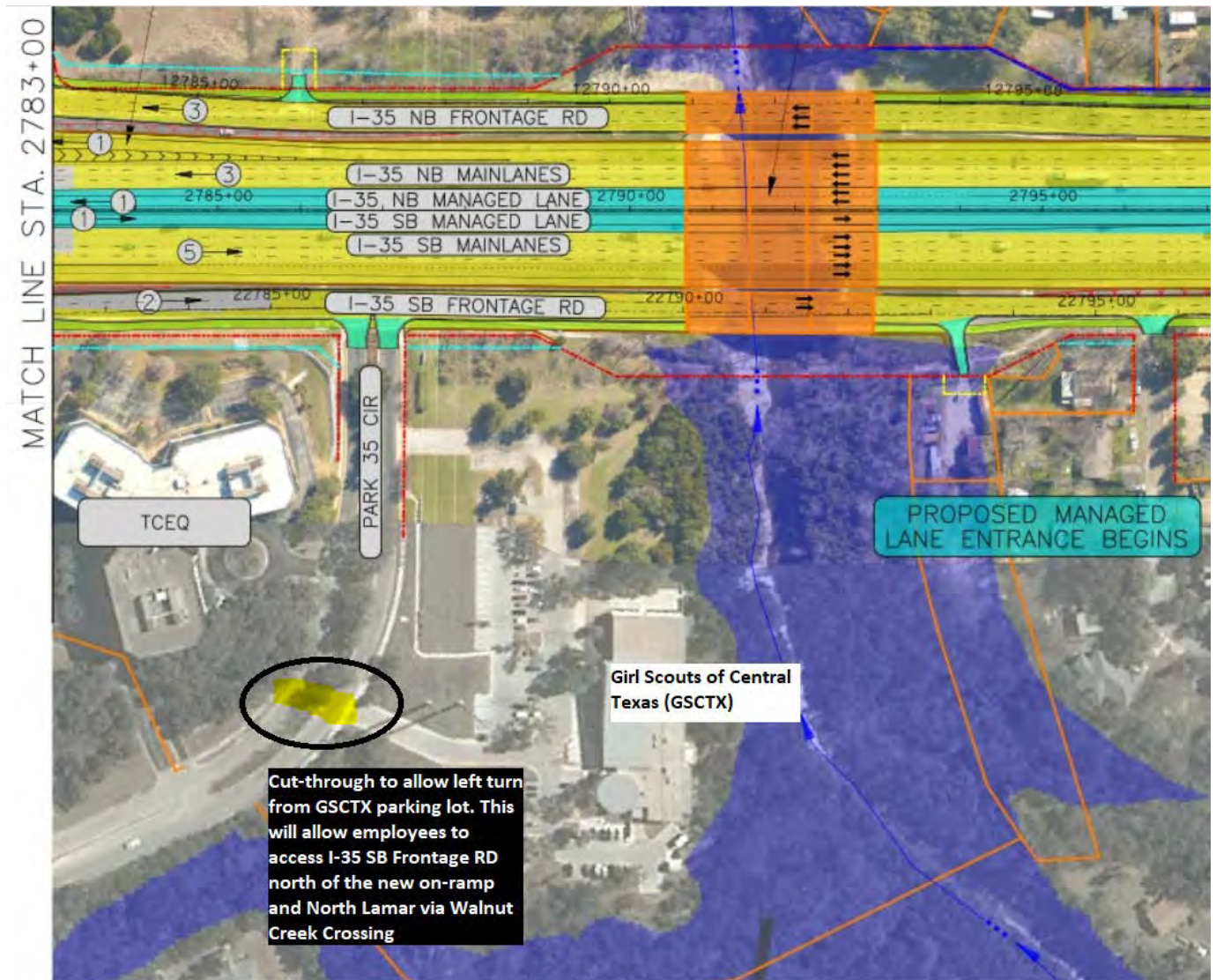
Flora McArthur <FloraM@gsctx.org>

Mon 5/24/2021 4:44 PM

To: CapExNorth <CapExNorth@txdot.gov>

1 attachments (2 MB)

GSCTX_proposed_access.PNG;



Cap 35

JC <jmchri@aol.com>

Thu 5/27/2021 8:55 AM

To: CapExNorth <CapExNorth@txdot.gov>

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

To Whom It Concerns

I have relatives in the French Place/Cherrywood neighborhood. I own property on Robinson street off 35 east of 35 at 3103 Robinson. It has been in my family since 1949. Because it is so close to 35 for years any new project proposed for 35 I have participated in. I have been to countless open houses sponsored by TxDot.

You have published drawings of how additional alternative lanes would work. I asked Susan several months ago after the drawings were released if she knew how many homes would be taken in this expansion. She said she did not know. She did not know if any land would be taken. I cannot believe that and I want to know if that is still your position.

Secondly will federal funds be used for this project and what impact this project have will have on the historic Mt Calvary cemetery the oldest Catholic Cemetery and St George Episcopal church which has columbarium niches. Neighbors along Robison Ave in different sections have discussed applying a National Register District for our street. . Will that impact the use of federal funds?

Third would these proposed bike and pedestrian lanes be the reason for homes being taken on the east side of 35? In other words would it be necessary to take business property and homes if these were not part of the project?.

In the proposal before this latest one TxDot had the gall to ask relatives of persons buried in Mt Calvary if they would allow their loved ones removed from Mt Calvary so they could expand the highway? They said Hell No.!!Will you be doing this again in this proposal?

Jim Christianson
512 477-34448

Comments for I-35 Capital Express North

Tom Wald <tom@redlineparkway.org>

Mon 6/7/2021 1:05 PM

To: CapExNorth <CapExNorth@txdot.gov>; Michelle Cooper <Michelle.Cooper@txdot.gov>

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Below are the Red Line Parkway Initiative's comments for the I-35 Capital Express North project virtual public hearing closing June 10th, 2021:

1. TxDOT should prioritize bicycle and pedestrian connectivity across and along the I-35 corridor for all ages and abilities: Ensure that there is an all-ages-and-abilities pedestrian and bicycle crossing across I-35 at least every half-mile. The crossings can be as part of a multi-modal crossing or as a bike-and-ped-only crossing.
2. On some previous projects, TxDOT has excluded the provision of bike & ped crossings at major highway crossings. Rather, this project should include the all-ages-and-abilities pedestrian and bicycle crossings on both sides of all roadway crossings, not excluding U.S. 290 East (Spur 69), U.S. 183, SH 45 North.
3. The proposed shared-use paths will be a great addition to the corridor. These should be on both sides of the highway and should extend the entire length of the corridor to cover any missing gaps, including rebuilding or supplementing (in parallel) existing sidewalks.
4. I-35 bridges over major creeks should include shared-use path connections under the I-35 bridges on both the north and south sides of each creek:
 - a. Little Walnut Creek
 - b. Walnut Creek

These additional shared-use paths should connect with the shared-use paths along the corridor. Completing these I-35 crossings at these creeks would help address providing a crossing at least every half-mile and help address Section 4(f) impacts.

5. All shared-use paths should be at least 12' wide to allow safe and usable two-way traffic and mixed traffic. This project is within the City of Austin, which has a design standard of 12' for shared-use paths, with allowances for wider paths in some areas.
6. The shared-use paths should be built for people of all ages and abilities to use. Notably:
 - a. Since the observed speeds on the frontage roads are generally greater than 35 mph, the shared-use paths should be protected from the frontage roads by using a physical barrier, e.g. jersey barrier, trees, guardrails, etc.
 - b. The shared-use paths in the I-35 ROW should be as far away from the frontage roads as possible. In no case should the shared-use path be placed immediately adjacent to the frontage road without a physical barrier--such facilities do not serve users of all ages and abilities. A 6" curb is not an adequate barrier.
 - c. The pedestrian and bicycling accommodations should meet or exceed the TxDOT Bicycle Accommodation Design Guidance released April 2nd, 2021. For reference:
<https://ftp.txdot.gov/pub/txdot-info/ptn/bike-acco-design-guide.pdf>
7. TxDOT and its contractors should publicly present and accept feedback on detailed bicycle and pedestrian accommodations. On many occasions in TxDOT and CTRMA projects, different but cost-neutral choices in design would have resulted in far superior implementations, in regards to usability and safety.

8. Ending traffic deaths and serious injuries needs to be among the top concerns in this project. For any managed lanes and controlled access lanes, please use safe urban design speeds appropriate for a dense urban freeway setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.
9. Ensure that the project is compatible with existing local plans. The public has already approved plans by the City of Austin and other local government entities, such as the Austin Strategic Mobility Plan (ASMP) and the voter-approved Project Connect. TxDOT should help accomplish those plans.
10. The project's proposed motor vehicle lane capacity needs to be reevaluated in the context of the November 2020 passage of Austin Propositions A and B, which will result in substantial build out of the transit, pedestrian, and bicycling networks. These networks are projected to dramatically shift future, potential automobile trips to other travel modes.
11. The project needs to mitigate its environmental impacts, including climate change impacts. Those climate change impacts will affect people locally and globally, and those impacts need to be mitigated in an amount much greater than the pedestrian, bicycle, and transit components that have already been included in the project. Greenhouse gas emissions should be based on a baseline year during the life of the project, e.g. 2030, and TxDOT's analysis should state its assumptions about that year's motor vehicle fleet energy usage (e.g. what greenhouse gas emissions are produced by the vehicles using I-35). Mitigation can take the form of funding completion of nearby trails, e.g. connecting the Northern Walnut Creek Trail to the Southern Walnut Creek Trails, adding to the Red Line Trail, and completing the MoKan Trail.
12. The regional growth forecasting process and travel demand models do not adequately reflect a need for additional motor vehicle lanes for this corridor. The case needs to be more solid for such a large investment and such a large negative local and global environmental impact.
13. The Indirect Effects Technical Report is not a good precedent for the analysis of indirect effects nor for induced demand or "induced growth". Glaringly, the vast majority of the agencies with the AOI did not participate, and the points of contact chosen were often not in the study area of expertise, e.g. development or urban planning would be more appropriate. Additionally, there were other substantial methodological flaws with the study. As a result, the conclusions stated were not soundly supported.

Thank you for the opportunity to provide input on this project.

-Tom

--

RedLineParkway.org/Join | [Facebook](#) | [Twitter](#) | [Instagram](#)

Red Line Parkway Initiative is a 501(c)(3) nonprofit founded in 2017 that empowers diverse communities to enjoy, develop, and enhance the Red Line Trail and Parkway corridor to serve Central Texas mobility, recreation, parks, arts, affordability, social equity, physical & mental health, public space, and economic needs.

Comments: Proposal for widening I-35 from 183 to the north Travis County line

Adam Hite <adamchristopherhite@gmail.com>

Mon 6/7/2021 3:56 PM

To: CapExNorth <CapExNorth@txdot.gov>

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

1. Use safe design speed matched to target speed and posted speed for all elements. This means no higher than 35mph for any surface element with sidewalks or crosswalks and low enough design on main lanes to integrate safely into the urban fabric.
2. There must be safe pedestrian crossings at the very least every half mile. Ideally these should be safe, multimodal surface streets.
3. Please do not add car-priority lane capacity to this corridor in any way. This doesn't preclude safety or operational improvements. But the call for capacity expansion for expansion's sake is based on flawed, inequitable, near meaningless forecasts & travel demand models.
4. Please treat the safe, multimodal access needs of low income residents of nearby areas like Rundberg at Lamar as just as important as the needs of wealthier people who live in sub-urban car-dependent areas. A 1-mile walk trip is just as important as a 30-mile commute.
5. Also, please do not add bike lanes to any frontage roads that are faster than 35mph. It's extremely dangerous to expect people to use those bike lanes.

Thank you.

--

Adam Hite

I35 North Express Project

Sherry Stowers <sdstowers@gmail.com>

Thu 6/10/2021 8:18 AM

To: CapExNorth <CapExNorth@txdot.gov>

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

Thank you for the opportunity to participate in this process.

I agree that something must be done along I35 corridor in the greater Austin area. So, the proposed project appears to be a good solution for addressing the traffic needs in this area.

Sherry Stowers

Comments to IH35 north project

Zoila Vega-Marchena <treebrune@gmail.com>

Thu 6/10/2021 1:30 PM

To: CapExNorth <CapExNorth@txdot.gov>

 2 attachments (2 MB)

Screenshot_20210610-124355_Samsung Internet.jpg; Screenshot_20210610-132313_Samsung Internet.jpg;

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

700 YEAR OLD TREE:

Please avoid impacting the 700 yr old tree north of Braker in the Northern Tools parking lot. Avoid disturbing (compacting, parking on, storing, regrading, pouring concrete over, allowing heavy foot or machinery, etc.) as much of the crz of that tree. Specifically avoid disturbing as much of the current grassy area in front of that tree facing IH35.

The current plan shows pink areas on that grassy area qualified as construction easement. See attached screenshot. Our previous discussion with TxDot was that a fence would be installed to protect that area.

** Is that still the plan? Will that pink space be used for construction purposes?

Try to increase that root protection area a bit more. That tree has roots in that grassy area so any work there will disturb the 700 yr old tree and may cause it to die.

If roots are encountered have them pruned (flush sharp cut) by a certified arborist only and painted right away to prevent oak wilt. There's active oak wilt in that area. February to June is the highest risk but oak wilt could occur any other month if the humidity and temperature are high.

Please contact landowner to see if parking lot entrance could be removed to give more open grassy area to the tree along the sidewalk. If that is done. Soil aerate the area under the removed asphalt so that roots can grow.

If tree needs to be pruned for clearance' have a certified arborist do that work.

HERITAGE TREES

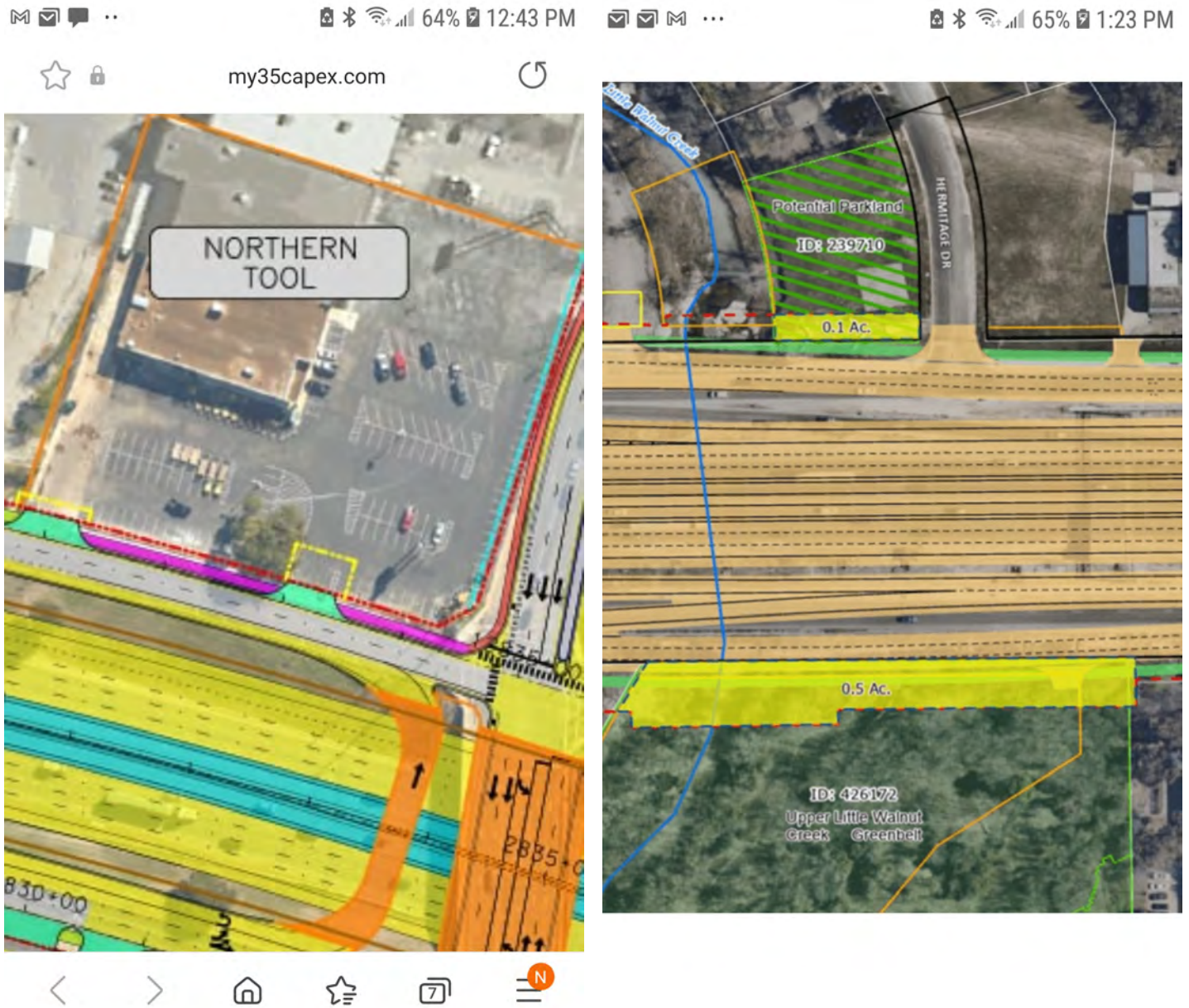
Similarly, protect as many healthy heritage trees as possible. Don't remove them if it's possible to adjust the design instead. But also plan the construction, parking and storage areas well so that those activities don't impact the roots in the full crz if possible, minimum in the 1/2 crz of all healthy heritage trees. Heritage tree is defined by COA as 24 inches or larger of several species. See ordinance.

CREEK AND PARKLAND

Minimize impact to trees, creek and wildlife when building or expanding bridges over creeks. Especially in the southern area in the Little Walnut Creek parkland that you are acquiring. That's a very wooded area. See attached screenshot.

** Can some of the activities be moved to the northern area that has fewer trees to save some trees in the southern wooded area?

Best,
Michael Fossum
Austin Heritage Tree Foundation



Feedback on Draft Environmental Report

Stephanie Webb <stephanielynnwebb@gmail.com>

Thu 6/10/2021 6:07 PM

To: CapExNorth <CapExNorth@txdot.gov>

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

This entire report can be destroyed with one statement: it is impossible to reduce congestion by making space for cars. As long as more lanes are produced, that will induce demand, which will increase both congestion and carbon dioxide. This has been proven all over the country, not least of which being Houston and Los Angeles. Expanding highways does not improve traffic, so one must assume that the goal of this project is *not* to reduce traffic, but to continue enriching TXDOT contractors.

Promoting more diamond intersections is ridiculous because most people are not aware of how to navigate them. I have no vehicle, and am aware of exactly two examples, one being at University Boulevard off I-35 and the other being at Slaughter off MoPac. I have never seen consistent pedestrian or cycling traffic at either one of those intersections, but I do see such traffic at the intersections of Airport and I-35, 51st and I-35, and 290 East and I-35. Placing diamond intersections in Central Austin is a surefire way to increase fatalities while not solving any of the problems.

Seeking more land for highways is the opposite of "environmental plans." While I doubt that TXDOT has the lack of awareness of Gohmert, this report is equally ridiculous. Noise pollution is the only issue being addressed, which is ludicrous due to the heat island effect of excessive concrete on a failing grid that will take years to upgrade, air pollution due to more traffic, and more highway runoff into the Edwards Aquifer. Identifying wetlands is not the same as reporting on runoff. Pictures are not numbers or real information, and none of the slides for the presentation addresses those issues.

Moreover, there is the extremely difficult barrier of construction to expand the highway. TXDOT has demonstrated poor project management skills when blowing up a ramp after years of construction. Therefore, sidewalks and bike lanes already in existence will be inaccessible--for years.

The most absurd premise of TXDOT is that it is entitled to expand highways, regardless of public input. The agency is already discussing eminent domain and land acquisition, as if it is incapable of processing the word, "No." No one seems to grasp that commuting for work in a car is a privilege that has become obsolete due to the pandemic and the paradigm shift. People are quitting their jobs rather than give up working from home, so expanding highways makes no sense. However, because we all know that TXDOT is not representative of the public any more than any of the other state government, the agency will do what it wants.

--

Stephanie Webb



Virus-free. www.avast.com

F.

Figures

Handouts

I-35 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 I-35 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 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 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
- Public hearing: Spring 2021
- 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, P.E.
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.My35CapEx.com.

PROYECTO I-35 CAPITAL EXPRESS NORTH



HOJA DE DATOS



Por qué se necesitan mejoras

La I-35 a través de Austin es una de las carreteras más congestionadas de Texas. Sirve como la columna vertebral de la red de transporte local, regional y nacional. La alta demanda de movilidad en la I-35 amenaza el sustento económico de nuestra ciudad y nuestro estado. Se necesitan mejoras en esta área debido al crecimiento de la población y el empleo, que han provocado una mayor congestión en el área.

Reseña del programa

El Programa I-35 Capital Express comprende tres proyectos (Oeste, Centro y Este). El proyecto Central propone añadir dos carriles administrados sin peaje en cada dirección a lo largo de la I-35 desde S 290 East hasta S 71 en hite o levard. El proyecto Sur propone añadir dos carriles administrados sin peaje en cada dirección a lo largo de la I-35 desde S 71 en hite o levard hasta S 5 So theast.

Acerca de Capital Express North

El proyecto I-35 Capital Express North propone añadir un carril administrado sin peaje en cada dirección a lo largo de la I-35 desde S 5 North hasta S 290 East. Los carriles administrados se proponen en áreas de alta congestión donde el derecho de paso es limitado. Estos carriles están diseñados para proporcionar una ruta menos congestionada y los carriles adicionales de so general d rante los periodos pico para los vehículos que califican. Los carriles administrados controlan el acceso mediante la imposición de restricciones de so. El proyecto también reconstruye seis puentes, a re ar na intersección de diamante divergente en el S ranch. Para a har mejoras adicionales de seguridad y movilidad dentro de los límites del proyecto.



Contribución de la comunidad y programación anticipada*

El proceso de desarrollo incorporará la opinión pública de una serie de oportunidades de participación pública, incluidas las reuniones de puertas abiertas.

- Estudio ambiental diseñado y emitido: 2019 - 2021
- Casa abierta: otoño de 2019
- Audiencia pública: primavera de 2021
- Diseño final: 2019 - 2022
- Construcción: 2022

*La programación está sujeta a cambios.

Costo estimado de construcción: \$ 00 millones

Información de contacto

Para obtener información adicional sobre el proyecto, comuníquese con:
Susan Fraser, P.E.
Mobility35 Program Manager
TxDOT Austin District
512-832-7128

Para consultas de los medios, comuníquese con:
Diann Hodges
TxDOT Southwest Communications Director
TxDOT Austin District
512-832-7027

Para obtener información adicional, visite: www.My35CapEx.com.



**COMMENT FORM
I-35 CAPITAL EXPRESS NORTH
VIRTUAL PUBLIC HEARING**



(PLEASE PRINT)

NAME: _____ 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

TxDOT is requesting your comments on the proposed project. Comments may be mailed to I-35 Capital Express North, ATTN: Michelle Cooper, P.E., 1608 W. 6th St., Austin, TX 78703. You may also submit comments by email to CapExNorth@txdot.gov, by calling (512) 721-2832 to leave a recorded voicemail with your verbal comments, or by visiting our virtual public hearing at my35capex.com between May 10, 2021 and June 10, 2021. Comments must be submitted or postmarked by June 10, 2021, to be included in the public hearing documentation.

COMMENTS: _____

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.

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. 8, 2018, and executed by FHWA and TxDOT.

CSJs: 0015-10-062 & 0015-13-389

Items Available at the In-Person Public Hearing Option:

- TxDOT Building Barriers to Traffic Noise brochure
- Right of Way Documents:
 - Landowner's Bill of Rights
 - Landowner's Bill of Rights (Spanish)
 - Relocation Assistance
 - Relocation Assistance (Spanish)
 - State Purchase of Right of Way – Overview for General Public
- Environmental and Technical Reports
 - Draft Environmental Assessment
 - 2016 Public Meeting Documentation
 - 2017 Public Meeting Documentation
 - 2019 Public Meeting Documentation
 - Community Impacts Assessment Technical Report Form
 - Archeological Background Study
 - Historic Resources Documentation
 - Historical Studies Project Coordination Request
 - Historic Resources Research Design
 - Historic Resources Survey Report
 - Surface Water Analysis Form and Design Change Memo
 - Biological Resources Documentation
 - Tier I Site Assessment Form
 - Species Analysis Form
 - Species Analysis Spreadsheet
 - Air Quality Technical Reports
 - Carbon Monoxide Traffic Air Quality Analysis Technical Report
 - Mobile Source Air Toxics Technical Report
 - Hazardous Materials Initial Site Assessment and Design Change Memo
 - Traffic Noise Technical Report
 - Indirect Effects Technical Report

Presentation



m**bility** 
CAPITAL AREA

Virtual Public Hearing Pre-Recorded Presentation

I-35 Capital Express North Project
From: SH 45N to US 290E
Monday, May 10, 2021, through Thursday, June 10, 2021
CSJs: 0015-10-062 & 0015-13-389

May 10, 2021

Brad Wheelis, Public Hearing Officer

Slide 1 – Welcome Slide

Welcome to the virtual public hearing for the TxDOT Austin District's Capital Express North project. TxDOT is proposing improvements to I-35 from SH 45 North in Williamson County to US 290 East in Travis County.

Virtual Public Hearing in Response to Public Health

TxDOT is conducting this virtual public hearing to minimize in-person contact.

This virtual public hearing and the Capital Express North virtual public hearing website provide the same information as a live hearing:

- Project information
- Estimated timeline
- Process for submitting comments
- Key contacts

Share Facts About COVID-19

Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

FACT 1 Diseases can make anyone sick regardless of their race or ethnicity.

People of Asian descent, including Chinese Americans, are not more likely to get COVID-19 than any other American. Help stop fear by letting people know that being of Asian descent does not increase the chance of getting or spreading COVID-19.

FACT 4 You can help stop COVID-19 by knowing the signs and symptoms:

- Fever
- Cough
- Shortness of breath

Seek medical advice if you

- Develop symptoms

AND

- Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.

FACT 2 Some people are at increased risk of getting COVID-19.

People who have been in close contact with a person known to have COVID-19 or people who live in or have recently been in an area with ongoing spread are at an increased risk of exposure.

FACT 5 There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing; going to the bathroom; and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

FACT 3 Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.

For more information: www.cdc.gov/COVID19

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Slide 2 – Virtual Public Hearing in Response to Public Health

Due to the COVID-19 outbreak, along with our commitment to protecting public health, TxDOT is conducting this virtual public hearing to minimize in-person contact.

This presentation will cover the same information that the Austin District would have shared at a live hearing. However, the comment process will be different and that will be explained shortly. All project information and supplemental materials can be found on the virtual public hearing website.

Virtual Public Hearing Agenda


- 1 Welcome
- 2 Project Overview
- 3 Environmental Overview
- 4 Proposed Right of Way and Displacements
- 5 Project Schedule
- 6 Public Comment Process
- 7 Adjournment

I-35 Capital Express North Project Public Hearing
May 10, 2021
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Slide 3 – Virtual Public Hearing Agenda

My name is Brad Wheelis and I would like to welcome and thank you for watching this virtual public hearing that will be available through June 10, 2021. I am the Public Information Officer for the Austin District.

We'll be covering the following areas:

- A project overview;
- An environmental overview;
- Proposed right of way and displacements;
- The proposed timeline and project development;
- The public comment process – again, this will be a little different than our in-person public hearings and I'll explain later and then,
- Adjournment.

Additionally, since this is a pre-recorded, virtual presentation, you will be able to pause, rewind or fast forward this video at any time.

Memorandum of Understanding



National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

I-35 Capital Express North Project Public Hearing

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Slide 4 – Review and Approval of Environmental Document

Prior to December 16, 2014, the Federal Highway Administration, otherwise known as FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA. However, on December 16, 2014, the Texas Department of Transportation assumed responsibility from the FHWA for reviewing and approving certain assigned NEPA environmental documents. This memorandum of understanding was renewed on December 9, 2019. This review and approval process applies to this proposed project.

This virtual public hearing is being provided to share information and to encourage comments from the public regarding the proposed I-35 Capital Express North project. Notices for this hearing were published on the TxDOT website, Mobility35 Capital Express North virtual public hearing website, and appeared in the Austin American Statesman on April 21, April 26, and May 3, El Mundo on April 22, and Community Impact on April 24th of 2021. The notice was also mailed to adjacent property owners, stakeholders and elected public officials. TxDOT also provided social media posts regarding this hearing and distributed media releases to local media outlets.

Public Hearing Purpose



1. Inform the public of project status and project recommendations
2. Describe the project so the public can determine how they may be affected
3. Provide the public the opportunity to comment
4. Develop a record of public participation

I-35 Capital Express North Project Public Hearing

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Slide 5 – Public Hearing Purpose

The purpose of this public hearing is to:

1. Inform the public of project status and project recommendations
2. Describe the project so the public can determine how they may be affected
3. Provide the public the opportunity to comment; and,
4. Develop a record of public participation

How to Provide Feedback



All feedback must be provided by Thursday, June 10, 2021 to be included in the official record.



EMAIL

CapExNorth@txdot.gov



MAIL

Michelle Cooper, P.E.
1608 W. 6th Street
Austin, TX 78703



ONLINE

My35CapEx.com
• Fill out an online form
• Download a comment form
and send by email or mail



VERBAL COMMENT BY VOICEMAIL

(512) 721-2832

For general questions about the presentation or the project, please contact Michelle Cooper, P.E. at Michelle.Cooper@TxDOT.gov or 512-832-7138. The public may email at any time in the project development process to ask questions about the project.


Slide 6 – How to Provide Feedback

TxDOT is committed to continuing our efforts to gain public feedback about this project. We understand this virtual public hearing format is a bit different, so let's take a few minutes and explain the comment process. Because of COVID-19, the Austin District is asking the public to provide their input through verbal and/or written comments.

TxDOT is offering several methods for providing comments. You can submit written comments by emailing the project email address, mailing your comments to the address on your screen, or by submitting comments online at the My35 Capital Express website (as displayed on this slide). All written comments must be received or postmarked by June 10, 2021 to be included in the official public hearing record.

In addition to written comments, verbal comments will be accepted. Verbal testimony will be similar to a live public hearing. A voicemail system will allow you to record a comment up to three minutes long, similar to the time provided during our standard live public hearing practice. The verbal testimony option is available from 9 a.m. May 10, 2021 until 11:59 p.m. on Thursday, June 10, 2021. Please call (512) 721-2832 and leave a voicemail with your comment during that time. The responses to all comments submitted during the comment period will be included in the virtual public hearing summary report, which will be posted to My35CapEx.com once completed.

Viewing Design Schematic and Environmental Documentation



- Website:
 - My35CapEx.com
- The information presented on this website is the same information being presented in this video

I-35 Capital Express North Project Public Hearing

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Slide 7 – Viewing Design Schematic and Environmental Documentation

This virtual public hearing, and additional project information such as the design schematic and environmental documentation are posted for viewing and download at My35CapEx.com. The information presented on this website is the same information being presented in this video.

Now, let's start talking about the project details.

I-35 Capital Express North Project, Location, Need and Purpose

- **Project limits**
 - I-35 from SH 45N to US 290 East
- **What are the problems being addressed? (project need)**
 - Congestion
 - Mobility
 - Safety
- **What are we trying to do? (project purpose)**
 - Reduce congestion
 - Improve mobility
 - Improve safety



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Slide 8 – I-35 Capital Express North Project, Location, Need and Purpose

The I-35 Capital Express North project spans 11.5 miles of I-35 from SH 45 North to US 290 East.

The purpose of the proposed project is to increase mobility and safety on I-35 for the traveling public. The I-35 Capital Express North project is needed because the capacity of I-35 between SH 45 North and US 290 East is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility and reduced safety.

I-35 Capital Express North Project Description



■ Mobility and safety improvements include:

- Adding one non-tolled high-occupancy vehicle managed lane in each direction within the project limits
- Improving/adding bicycle and pedestrian paths
 - Adds 15.2 miles of new shared-use paths in addition to 4.5 miles of shared-use paths that now exist or are under construction
- Reconstructing bridges
- Addressing safety and mobility
 - Adds 5.2 miles of intersection bypass lanes for safer and faster access to/from the mainlanes and to benefit local and regional mobility
 - Eliminates 5 direct mainlane merges
 - Improves east/west connections over or under I-35



Looking north at southbound I-35 traffic at US 183

Slide 9 – I-35 Capital Express North Project Description

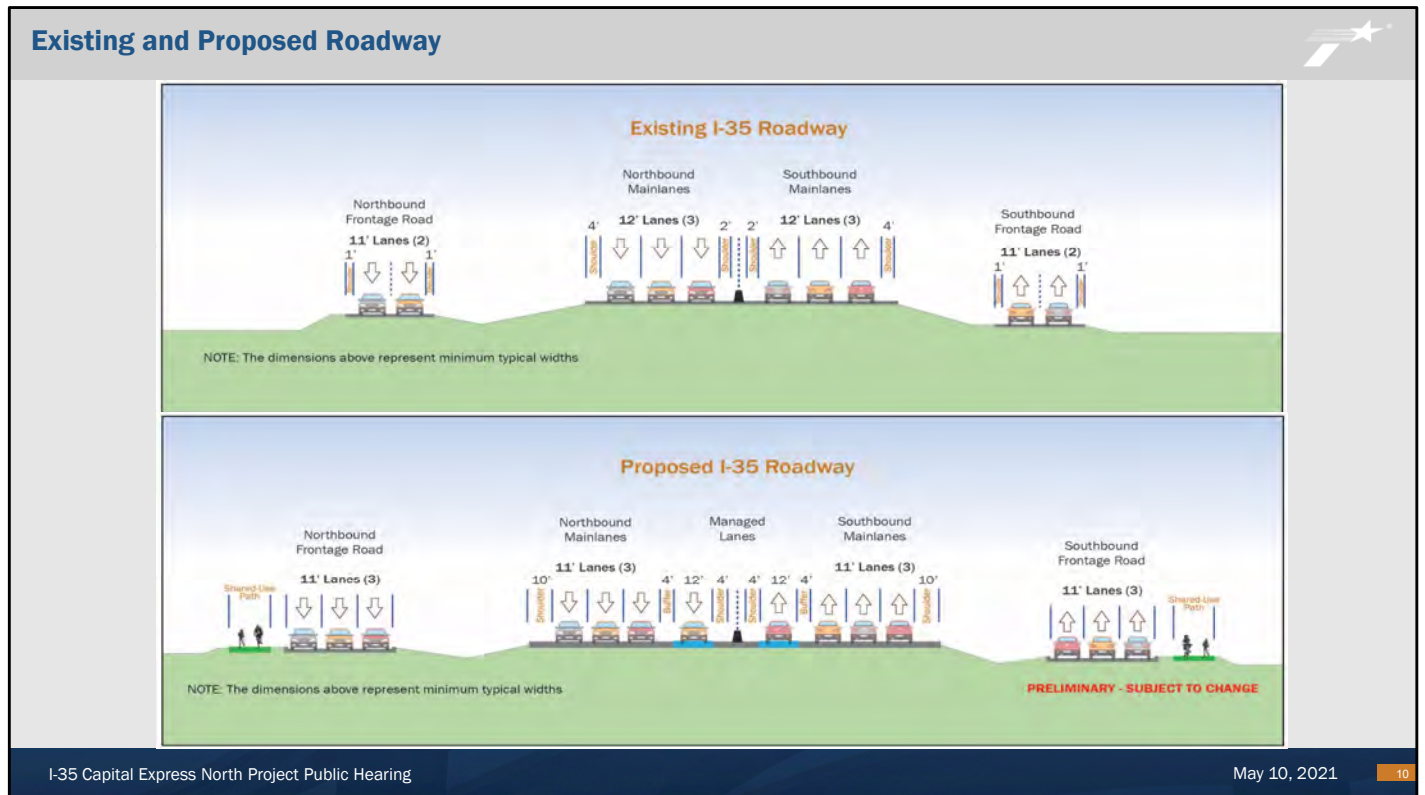
The project proposes to add one non-tolled high occupancy vehicle managed lane in each direction within the project limits.

The project proposes to improve bicycle and pedestrian accommodations along I-35 frontage roads by adding 15.2 miles of new shared-use paths in addition to 4.5 miles of shared-use paths that now exist or are under construction.

The project would also reconstruct bridges and would address safety and mobility throughout the corridor by:

- Adding 5.2 miles of intersection bypass lanes for safer and faster access to/from the mainlanes and to benefit local and regional mobility
- Eliminating 5 direct mainlane merges and;
- Improving east/west connections over or under I-35

The project plans can be found on the virtual public hearing website.



Slide 10 – Existing and Proposed Roadway

The existing I-35 corridor within the project limits is typically a six-lane barrier divided highway, consisting of three 12-foot wide mainlanes with 2-foot wide inside shoulders, 4-foot-wide outside shoulders, and two 11-foot-wide frontage road lanes in each direction. The existing right-of-way is typically 300 feet wide. Sidewalks exist intermittently throughout the project area between frontage roads and adjacent businesses, and around intersections.

The project would add one 12-foot-wide managed high occupancy vehicle lane and an additional 11-foot-wide frontage road lane in each direction. Mainlane widths in the corridor would be reduced to 11 feet, in some sections, and outside shoulder widths along the mainlanes would be increased to 10 feet. Bicycle and pedestrian accommodations would be provided by a 10-foot wide shared-use path along both sides of the road. In constrained areas, an 8-foot wide shared-use path would be constructed.

The project would also construct a Diverging Diamond Intersection at Wells Branch Parkway.

Proposed Roadway at Yager Lane/Tech Ridge Boulevard



I-35 Capital Express North Project Public Hearing

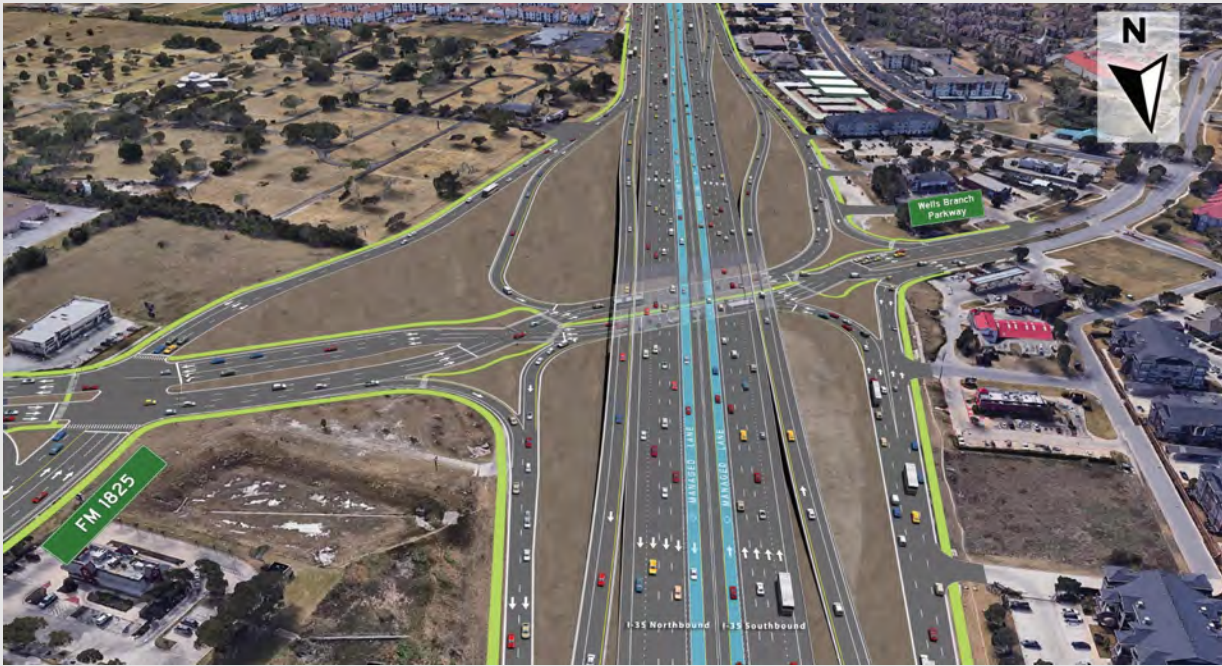
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Slide 11 – Proposed Roadway at Yager Lane/Tech Ridge Boulevard

This slide shows an artistic rendering of what the proposed roadway would typically look like. This is a view of I-35 to the north at Yager Lane and Tech Ridge Boulevard. The proposed managed lanes are depicted by the blue lanes and the proposed shared-use path is shaded in green. Also shown is the proposed northbound elevated intersection bypass lane over Tech Ridge Boulevard.

Proposed Diverging Diamond Intersection at Wells Branch Parkway



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Slide 12 – Proposed Diverging Diamond Intersection at Wells Branch Parkway

This slide shows an artistic rendering of the proposed Diverging Diamond Intersection (or DDI) at Wells Branch Parkway. This is similar to the existing DDI located at the intersection of Slaughter Lane and MoPac. A DDI is also currently being constructed at the intersection of I-35 and Parmer Lane.

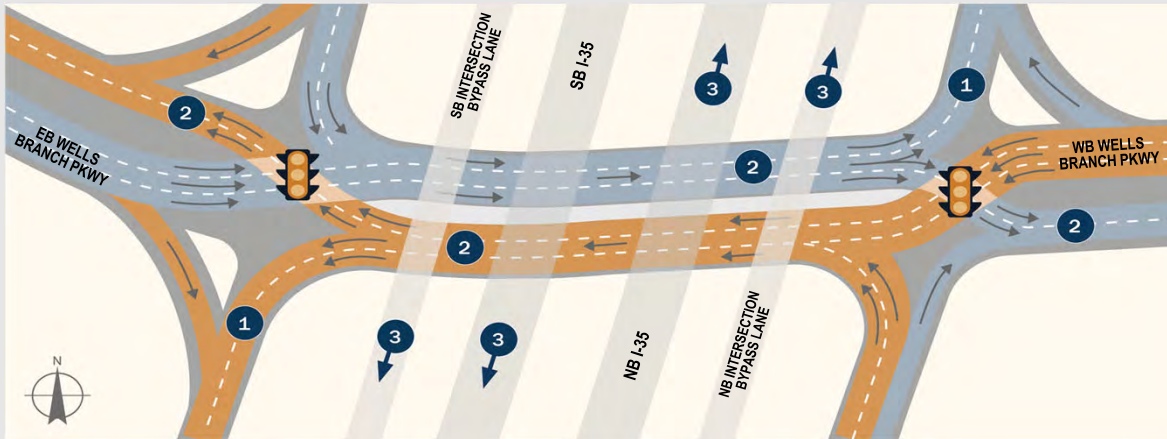
Diverging Diamond Intersection – How It Works

- Two-phase traffic signals are installed at the roadway crossover points. After a driver has crossed over to the left side of the roadway they can:

- 1 Freely turn left, rather than waiting for oncoming traffic to clear or for a left-turn signal
- 2 Continue straight and shift back to the right side of the roadway once clearing the intersection

- Through-traffic can:

- 3 Bypass the intersection via a dedicated intersection bypass lane, allowing drivers to avoid the traffic signal



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Slide 13 – Diverging Diamond Intersection-How It Works

Diverging diamond intersections are proposed for intersections with a high volume of left-turning traffic. DDIs allow vehicles to travel more efficiently through an intersection by temporarily shifting traffic to the left side of the road. This allows through-traffic and left-turning traffic to proceed through the intersection simultaneously, eliminating the need for a left-turn arrow.

The graphic on your screen explains how a DDI works:

Traffic signals are installed at crossover points. After a driver has crossed over they can either freely turn left, rather than waiting for oncoming traffic to clear or for a left-turn signal; or continue straight and shift back to the right side of the roadway once clearing the intersection. Frontage road through traffic can bypass the intersection via a dedicated intersection bypass lane, allowing drivers to avoid the traffic signal.

To help drivers navigate, DDIs are designed with overhead signs, pavement marking and traffic signals.

Diverging Diamond Intersection – Benefits

- Enhances safety by reducing potential crash points at intersections
- Increases mobility by allowing more cars to move through an intersection
- Accommodates more vehicles turning left without adding more lanes
- Better sight distance at turns

To learn more about a DDI and view an informational video, please return to the virtual public hearing website.

Slide 14 – Diverging Diamond Intersection-Benefits

There are several benefits of a Diverging Diamond Intersection.

- A DDI enhances safety by reducing potential crash points at intersections
- Increases mobility by allowing more cars to move through an intersection
- Accommodates more vehicles turning left without adding more lanes
- And allows for better sight distance at turns

To learn more about a DDI and view an informational video, please return to the virtual public hearing website.

Utility Adjustments



- Utility adjustments and relocations will be required throughout the corridor
- The adjustments and relocation of any utilities would be managed so that no substantial interruptions occur

Slide 15 – Utility Adjustments

Utility adjustments and relocations will be required throughout the corridor.

The adjustments and relocation of any utilities would be managed so that no substantial interruptions occur in utility services.

Environmental Review – Impacts Addressed

The Draft Environmental Assessment was prepared for this project to comply with the National Environmental Policy Act (NEPA). The environmental study identified and assessed potential impacts to the natural and human environment, including:

WATER RESOURCES AIR QUALITY TRAFFIC NOISE COMMUNITY IMPACTS VEGETATION & WILDLIFE

THREATENED & ENDANGERED SPECIES INDIRECT & CUMULATIVE IMPACTS HISTORICAL & ARCHEOLOGICAL RESOURCES

HAZARDOUS MATERIAL SITES LAND USE & PARKLAND

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Slide 16 – Environmental Review - Impacts Addressed

The technical documentation for this project addressed the potential environmental impacts identified during the design phase of the proposed project. These areas of potential impacts included natural, social, and cultural resources as well as potential impacts to adjacent and surrounding land use. The environmental reports were approved by TxDOT and have been coordinated with other public agencies. The Draft Environmental Assessment and associated technical reports can be found on the virtual public hearing website.

This slide shows a list of all topics that were considered during the environmental phase of the project. The following slides include a summary of the more notable findings.

Environmental Review – Section 4(f) and Chapter 26



Parkland

- Upper Little Walnut Creek Greenbelt
- Section 4(f) and Chapter 26 Regulations apply
- Impacts
 - 0.5 acre of existing parkland (west side of I-35)
 - 0.1 acre of potential parkland (east side of I-35)
- Acquisition required to improve roadway operations
- No impacts to recreational facilities
- Section 4(f) *de minimis* determination



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Slide 17 – Environmental Review – Section 4(f) and Chapter 26

The proposed project would require the use of a minor amount of property within the Upper Little Walnut Creek Greenbelt, which is a resource covered by Section 4(f) of the U.S. Department of Transportation Act and Chapter 26 of the Texas Parks and Wildlife Code. Section 4(f) protects publicly owned and accessible parks, recreation areas, and wildlife and waterfowl refuges and historic sites. Chapter 26 includes provisions similar to the federal Section 4(f) regulation, including requiring a finding that there is no feasible and prudent alternative to the use or taking of the protected land, that the project includes all reasonable planning to minimize harm and that a public hearing be held prior to the approval of the use of land from the publicly-owned park properties.

The project would require the acquisition of approximately 0.6 acre from the park. This includes 0.5 acre from the existing parkland parcel on the west side of I-35 and 0.1 acre from a potential parkland parcel on the east side of I-35. These improvements, which are needed in order to improve roadway operations, would not result in impacts to any recreational facilities in the park.

It is not anticipated that impacts to the Upper Little Walnut Creek Greenbelt would adversely affect the activities, features, or attributes that make the park eligible for Section 4(f) protection; therefore, TxDOT is coordinating with the City of Austin Parks and Recreation Department to determine if project activities meet the requirements of a *de minimis* finding under Section 4(f). Coordination with the Parks and Recreation Department on the Section 4(f) *de minimis* determination and Chapter 26 is on-going.

Environmental Review – Traffic Noise



Traffic Noise

- A traffic noise analysis was conducted
- The proposed project would result in traffic noise impacts to 51 representative receivers
- Noise barriers were feasible and reasonable at 11 impacted receivers and, therefore, are being proposed for incorporation in the project:
 - Lantower Ambrosio Apartment Complex
 - The Vineyard Apartment Complex
 - North Oaks Neighborhood (four representative receivers)
 - Cricket Hollow Apartment Complex
 - Starburst and Orbit Apartment Complexes (two representative receivers)
 - Woodland Heights Apartment Complex
 - Towne Oaks 1 Apartment Complex
- A traffic noise workshop will be held prior to construction

Slide 18 – Environmental Review – Traffic Noise

A traffic noise analysis was conducted in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise* and is available for review on the virtual public hearing website.

The proposed project would result in traffic noise impacts to 51 out of 90 representative receivers. Noise barriers are the most commonly used noise abatement measure and were evaluated for each of the impacted receiver locations.

According to the traffic noise model, noise barriers would be **feasible** and **reasonable** at seven locations therefore noise barriers are proposed for incorporation into the project. Feasible in this context means that the noise barriers provide a minimum reduction in noise levels and are able to be constructed given the currently known site constraints. Reasonable means that the noise barrier was able to achieve a substantial noise reduction and is cost reasonable.

The final decision to construct proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of adjacent property owners. A noise workshop will be held prior to construction to solicit viewpoints of the property owners and tenets associated with a proposed noise abatement. A brochure describing this process called, "Building Barriers to Traffic Noise Brochure" is available on the virtual public hearing website.

Environmental Review – Traffic Noise (Proposed Noise Barriers)



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Slide 19 - Environmental Review – Traffic Noise (Proposed Noise Barriers)

These map illustrate the noise barriers that are proposed for incorporation into the project at:

- Lantower Ambrosio Apartment Complex
- The Vineyard Apartment Complex
- North Oaks Neighborhood (four representative receivers)
- Cricket Hollow Apartment Complex
- Starburst and Orbit Apartment Complexes (two representative receivers)
- Woodland Heights Apartment Complex
- Towne Oaks 1 Apartment Complex

Environmental Review – Waters of the U.S./Wetlands



Waters of the U.S./Wetlands

- Nine potential Waters of the U.S. (WOUS) and one wetland were identified within the project area:
 - Gilleland Creek, two tributaries to Gilleland Creek, Walnut Creek, two tributaries to Walnut Creek, Little Walnut Creek and two tributaries to Little Walnut Creek
- Impacts to WOUS would be authorized through a U.S. Army Corps of Engineers Nationwide Permit 14 without a Preconstruction Notification (PCN) or compensatory mitigation
 - During construction, impacts to WOUS would be minimized to the extent practical



Gilleland Creek



Walnut Creek



Little Walnut Creek

Slide 20 - Environmental Review – Waters of the U.S./Wetlands

Nine potential Waters of the U.S. and one wetland were identified within the project area. They include Gilleland Creek, Walnut Creek, Little Walnut Creek, and six unnamed tributaries to these creeks. Impacts to Waters of the U.S. would be authorized through a US Army Corps of Engineers Nationwide Permit 14 without a preconstruction notification or compensatory mitigation required. During construction, impacts to each of these potential Waters of the U.S. and wetland would be minimized to the extent practical.

Environmental Review – Conclusion

Based on the findings in the draft EA and technical reports, implementation of the proposed project would not result in a significant impact on the human or natural environment under NEPA. Therefore, a finding of no significant impact is recommended.

I-35 Capital Express North Project Public Hearing

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Slide 21 – Environmental Review - Conclusion

Based on the findings in the draft EA and technical reports, implementation of the proposed project would not result in a significant impact on the human or natural environment under NEPA. Therefore, a finding of no significant impact is recommended.

Proposed Right of Way and Displacements

- **Proposed Right of Way (ROW)**
 - Approximately 17.0 acres of new ROW
- **Displacements**
 - Five commercial properties

42 USC CH. 91: UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS From Title 42—THE PUBLIC HEALTH AND WELFARE	
CHAPTER 91—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS	
SUBCHAPTER 1—GENERAL PROVISIONS	
4801	Definition
4802	Effect upon property acquisition
4803	Additional responsibilities for ensuring timely relocation benefits and other expenses
4804	Regulation of acquisition of lands for Federal Public Housing: amount of benefits
4805	Certification
4806	Domestic violence risk assessment for assistance
4807	Disbursement of benefits and other
4808	Money and related expenses



Please visit www.txdot.gov for more information about the Uniform Act and TxDOT Relocation Assistance Program information

Slide 22 – Environmental Review – Right of Way

Let's talk about the right of way acquisition process.

- The proposed project would require the acquisition of approximately 17 acres of additional right of way
- The proposed project would displace five commercial properties. No residential properties would be displaced.

Once environmental clearance has been obtained and the project has been fully authorized, TxDOT's would commence the acquisition process. All ROW acquisition would be done in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly referred to as the Uniform Act.

Brochures, including three booklets titled "The Purchase of Right of Way," "Relocation Assistance," and the "Landowner's Bill of Rights," are also available for you on the virtual public hearing website. These documents contain detailed information on the process and requirements for appraisal and negotiations, as well as detailed information to inform you of your rights as a property owner. In all cases, the property owner would be reimbursed for any reasonable, incidental expenses necessarily incurred in transferring title to the acquired property to the State. If you have questions about right of way acquisition, please call (512) 766-3472.



Slide 23 – Next Steps

Following this hearing, documentation of this public hearing will be reviewed by TxDOT for the final environmental decision and design approval. If there are no major issues arising from this hearing that cannot be addressed in a reasonable time frame, the final environmental decision is expected in the Summer of 2021.

Following the environmental decision, right of way acquisition will begin. Construction of the project is expected to begin in 2022 and be complete in 2027. The total estimated cost of the proposed project is approximately \$400 million.

How To Submit Public Comments



All feedback must be provided by Thursday, June 10, 2021 to be included in the official record.



EMAIL

CapExNorth@txdot.gov



MAIL

Michelle Cooper, P.E.
1608 W. 6th Street
Austin, TX 78703



ONLINE

My35CapEx.com
• Fill out an online form
• Download a comment form
and send by email or mail



VERBAL COMMENT BY VOICEMAIL

(512) 721-2832

For general questions about the presentation or the project, please contact Michelle Cooper, P.E. at Michelle.Cooper@TxDOT.gov or 512-832-7138. The public may email at any time in the project development process to ask questions about the project.

Slide 24 – How to Submit Public Comments


Let's recap how you can provide input about this project.

The first way you can share your input is to submit written comments by emailing the project email address, mailing your comments to the address on your screen, or by submitting comments online at the My35 Capital Express North project website (as displayed on this slide). You can also provide your verbal testimony. The verbal testimony option is available starting at 9 a.m. on May 10, 2021 and will be available until 11:59 p.m. on Thursday, June 10, 2021. Please call (512) 721-2832 and leave a voicemail with your comment during that time; your comments will be recorded and a response will be included in the virtual public hearing summary report. The voicemail system allows you to record a comment up to three minutes long, similar to the time provided during our standard in-person public hearing practice.

Most importantly: Please be sure to submit your written and verbal testimony comments no later than June 10, 2021. As noted earlier, the responses to your comments submitted during the comment period will be included in the public hearing summary report. This report will be posted to the MyCapEx.com once completed. Again, we appreciate your understanding with this comment process.

Thank You

Thank you for participating!



I-35 Capital Express North Project Public Hearing May 10, 2021 25

Slide 25 – Thank You

Thank you for your participation! Thank you again and please, stay safe. This concludes the presentation and this virtual public hearing is adjourned.



mobility CAPITAL AREA 

Audiencia Pública Virtual Presentación Pregrabada

Proyecto I-35 Capital Express North
Desde: SH 45N hasta US 290E
Desde el lunes 10 de mayo de 2021 hasta el jueves 10 de junio de 2021
CSJs: 0015-10-062 & 0015-13-389

10 de mayo de 2021

Brad Wheelis, Oficial de audiencias públicas

Diapositiva 1: Diapositiva de bienvenida

Bienvenidos a la audiencia pública virtual para el proyecto Capital Express North del Distrito de Austin de TxDOT. TxDOT propone mejoras a la I-35 desde la SH 45 North en el condado de Williamson hasta la US 290 East en el condado de Travis.

Audiencia pública virtual en respuesta a la salud pública

TxDOT está llevando a cabo esta audiencia pública virtual para minimizar el contacto en persona.

Esta audiencia pública virtual y el sitio web de la audiencia pública virtual de Capital Express North brindan la misma información que una audiencia en vivo:

- Información del Proyecto
- Cronograma estimado
- Proceso para enviar comentarios
- Contactos claves

Share Facts About COVID-19

Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

FACT 1 Diseases can make anyone sick regardless of their race or ethnicity.

People of Asian descent, including Chinese Americans, are not more likely to get COVID-19 than any other American. Help stop fear by letting people know that being of Asian descent does not increase the chance of getting or spreading COVID-19.

FACT 2 Some people are at increased risk of getting COVID-19.

People who have been in close contact with a person known to have COVID-19 or people who live in or have recently been in an area with ongoing spread are at an increased risk of exposure.

FACT 3 Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.

FACT 4 You can help stop COVID-19 by knowing the signs and symptoms:

- Fever
- Cough
- Shortness of breath

Seek medical advice if you

- Develop symptoms

AND

- Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.

FACT 5 There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing, going to the bathroom, and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

For more information: www.cdc.gov/COVID19

Audiencia pública del proyecto I-35 Capital Express North

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Diapositiva 2: Audiencia pública virtual en respuesta a la salud pública

Debido al brote de COVID-19, junto con nuestro compromiso de proteger la salud pública, TxDOT está llevando a cabo esta audiencia pública virtual para minimizar el contacto en persona.

Esta presentación cubrirá la misma información que el Distrito de Austin habría compartido en una audiencia en vivo. Sin embargo, el proceso de comentarios será diferente y eso se explicará en breve. Toda la información del proyecto y los materiales suplementarios se pueden encontrar en el sitio web de la audiencia pública virtual.

Agenda de audiencia pública virtual



- 1 Bienvenidos
- 2 Descripción del proyecto
- 3 Descripción medioambiental
- 4 Derecho de paso y desplazamientos propuestos
- 5 Programación del proyecto
- 6 Proceso de comentario público
- 7 Concluir

Audiencia pública del proyecto I-35 Capital Express North

10 de mayo de 2021

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Diapositiva 3: Agenda de la audiencia pública virtual

Mi nombre es Brad Wheelis y me gustaría darles la bienvenida y agradecerles por ver esta audiencia pública virtual que estará disponible hasta el 10 de junio de 2021. Soy el Oficial de Información Pública del Distrito de Austin.

Cubriremos las siguientes áreas:

- Una descripción general del proyecto;
- Una descripción ambiental;
- Derecho de paso y desplazamientos propuestos;
- La programación propuesta y el desarrollo del proyecto;
- El proceso de comentarios públicos: nuevamente, esto será un poco diferente a nuestras audiencias públicas en persona y lo explicaré más adelante.
- y luego,
- Concluir.

Además, dado que esto es una presentación virtual pregrabada, podrá pausar, rebobinar o adelantar este video en cualquier momento.

Memorando de entendimiento



Asignación de la Ley Nacional de Política Ambiental (NEPA) al Departamento de Transporte de Texas

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales 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 con fecha del 9 de diciembre de 2019, y ejecutado por FHWA y TxDOT.

Audiencia pública del proyecto I-35 Capital Express North

10 de mayo de 2021

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Diapositiva 4: Revisión y aprobación del documento ambiental

Antes del 16 de diciembre de 2014, la Administración Federal de Carreteras, también conocida como FHWA, revisó y aprobó documentos preparados bajo la Ley de Política Ambiental Nacional, conocida como NEPA. Sin embargo, el 16 de diciembre de 2014, el Departamento de Transporte de Texas asumió la responsabilidad de la FHWA de revisar y aprobar ciertos documentos ambientales asignados por NEPA. Este memorando de entendimiento se renovó el 9 de diciembre de 2019. Este proceso de revisión y aprobación se aplica a este proyecto propuesto.

Esta audiencia pública virtual se proporciona para compartir información y para solicitar comentarios del público con respecto al proyecto propuesto I-35 Capital Express North. Los avisos para esta audiencia se publicaron en el sitio web de TxDOT, el sitio web de la audiencia pública virtual Mobility35 Capital Express North, y aparecieron en Austin American Statesman el 21 de abril, 26 de abril y 3 de mayo, El Mundo el 22 de abril y Community Impact el 24 de abril. de 2021. El aviso también se envió por correo a los propietarios adyacentes, las partes interesadas y los funcionarios públicos electos. TxDOT también proporcionó publicaciones en las redes sociales sobre esta audiencia y distribuyó comunicados de prensa a los medios de comunicación locales.

Propósito de la audiencia pública



1. Informar al público sobre el estado del proyecto y las recomendaciones del proyecto.
2. Describir el proyecto para que el público pueda determinar cómo pueden ser afectados.
3. Proveer al público la oportunidad de comentar.
4. Desarrollar un registro de participación pública.

Audiencia pública del proyecto I-35 Capital Express North

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Diapositiva 5: Propósito de la audiencia pública

El propósito de esta audiencia pública es:

1. Informar al público sobre el estado del proyecto y las recomendaciones del proyecto.
2. Describir el proyecto para que el público pueda determinar cómo pueden ser afectados.
3. Proveer al público la oportunidad de comentar.
4. Desarrollar un registro de participación pública.

Cómo proporcionar comentarios



Todos los comentarios deben proporcionarse antes del jueves 10 de junio de 2021 para que se incluyan en el registro oficial.



EMAIL

CapExNorth@txdot.gov



CORREO

Michelle Cooper, P.E.
1608 W. 6th Street
Austin, TX 78703



EN LÍNEA

My35CapEx.com

- Complete un formulario en línea
- Descargue un formulario de comentarios y envíelo por correo electrónico o correo



COMENTARIO VERBAL POR MENSAJE DE VOZ

(512) 721-2832

Si tiene preguntas generales sobre la presentación o el proyecto, comuníquese con Michelle Cooper, P.E. en Michelle.Cooper@TxDOT.gov o 512-832-7138. El público puede enviar un correo electrónico en cualquier momento durante el proceso de desarrollo del proyecto para hacer preguntas sobre el proyecto.

Audiencia pública del proyecto I-35 Capital Express North

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Diapositiva 6: Cómo proporcionar comentarios

TxDOT se compromete a continuar con nuestros esfuerzos para obtener comentarios del público sobre este proyecto. Entendemos que este formato de audiencia pública virtual es un poco diferente, así que tomemos unos minutos para explicar el proceso de comentarios. Debido a COVID-19, el Distrito de Austin está pidiendo al público que brinde su opinión a través de comentarios verbales y / o escritos.

TxDOT ofrece varios métodos para proporcionar comentarios. Puede enviar comentarios por escrito enviando un correo electrónico a la dirección de correo electrónico del proyecto, enviando sus comentarios a la dirección en su pantalla o enviando comentarios en línea por el sitio web My35 Capital Express (como se muestra en esta diapositiva). Todos los comentarios escritos deben recibirse o enviarse con matasellos antes del 10 de junio de 2021 para que se incluyan en el registro oficial de la audiencia pública.

Además de los comentarios escritos, se aceptarán comentarios verbales. El testimonio verbal será similar a una audiencia pública en vivo. Un sistema de correo de voz le permitirá grabar un comentario de hasta tres minutos de duración, similar al tiempo proporcionado durante nuestra práctica estándar de una audiencia pública en persona. La opción de testimonio verbal está disponible desde las 9 a.m. del 10 de mayo de 2021 hasta las 11:59 p.m. el jueves 10 de junio de 2021. Llame al (512) 721-2832 y deje un mensaje de voz con su comentario durante ese tiempo. Las respuestas a todos los comentarios enviados durante el período de comentarios se incluirán en el informe resumido de la audiencia pública virtual, que se publicará en My35CapEx.com una vez completado.

Exposición de la documentación ambiental y esquemática del diseño



- Sitio web:
 - My35CapEx.com
- La información presentada en este sitio web es la misma información que se presenta en este video.

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Diapositiva 7: Visualización de la documentación ambiental y esquemática del diseño

Esta audiencia pública virtual y la información adicional del proyecto, como el esquema de diseño y la documentación ambiental, se publican para su visualización y descarga en My35CapEx.com. La información presentada en este sitio web es la misma información que se presenta en este video.

Ahora, comencemos a hablar de los detalles del proyecto.

Proyecto I-35 Capital Express North, ubicación, necesidad y propósito

- **Límites del Proyecto**
 - I-35 desde SH 45N hasta US 290 East
- **¿Cuáles son los problemas que se están abordando? (necesidad del proyecto)**
 - Congestión
 - Movilidad
 - Seguridad
- **¿Qué estamos intentando hacer? (propósito del proyecto)**
 - Reducir la congestión
 - Mejorar la movilidad
 - Mejorar la seguridad



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Diapositiva 8: Proyecto I-35 Capital Express North, ubicación, necesidad y propósito

El proyecto de la I-35 Capital Express North se extiende por 11.5 millas sobre la I-35 desde la SH 45 North hasta la US 290 East.

El propósito del proyecto propuesto es aumentar la movilidad y la seguridad en la I-35 para el público viajero. El proyecto I-35 Capital Express North es necesario porque la capacidad de la I-35 entre SH 45 North y US 290 East es inadecuada para satisfacer los volúmenes de tráfico actuales y futuros, lo que genera congestión, movilidad reducida y seguridad reducida.

Descripción del proyecto I-35 Capital Express North

■ Las mejoras de movilidad y seguridad incluyen:

- Agregar un carril administrado para vehículos de alta ocupación sin peaje en cada dirección dentro de los límites del proyecto
- Mejorar/agregar caminos para bicicletas y peatones
 - Agrega 15.2 millas de nuevos caminos de uso compartido además de 4.5 millas de caminos de uso compartido que ahora existen o están en construcción
- Reconstruir puentes
- Abordar la seguridad y la movilidad
 - Agrega 5.2 millas de carriles de desvío de intersección para un acceso más seguro y rápido hacia/desde los carriles principales y para beneficiar la movilidad local y regional
 - Elimina 5 fusiones directas de mainlane
 - Mejora las conexiones al este/oeste por encima o por debajo de la I-35



Mirando hacia el norte al tráfico de la I-35 en dirección sur en la US 183

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Diapositiva 9: Descripción del proyecto I-35 Capital Express North

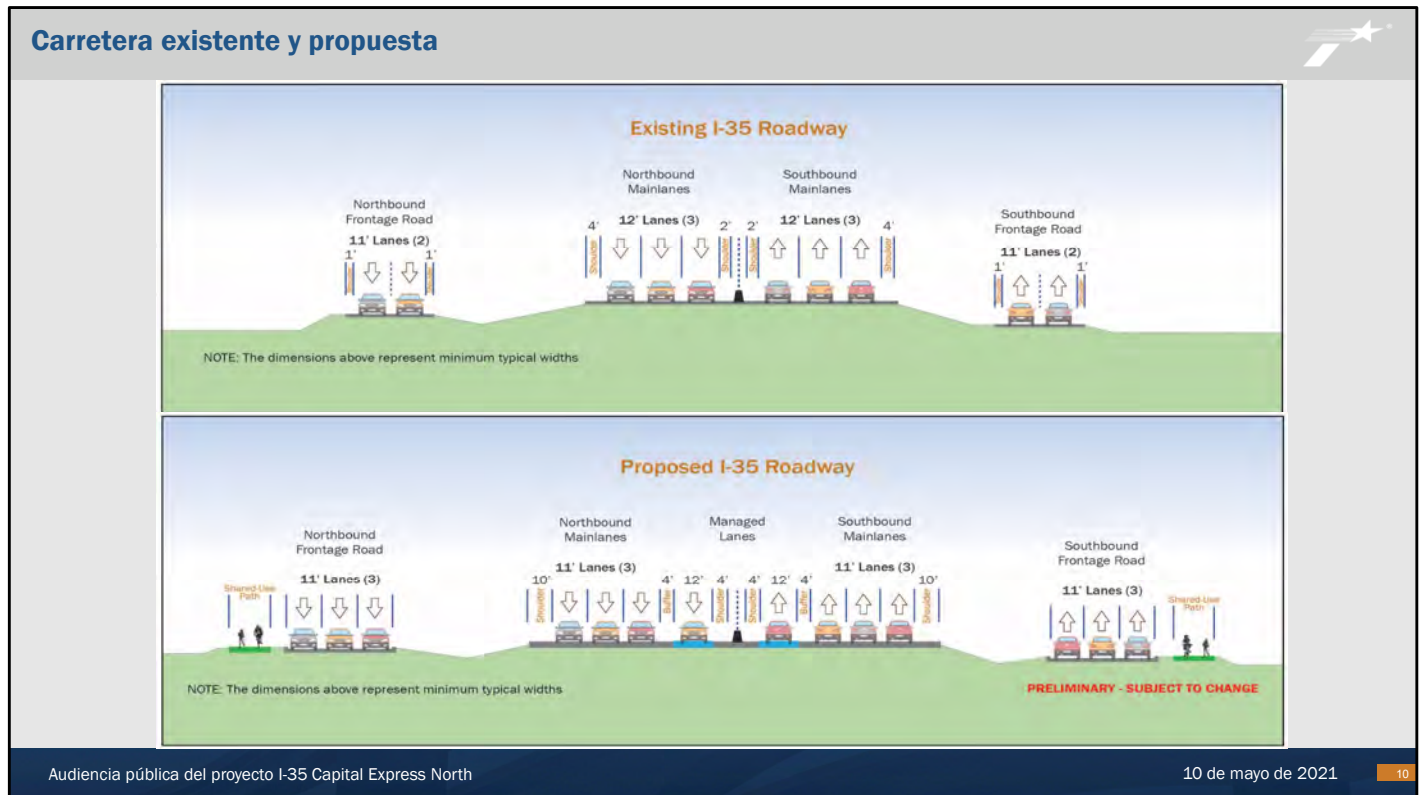
El proyecto propone agregar un carril administrado para vehículos de alta ocupación sin peaje en cada dirección dentro de los límites del proyecto.

El proyecto propone mejorar las instalaciones para bicicletas y peatones a lo largo de las vías de acceso de la I-35 por agregar 15.2 millas de nuevos caminos de uso compartido además de las 4.5 millas de caminos de uso compartido que ahora existen o están en construcción.

El proyecto también reconstruiría puentes y abordaría la seguridad y la movilidad en todo el corredor mediante por:

- Agregar 5.2 millas de carriles de circunvalación de intersección para un acceso más seguro y rápido hacia / desde los carriles principales y para beneficiar la movilidad local y regional
- Eliminar 5 fusiones directas a los carriles principales y;
- Mejorar las conexiones al este/oeste por encima o por debajo de la I-35

Los planes del proyecto se pueden encontrar en el sitio web de la audiencia pública virtual.



Diapositiva 10: Carretera existente y propuesta

El corredor I-35 existente dentro de los límites del proyecto es típicamente una carretera de seis carriles, dividida por barrera, que consta de tres carriles principales de 12 pies de ancho con arcenes interiores de 2 pies de ancho, arcenes exteriores de 4 pies de ancho y dos carriles de vía de acceso de 11 pies de ancho en cada dirección. El derecho de paso existente tiene típicamente 300 pies de ancho. Las aceras existen de manera intermitente a lo largo del proyecto entre las vías de acceso y los negocios adyacentes, y alrededor de las intersecciones.

El proyecto agregaría un carril para vehículos de alta ocupación administrado de 12 pies de ancho y un carril de vía de acceso adicional de 11 pies de ancho en cada dirección. Los anchos de los carriles principales en el corredor se reducirían a 11 pies, en algunas secciones, y los anchos de los hombros exteriores a lo largo de los carriles principales se aumentarían a 10 pies. Se proporcionaría instalaciones para bicicletas y peatones mediante un camino de uso compartido de 10 pies de ancho a lo largo de ambos lados de la carretera. En áreas restringidas, se construiría un camino de uso compartido de 8 pies de ancho.

El proyecto también construiría una intersección de diamante divergente en Wells Branch Parkway.

Carretera propuesta en Yager Lane / Tech Ridge Boulevard

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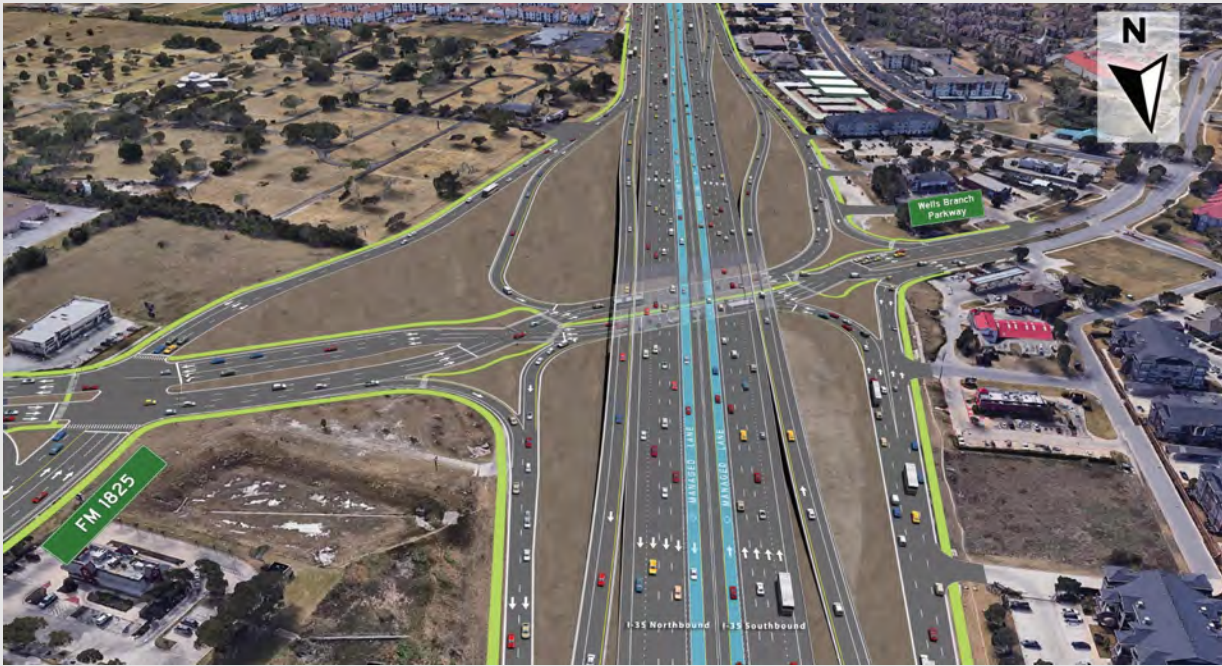
10 de mayo de 2021

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Diapositiva 11: Carretera propuesta en Yager Lane / Tech Ridge Boulevard

Esta diapositiva muestra una representación artística de cómo se vería normalmente la carretera propuesta. Esta es una vista de la I-35 hacia el norte en Yager Lane y Tech Ridge Boulevard. Los carriles administrados propuestos están representados por los carriles azules y el camino de uso compartido propuesto está sombreado en verde. También se muestra el carril de circunvalación de la intersección elevado propuesto en dirección norte sobre Tech Ridge Boulevard.

Intersección de diamante divergente propuesta en Wells Branch Parkway



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Diapositiva 12: Intersección de diamante divergente propuesta en Wells Branch Parkway

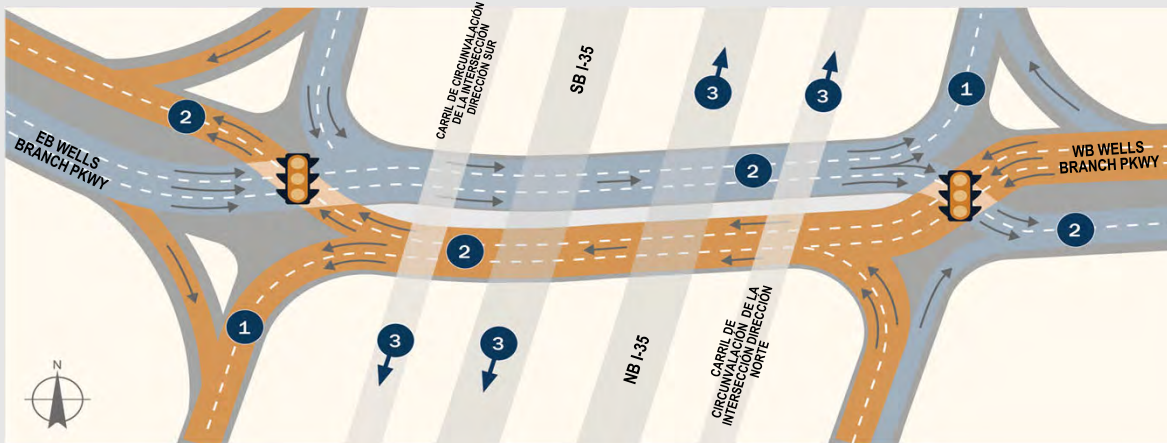
Esta diapositiva muestra una representación artística de la intersección de diamante divergente (o DDI) propuesta en Wells Branch Parkway. Esto es similar al DDI existente ubicado en la intersección de Slaughter Lane y MoPac. También se está construyendo un DDI en la intersección de la I-35 y Parmer Lane.

Intersección de diamante divergente: cómo funciona

- Se instalan semáforos de dos fases en los puntos de cruce de carreteras. Después de que un conductor ha cruzado hacia el lado izquierdo de la carretera, puede :
 - 1 Girar libremente a la izquierda, en lugar de esperar a que se despeje el tráfico que viene en sentido contrario o una señal de giro a la izquierda
 - 2 Continuar recto y cambiar hacia el lado derecho de la carretera una vez que haya despejado la intersección

- El tráfico de paso puede:

- 3 Evitar la intersección a través de un carril de circunvalación de la intersección dedicado, lo que permite a los conductores evitar la señal de tráfico



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Diapositiva 13: Intersección de diamante divergente: cómo funciona

Se proponen intersecciones de diamante divergente para las intersecciones con un gran volumen de tráfico que gira a la izquierda. Los DDI permiten que los vehículos viajen de manera más eficiente a través de una intersección al cambiar temporalmente el tráfico hacia el lado izquierdo de la carretera. Esto permite que el tráfico directo y el tráfico que gira a la izquierda pasen por la intersección simultáneamente, eliminando la necesidad de una flecha de giro a la izquierda.

El gráfico en su pantalla explica cómo funciona un DDI:

Los semáforos se instalan en los puntos de cruce. Una vez que un conductor ha cruzado, puede girar libremente a la izquierda, en lugar de esperar a que se despeje el tráfico que viene en sentido contrario o una señal de giro a la izquierda; o continuar recto y cambiar hacia al lado derecho de la carretera una vez que haya despejado la intersección. La vía de acceso a través del tráfico puede evitar la intersección a través de un carril de circunvalación de la intersección dedicado, lo que permite a los conductores evitar la señal de tráfico.

Para ayudar a los conductores a navegar, los DDI están diseñados con letreros elevados, marcas en el pavimento y señales de tráfico.

Intersección de diamante divergente - Beneficios

- Mejora la seguridad al reducir los posibles puntos de choque en las intersecciones
- Aumenta la movilidad al permitir que más automóviles se muevan a través de una intersección.
- Tiene capacidad para más vehículos que giran a la izquierda sin agregar más carriles
- Mejor distancia de visión en los giros.

Para obtener más información sobre un DDI y ver un video informativo, regrese al sitio web de la audiencia pública virtual.

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Diapositiva 14: Beneficios de intersección de diamantes divergentes

Hay varios beneficios de una intersección de diamante divergente.

- Un DDI mejora la seguridad al reducir los posibles puntos de choque en las intersecciones
- Aumenta la movilidad al permitir que más automóviles se muevan a través de una intersección.
- Tiene capacidad para más vehículos que giran a la izquierda sin agregar más carriles
- Y permite una mejor distancia visual en los giros.

Para obtener más información sobre un DDI y ver un video informativo, regrese al sitio web de la audiencia pública virtual.

Ajustes de servicios públicos



- Se requerirán ajustes y reubicaciones de servicios públicos en todo el corredor.
- Los ajustes y la reubicación de los servicios públicos se gestionarían de modo que no se produzcan interrupciones sustanciales.

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Diapositiva 15: Ajustes de utilidades

Se requerirán ajustes y reubicaciones de los servicios públicos en todo el corredor.

Los ajustes y la reubicación de los servicios públicos se gestionarían de modo que no se produzcan interrupciones sustanciales en los servicios públicos.

Revisión ambiental: impactos abordados

El Borrador de la Evaluación Ambiental se preparó para que este proyecto cumpla con la Ley de Política Ambiental Nacional (NEPA). El estudio ambiental identificó y evaluó los impactos potenciales al medio ambiente natural y humano, que incluyen:



Audiencia pública del proyecto I-35 Capital Express North

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Diapositiva 16: Revisión ambiental - Impactos abordados

La documentación técnica de este proyecto abordó los impactos ambientales potenciales identificados durante la fase de diseño del proyecto propuesto. Estas áreas de impactos potenciales incluyeron recursos naturales, sociales y culturales, así como impactos potenciales en el uso de la tierra adyacente y circundante. Los informes ambientales fueron aprobados por TxDOT y han sido coordinados con otras agencias públicas. El Borrador de la Evaluación Ambiental y los informes técnicos asociados se pueden encontrar en el sitio web virtual de la audiencia pública.

Esta diapositiva muestra una lista de todos los temas que se consideraron durante la fase ambiental del proyecto. Las siguientes diapositivas incluyen un resumen de los hallazgos más notables.

Revisión ambiental - Sección 4 (f) y Capítulo 26



Parque

- Cinturón verde de Upper Little Walnut Creek
- Se aplican los Reglamentos de la Sección 4 (f) y el Capítulo 26
- Impactos
 - 0.5 acres de zonas verdes existentes (lado oeste de la I-35)
 - 0.1 acres de zonas verdes potenciales (lado este de la I-35)
- Adquisición requerida para mejorar las operaciones viales
- Sin impactos en las instalaciones recreativas
- Sección 4(f) determinación de minimis



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Diapositiva 17: Revisión ambiental - Sección 4(f) y Capítulo 26

El proyecto requeriría el uso de una pequeña cantidad de propiedad dentro del Cinturón verde de Upper Little Walnut Creek, que es un recurso cubierto por la Sección 4 (f) de la Ley del Departamento de Transporte de EE. UU. Y el Capítulo 26 del Código de Parques y Vida Silvestre de Texas. La Sección 4 (f) protege los parques, las áreas de recreación y los refugios de vida silvestre y de aves acuáticas y sitios históricos accesibles y de propiedad pública. El Capítulo 26 incluye disposiciones similares a la reglamentación federal de la Sección 4 (f), incluida la exigencia de que se determine que no existe una alternativa viable y prudente al uso o toma de la tierra protegida, que el proyecto incluye toda la planificación razonable para minimizar daños y que se lleve a cabo una audiencia pública antes de la aprobación del uso de la tierra de las propiedades del parque de propiedad pública.

El proyecto requeriría la adquisición de aproximadamente 0.6 acres del parque. Esto incluye 0.5 acres de la parcela de parque existente en el lado oeste de la I-35 y 0.1 acres de una parcela potencial de parque en el lado este de la I-35. Estas mejoras, que son necesarias para mejorar las operaciones de las carreteras, no resultarían en impactos a ninguna instalación recreativa en el parque.

No se prevé que los impactos en el cinturón verde de Upper Little Walnut Creek afecten adversamente las actividades, características o atributos que hacen que el parque sea elegible para la protección de la Sección 4 (f); por lo tanto, TxDOT está coordinando con el Departamento de Parques y Recreación de la Ciudad de Austin para determinar si las actividades del proyecto cumplen con los requisitos de una determinación de minimis bajo la Sección 4 (f). La coordinación con el Departamento de Parques y Recreación sobre la determinación de minimis de la Sección 4 (f) y el Capítulo 26 está en curso.

Revisión medioambiental - Ruido del tráfico



Ruido de tráfico

- Se realizó un análisis de ruido de tráfico
- El proyecto propuesto daría lugar a impactos de ruido de tráfico en 51 receptores representativos
- Las barreras acústicas fueron factibles y razonables en 11 receptores impactados y, por lo tanto, se propone su incorporación al proyecto:
 - Complejo de apartamentos Lantower Ambrosio
 - El complejo de apartamentos Vineyard
 - Vecindario de North Oaks (cuatro receptores representativos)
 - Complejo de apartamentos Cricket Hollow
 - Complejos de apartamentos Starburst y Orbit (dos receptores representativos)
 - Complejo de apartamentos Woodland Heights
 - Complejo de apartamentos Towne Oaks 1
- Se llevará a cabo un taller de ruido de tráfico antes de la construcción

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Diapositiva 18: Revisión medioambiental - Ruido del tráfico

Se realizó un análisis del ruido del tráfico de acuerdo con las Pautas de TxDOT para el análisis y la reducción del ruido del tráfico en las carreteras y está disponible para su revisión en el sitio web virtual de audiencias públicas.

El proyecto propuesto tendría como resultado impactos de ruido de tráfico en 51 de los 90 receptores representativos. Las barreras contra el ruido son la medida de reducción del ruido más comúnmente utilizadas y se evaluaron para cada una de las ubicaciones de los receptores impactados.

De acuerdo con el modelo de ruido del tráfico, las barreras contra el ruido serían factibles y razonables en siete ubicaciones, por lo que se proponen barreras contra el ruido para incorporación al proyecto. En este contexto, factible significa que las barreras acústicas proporcionan una reducción mínima de los niveles de ruido y pueden construirse dadas las limitaciones del sitio actualmente conocidas. Razonable significa que la barrera contra el ruido pudo lograr una reducción sustancial del ruido y tiene un costo razonable.

La decisión final de construir las barreras acústicas propuestas no se tomará hasta que se complete el diseño del proyecto, la evaluación de los servicios públicos y la votación de los propietarios adyacentes. Se llevará a cabo un taller de ruido antes de la construcción para solicitar los puntos de vista de los propietarios y los arrendatarios asociados con una propuesta de reducción del ruido. Un folleto que describe este proceso llamado "Folleto de construir barreras contra el ruido del tráfico" está disponible en el sitio web de la audiencia pública virtual.

Revisión medioambiental – ruido del tráfico (barreras contra el ruido propuestas)



Audiencia pública del proyecto I-35 Capital Express North

10 de mayo de 2021

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Diapositiva 19: Revisión medioambiental - Ruido del tráfico (barreras contra el ruido propuestas)

Estos mapas ilustran las barreras contra el ruido que se proponen para incorporar al proyecto en:

- Complejo de apartamentos Lantower Ambrosio
- El complejo de apartamentos Vineyard
- Vecindario de North Oaks (cuatro receptores representativos)
- Complejo de apartamentos Cricket Hollow
- Complejos de apartamentos Starburst y Orbit (dos receptores representativos)
- Complejo de apartamentos Woodland Heights
- Complejo de apartamentos Towne Oaks 1

Revisión medioambiental – aguas de EE. UU. Y humedales



Aguas de EE. UU. / Humedales

- Se identificaron nueve aguas potenciales de los EE. UU. (WOUS) y un humedal dentro del área del proyecto:
 - Gilleland Creek, dos afluentes de Gilleland Creek, Walnut Creek, dos afluentes de Walnut Creek, Little Walnut Creek y dos afluentes de Little Walnut Creek
- Los impactos a WOUS serían autorizados a través de un Permiso Nacional 14 del Cuerpo de Ingenieros del Ejército de los EE. UU. sin una Notificación de Preconstrucción (PCN) o mitigación compensatoria
 - Durante la construcción, los impactos a los WOUS se minimizarían hasta la medida practica



Gilleland Creek



Walnut Creek



Little Walnut Creek

Diapositiva 20: Revisión ambiental - Aguas de los EE. UU. / Humedales

Se identificaron nueve aguas potenciales de los EE. UU. Y un humedal dentro del área del proyecto. Incluyen Gilleland Creek, Walnut Creek, Little Walnut Creek y seis afluentes sin nombre de estos arroyos. Los impactos en las aguas de los EE. UU. Se autorizarían a través de un Permiso nacional 14 del Cuerpo de Ingenieros del Ejército de los EE. UU. Sin requerir una notificación previa a la construcción o una mitigación compensatoria. Durante la construcción, los impactos a cada una de estas posibles Aguas de los EE. UU. Y los humedales se minimizarían hasta la medida practica.

Revisión ambiental - Conclusión

Con base en los hallazgos en el borrador de la EA y los informes técnicos, la implementación del proyecto propuesto no resultaría en un impacto significativo en el medio ambiente humano o natural bajo NEPA. Por lo tanto, se recomienda un hallazgo sin impacto significativo.

Audiencia pública del proyecto I-35 Capital Express North

10 de mayo de 2021

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Diapositiva 21: Revisión medioambiental – Conclusión

Con base en los hallazgos en el borrador de la EA y los informes técnicos, la implementación del proyecto propuesto no resultaría en un impacto significativo en el medio ambiente humano o natural bajo NEPA. Por lo tanto, se recomienda un hallazgo sin impacto significativo.

Derecho de paso y desplazamientos propuestos

- **Derecho de paso (ROW) propuesto**
 - Aproximadamente 17.0 acres de ROW nuevo
- **Desplazamientos**
 - Cinco propiedades comerciales

42 USC CH. 91: UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS From Title 42—THE PUBLIC HEALTH AND WELFARE	
CHAPTER 91—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS	
SUBCHAPTER 1—GENERAL PROVISIONS	
4201	Definition
4202	Effect upon property acquisition
4203	Additional expenditures for security costs, relocation benefits and other expenses
4204	Regulation of acquisition of lands for Federal Public Works: extent of benefits
4205	Certification
4206	Domestic security risk subject for assistance
4207	Disbursement of benefits and other
4208	Money and related expenses



Visite www.txdot.gov para obtener más información sobre la Ley Uniforme y el Programa de Asistencia para la Reubicación de TxDOT.

Audiencia pública del proyecto I-35 Capital Express North

10 de mayo de 2021

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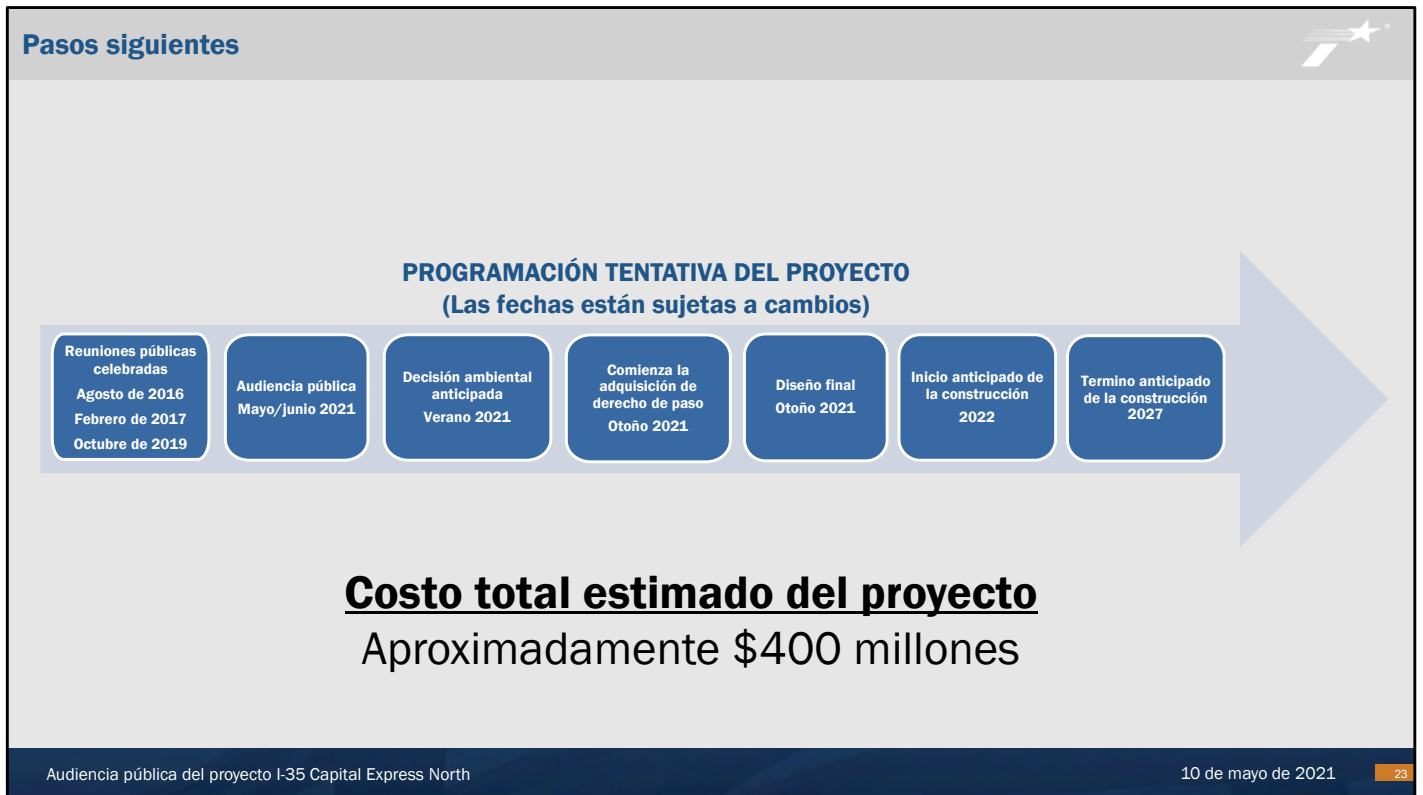
Diapositiva 22: Revisión medioambiental - Derecho de paso

Hablemos del proceso de adquisición de derecho de paso.

- El proyecto propuesto requeriría la adquisición de aproximadamente 17 acres de derecho de paso adicional.
- El proyecto propuesto desplazaría cinco propiedades comerciales. No se desplazaría ninguna propiedad residencial.

Una vez que se haya obtenido la autorización ambiental y el proyecto haya sido completamente autorizado, TxDOT comenzaría el proceso de adquisición. Todas las adquisiciones de ROW se realizarían de acuerdo con la Ley de Políticas Uniformes de Asistencia para la Reubicación y Adquisición de Bienes Inmuebles de 1970, comúnmente conocida como la Ley Uniforme.

Los folletos, incluyendo tres folletos titulados "La compra del derecho de paso", "Asistencia para la reubicación" y la "Declaración de derechos del propietario", también están disponibles para usted en el sitio web de la audiencia pública virtual. Estos documentos contienen información detallada sobre el proceso y requisitos de tasación y negociaciones, así como información detallada para informarle de sus derechos como propietario. En todos los casos, se reembolsaría al propietario cualquier gasto incidental razonable en el que haya incurrido necesariamente para transferir el título de la propiedad adquirida al Estado. Si tiene preguntas sobre la adquisición de derecho de paso, llame al (512) 766-3472.



Diapositiva 23: Pasos siguientes

Después de esta audiencia, TxDOT revisará la documentación de esta audiencia pública para la decisión ambiental final y la aprobación del diseño. Si no hay problemas importantes que surjan de esta audiencia que no se puedan abordar en un período de tiempo razonable, se espera la decisión ambiental final en el verano de 2021.

Tras la decisión medioambiental, se iniciará la adquisición del derecho de vía. Se espera que la construcción del proyecto comience en 2022 y se complete en 2027. El costo total estimado del proyecto propuesto es de aproximadamente \$400 millones.

Cómo proporcionar comentarios



Todos los comentarios deben proporcionarse antes del jueves 10 de junio de 2021 para que se incluyan en el registro oficial.



EMAIL

CapExNorth@txdot.gov



CORREO

Michelle Cooper, P.E.
1608 W. 6th Street
Austin, TX 78703



EN LÍNEA

My35CapEx.com

- Complete un formulario en línea
- Descargue un formulario de comentarios y envíelo por correo electrónico o correo



COMENTARIO VERBAL POR MENSAJE DE VOZ

(512) 721-2832

Si tiene preguntas generales sobre la presentación o el proyecto, comuníquese con Michelle Cooper, P.E. en Michelle.Cooper@TxDOT.gov o 512-832-7138. El público puede enviar un correo electrónico en cualquier momento durante el proceso de desarrollo del proyecto para hacer preguntas sobre el proyecto.

Audiencia pública del proyecto I-35 Capital Express North

10 de mayo de 2021

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Diapositiva 24: Cómo enviar comentarios públicos


Recapitulemos cómo puede aportar su opinión sobre este proyecto.

La primera forma en que puede compartir su opinión es enviar comentarios escritos enviando un correo electrónico a la dirección de correo electrónico del proyecto, enviando sus comentarios a la dirección en su pantalla o enviando comentarios en línea en el sitio web del proyecto My35 Capital Express North (como se muestra en esta diapositiva). También puede brindar su testimonio verbal. La opción de testimonio verbal está disponible a partir de las 9 a.m. del 10 de mayo de 2021 y estará disponible hasta las 11:59 p.m. el jueves 10 de junio de 2021. Llame al (512) 721-2832 y deje un mensaje de voz con su comentario durante ese tiempo; sus comentarios se grabarán y se incluirá una respuesta en el informe resumido de la audiencia pública virtual. El sistema de correo de voz le permite grabar un comentario de hasta tres minutos de duración, similar al tiempo proporcionado durante nuestra práctica estándar de audiencia pública en persona.

Lo más importante: asegúrese de enviar sus comentarios de testimonio verbal y escrito a más tardar el 10 de junio de 2021. Como se señaló anteriormente, las respuestas a sus comentarios enviados durante el período de comentarios se incluirán en el informe resumido de la audiencia pública. Este informe se publicará en MyCapEx.com una vez completado. Nuevamente, agradecemos su comprensión con este proceso de comentarios.

Gracias

¡Gracias por participar!



Audiencia pública del proyecto I-35 Capital Express North

10 de mayo de 2021

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Diapositiva 25: Gracias

¡Gracias por su participación! Gracias de nuevo y, por favor, cuídense . Esto concluye la presentación y se acabo esta audiencia pública virtual.

Exhibits



TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

I-35 CAPITAL EXPRESS NORTH PROJECT I-35 from SH 45N to US 290E

Public Hearing

Monday, May 10, 2021

TxDOT Austin District Office

7901 N. I-35, Austin, Texas 78753

Why am I here?

- Learn about the project status and project recommendations
- Provide comments on the proposed program

The Virtual Public Hearing can be found at www.My35CapEx.com.



CSJs: 0015-10-062 & 0015-13-389

Project Location, Need and Purpose

- **Project limits**
 - I-35 from SH 45N to US 290 East
- **What are the problems being addressed? (Project Need)**
 - Congestion
 - Mobility
 - Safety
- **What are we trying to do? (Project Purpose)**
 - Reduce congestion
 - Improve mobility
 - Improve safety



I-35 Capital Express North Project



Project Description

Mobility and safety improvements include:

- Adding one non-tolled high-occupancy vehicle managed lane in each direction within the project limits
- Improving/adding bicycle and pedestrian paths
 - Adds 15.2 miles of new shared-use paths in addition to 4.5 miles of shared-use paths that now exist or are under construction
- Reconstructing bridges
- Addressing safety and mobility
 - Adds 5.2 miles of intersection bypass lanes for safer and faster access to/from the mainlanes and to benefit local and regional mobility
 - Eliminates 5 direct mainlane merges
 - Improves east/west connections over or under I-35



Looking north at southbound I-35 traffic at US 183

I-35 Capital Express North Project

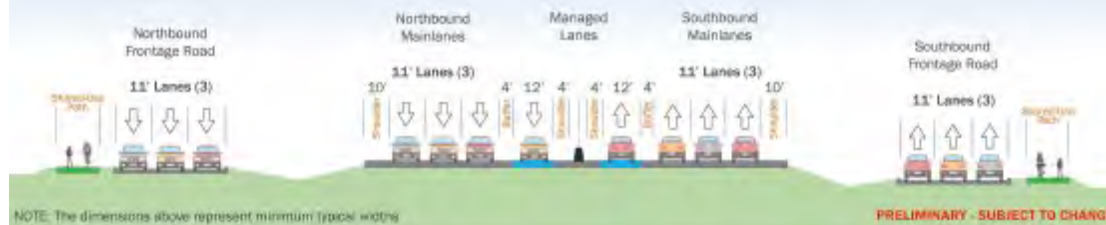


TEXAS DEPARTMENT OF TRANSPORTATION

Existing I-35 Roadway



Proposed I-35 Roadway



I-35 Capital Express North Project



Parkland Impacts

Parkland

- Upper Little Walnut Creek Greenbelt
- Section 4(f) and Chapter 26 Regulations apply
- Impacts
 - 0.5 acre of existing parkland (west side of I-35)
 - 0.1 acre of potential parkland (east side of I-35)
- Acquisition required to improve roadway operations
- No impacts to recreational facilities
- Section 4(f) *de minimis* determination



I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

Environmental Review - Impacts Addressed

The analysis presented in the Environmental Assessment evaluates impacts to the human and natural environment, including:



WATER RESOURCES



AIR QUALITY



TRAFFIC NOISE



COMMUNITY IMPACTS



VEGETATION &
WILDLIFE



THREATENED &
ENDANGERED
SPECIES



INDIRECT & CUMULATIVE
IMPACTS



HAZARDOUS
MATERIAL SITES



LAND USE &
PARKLAND



HISTORICAL &
ARCHEOLOGICAL
RESOURCES

National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

I-35 Capital Express North Project

Proposed Traffic Noise Barriers



I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

Project Timeline

(Dates are subject to change)



Estimated Total Project Cost

Approximately \$400 million

I-35 Capital Express North Project



TEXAS DEPARTMENT OF TRANSPORTATION

How to Provide Feedback

All feedback must be provided by Thursday, June 10, 2021 to be included in the official record.



EMAIL

CapExNorth@txdot.gov



MAIL

Michelle Cooper, P.E.
1608 W. 6th Street
Austin, TX 78703



ONLINE

My35CapEx.com
• Fill out an online form
• Download a comment form and send by email or mail



VERBAL COMMENT BY VOICEMAIL

(512) 721-2832

For general questions about the presentation or the project, please contact Michelle Cooper, P.E. at Michelle.Cooper@TxDOT.gov or 512-832-7138. The public may email at any time in the project development process to ask questions about the project.

I-35 Capital Express North Project

Project Design Schematic

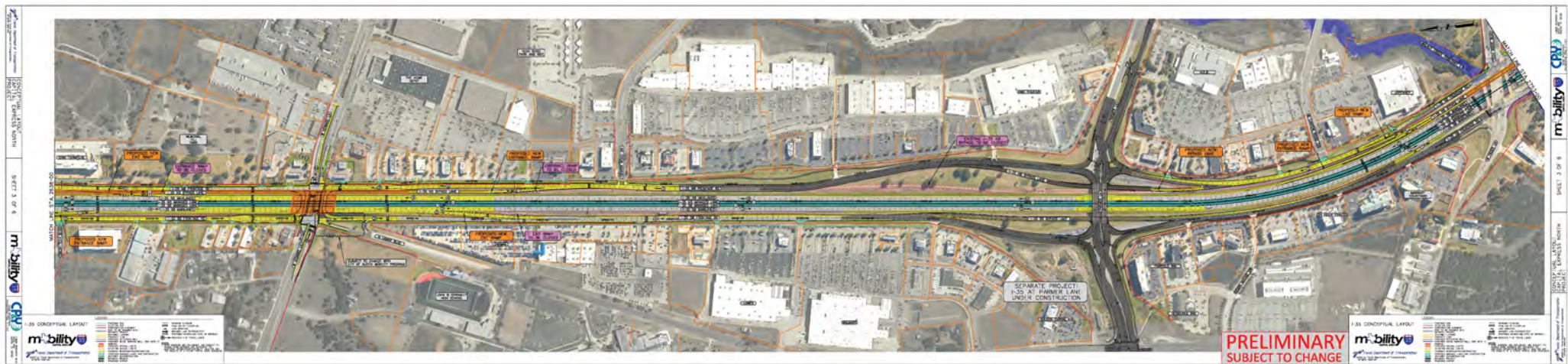
I-35 Capital Express North Design Schematic
Roll 1 of 6



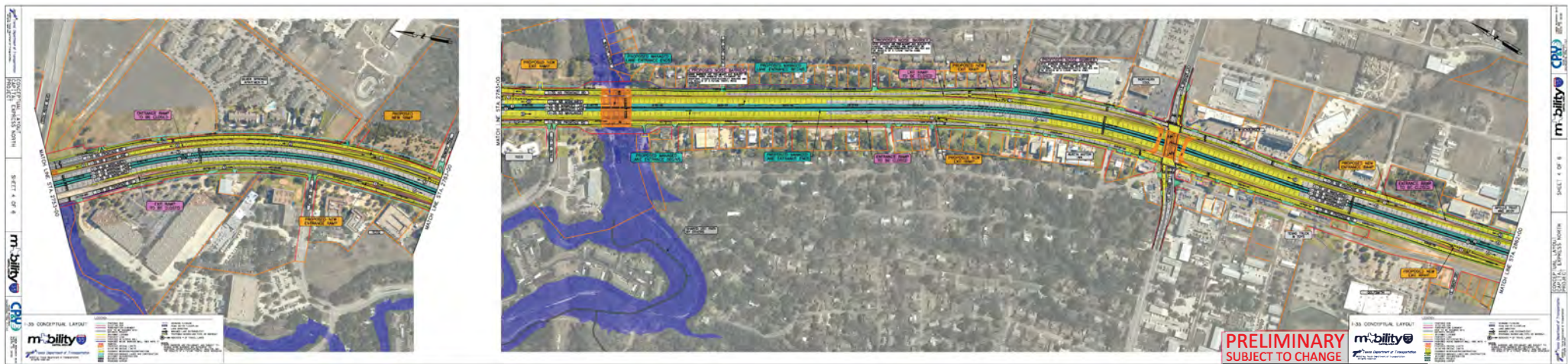
I-35 Capital Express North Design Schematic Roll 2 of 6



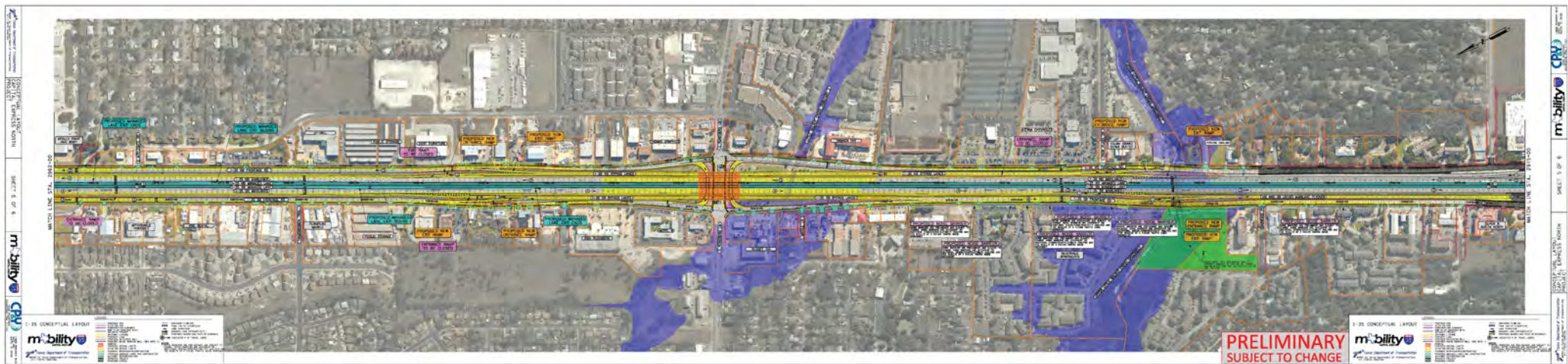
I-35 Capital Express North Design Schematic
Roll 3 of 6



I-35 Capital Express North Design Schematic
Roll o 6



I-35 Capital Express North Design Schematic
Roll 5 of 6

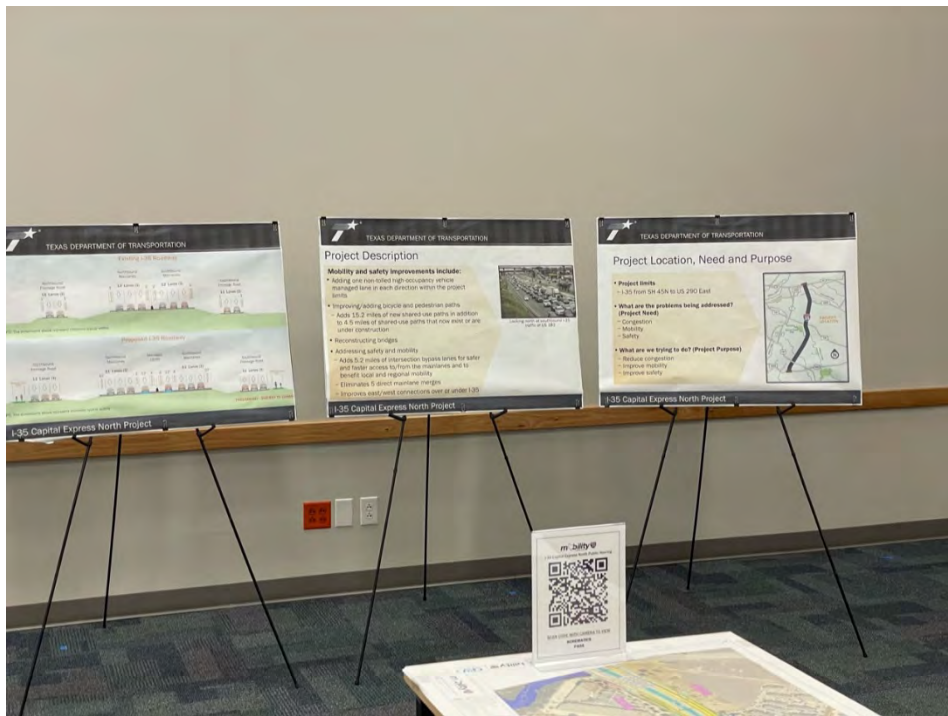


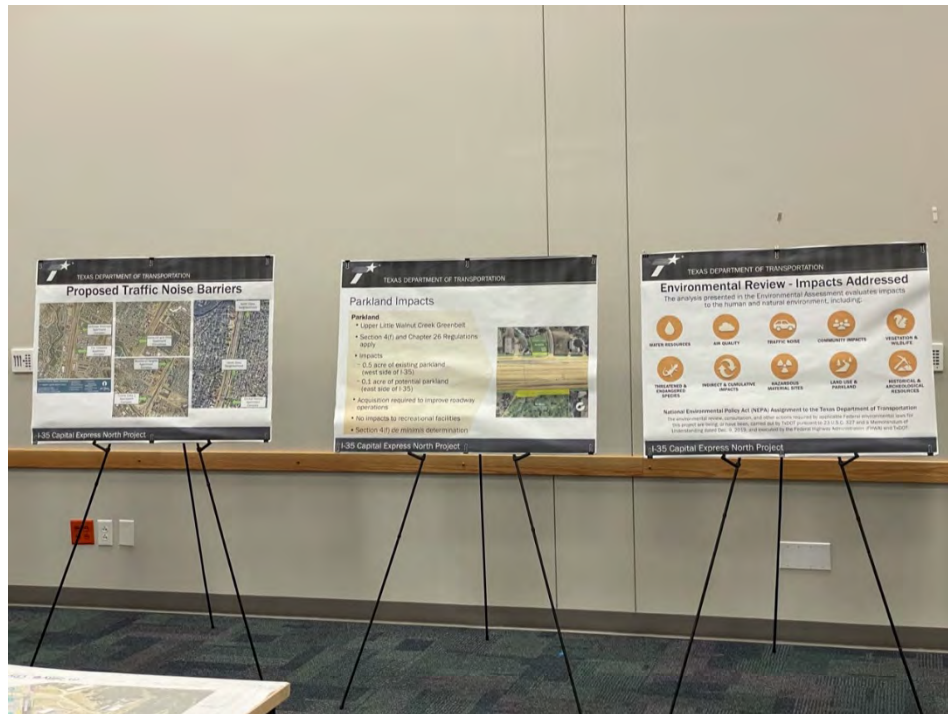
I-35 Capital Express North Design Schematic
Roll 6 of 6

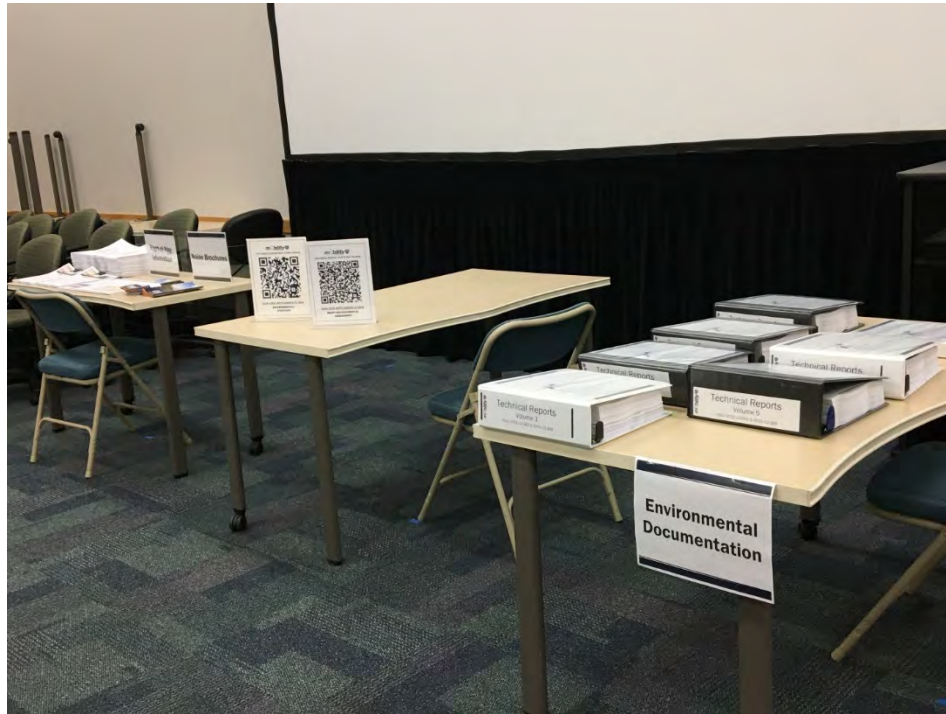


Photographs









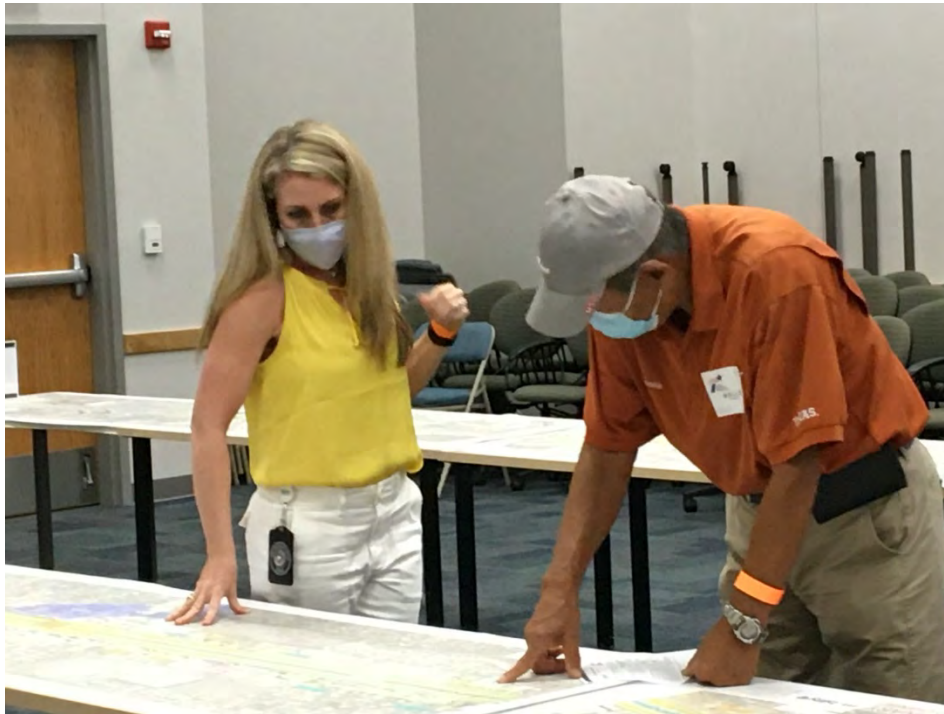














G.

Virtual Public Hearing

01 Welcome

02 Project Presentation and Information

03 Environmental Overview

04 Potential Impact on Parkland

05 Submit a Comment

06 Información en español

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Official Meeting Feedback Period: May 10 - June 10 | [Learn More About I-35 Capital Express Program](#)

Welcome to the North Virtual Public Hearing

The I-35 Capital Express North project virtual public hearing will be hosted from Monday, May 10 through Thursday, June 10, 2021. The purpose of the public hearing is to receive public comment on the draft environmental assessment (EA) and recommended alternative for the proposed improvements on the North project.

Click through the numbered tabs to experience the I-35 Capital Express North project virtual public hearing. After you have completed the virtual walk through, you will be invited to submit your comments and questions.

WE NEED YOUR INPUT

Public involvement is critical to the project development process, and we appreciate your participation. **Please submit your comments on or before Thursday, June 10, 2021**, to be included in the official public hearing record. We will continue to provide opportunities for community feedback throughout the project design period.

[Sign up for program news and updates.](#)

Next: 2. Project Presentation and Information →

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06 Información en español

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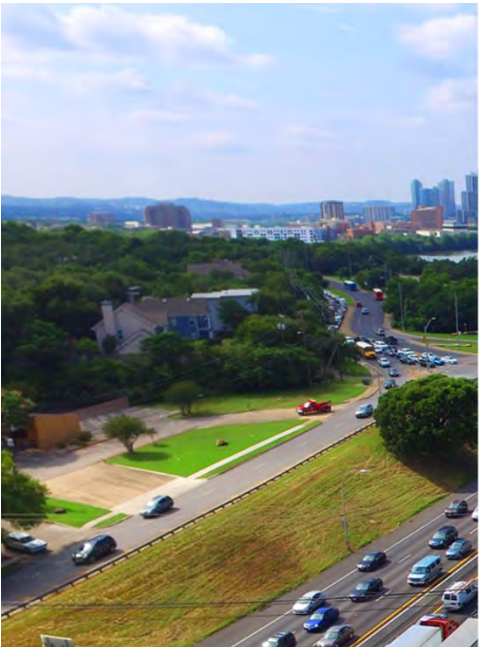
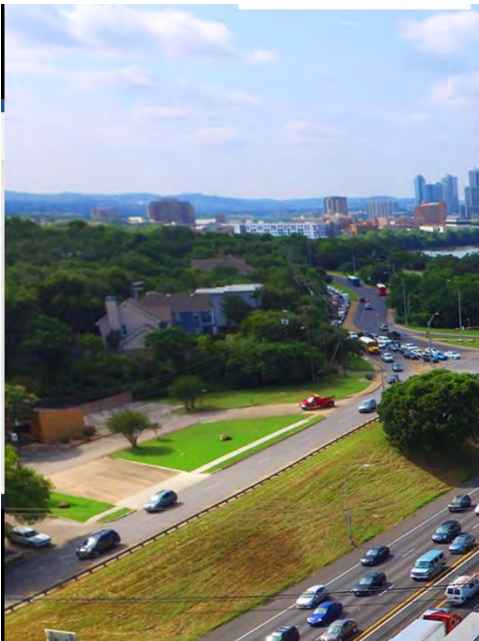
Project Presentation and Information

The I-35 Capital Express North project proposes to add one non-tolled high-occupancy vehicle managed lane in each direction along I-35 from SH 45 North to US 290 East. The project will also reconstruct bridges, add a diverging diamond intersection at Wells Branch Parkway, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.

Managed lanes, such as high-occupancy vehicle (HOV) lanes, are lanes within a highway that are separated from the mainlanes, and access is controlled by placing restrictions on use. They are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. HOV lanes are reserved for the use of carpools, vanpools, transit vehicles and emergency responders.

Virtual Public Hearing

Pre-Recorded Presentation



[Download the Presentation \(PDF\)](#)

[Download the Fact Sheet \(PDF\)](#)

PROJECT INFORMATION

Project Layout

[View Online](#)

[Download PDF \(44 MB\)](#)

Building Barriers to Traffic Noise Brochure

[English Version \(PDF\)](#)

[Spanish Version \(PDF\)](#)

The Purchase of Right of Way

[English Version \(PDF\)](#)

[Spanish Version \(PDF\)](#)

Relocation Assistance

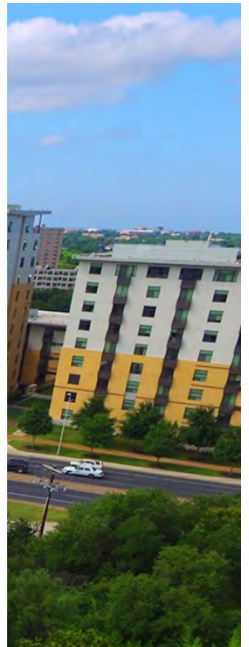
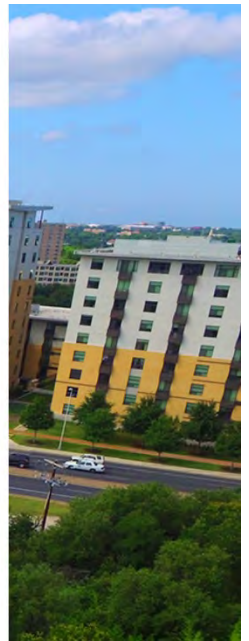
[English Version \(PDF\)](#)

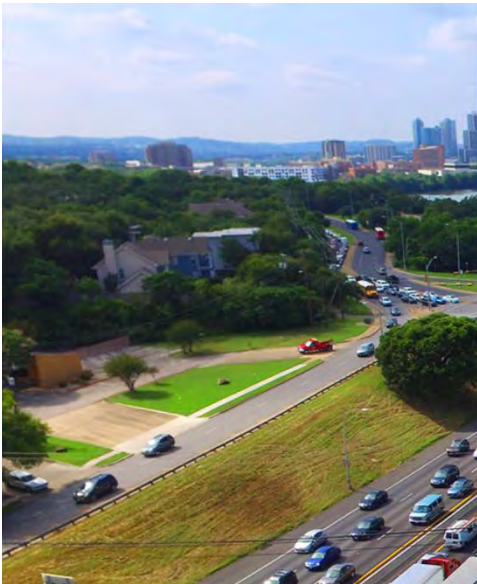
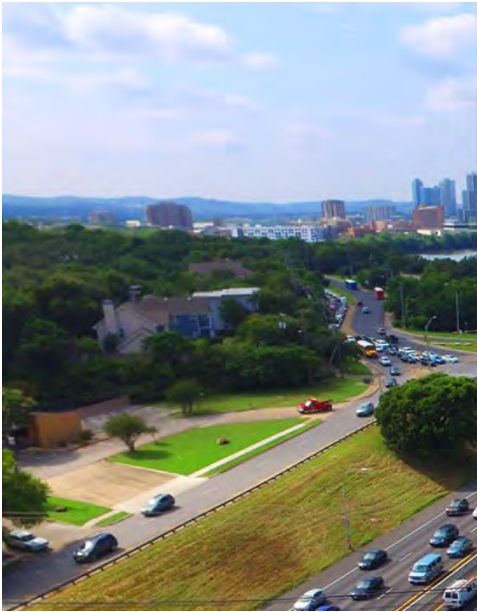
[Spanish Version \(PDF\)](#)

Landowner's Bill of Rights

[English Version \(PDF\)](#)

[Spanish Version \(PDF\)](#)



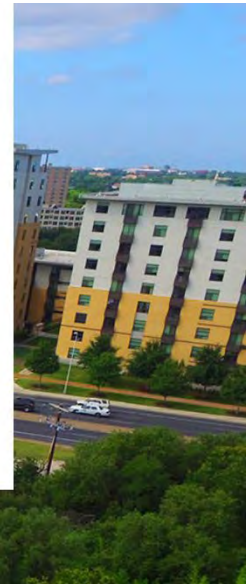
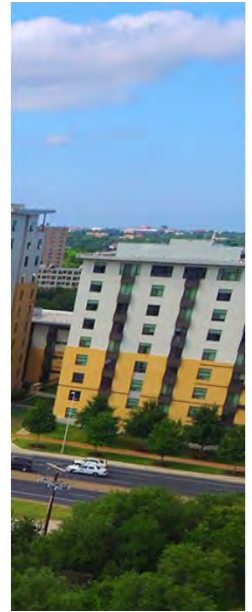


Diverging Diamond Intersection



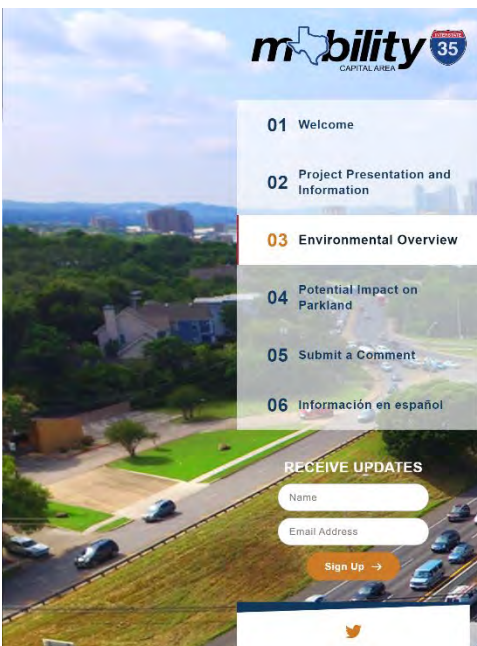
The I-35 Capital Express North project includes a proposed diverging diamond intersection (DDI) at Wells Branch Parkway. A DDI is a new intersection design that addresses congestion by allowing vehicles to travel more quickly through an intersection. A DDI works by creating a diamond-shaped pattern in the intersection that temporarily shifts traffic to the left side of the roadway prior to entering the intersection. Two-phase traffic signals are installed at the roadway crossover points. Once on the left side of the roadway, vehicles can freely turn left rather than waiting for oncoming traffic to clear or for a left-turn signal. Through-traffic on the frontage road is handled via a collector-distributor road, or intersection bypass lane, and proceeds straight through the cross-street intersection allowing vehicles to avoid the traffic signal. Benefits include improved:

- ▶ Safety
- ▶ Mobility
- ▶ Connectivity
- ▶ Frontage road traffic flow



DDI Fact Sheet (PDF)

Next: 3. Environmental Overview →



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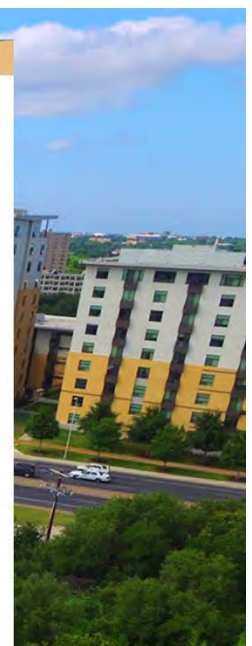
Environmental Overview

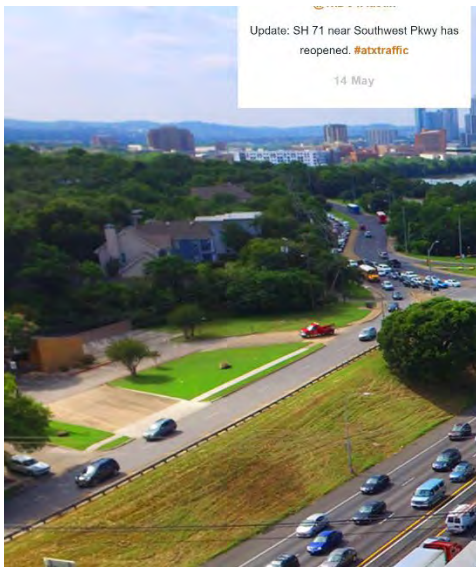
Draft Environmental Assessment

An Environmental Assessment (EA) was prepared for the proposed project. The environmental study identified and assessed potential impacts due to the proposed project to the natural and human environment.



Draft Environmental Assessment PDF (201 MB)

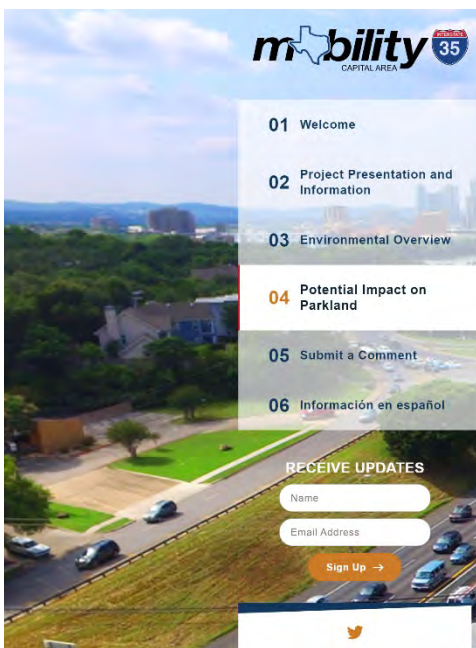
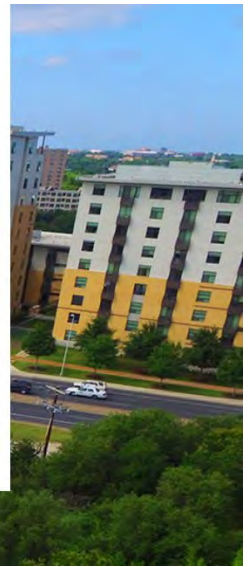




Technical Reports/Forms/Public Involvement Documentation:

- ▶ Community Impacts Assessment Technical Report Form
- ▶ Archeological Background Study
- ▶ Historic Resources Documentation
- ▶ Surface Water Analysis Form and Design Change Memo
- ▶ Biological Resources Documentation
- ▶ Air Quality Technical Reports
- ▶ Hazardous Materials Initial Site Assessment and Design Change Memo
- ▶ Traffic Noise Technical Report
- ▶ Indirect Effects Technical Report
- ▶ Documentation of Public Meeting #1
- ▶ Documentation of Public Meeting #2
- ▶ Documentation of Public Meeting #3

Next: 4. Potential Impact on Parkland →



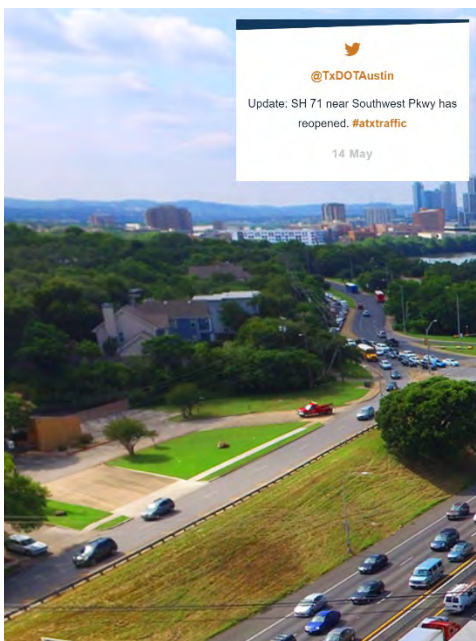
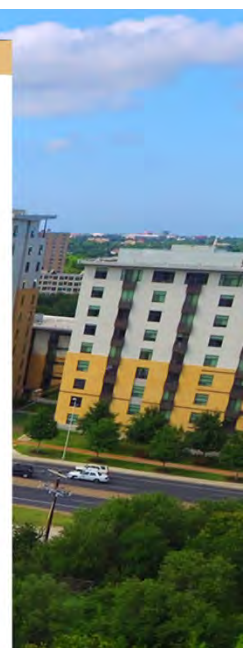
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Potential Impact on Parkland

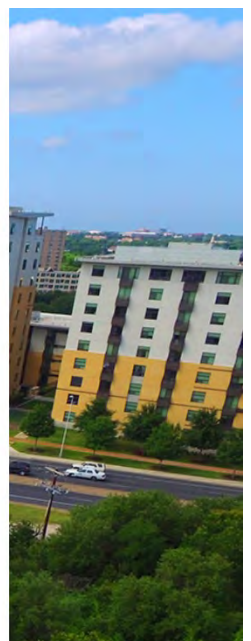
The I-35 Capital Express North project would require the use of a minor amount of property within the Upper Little Walnut Creek Greenbelt, which is a resource covered by Section 4(f) of the U.S. Department of Transportation Act and Chapter 26 of the Texas Parks and Wildlife Code. Section 4(f) protects publicly owned and accessible parks, recreation areas, and wildlife and waterfowl refuges and historic sites. Chapter 26 includes provisions similar to the federal Section 4(f) regulation, including requiring a finding that there is no feasible and prudent alternative to the use or taking of the protected land, that the project includes all reasonable planning to minimize harm and that a public hearing be held prior to the approval of the use of land from the publicly owned park properties.

The project would require the acquisition of approximately 0.6 acre from the park. This includes 0.5 acre from the existing parkland parcel on the west side of I-35 and 0.1 acre from a potential parkland parcel on the east side of I-35. These improvements, which are needed in order to improve roadway operations, would not result in impacts to any recreational facilities within the park.

It is not anticipated that impacts to the Upper Little Walnut Creek Greenbelt would adversely affect the activities, features, or attributes that make the park eligible for Section 4(f) protection; therefore, TxDOT is coordinating with the City of Austin Parks and Recreation Department to determine if project activities meet the requirements of a *de minimis* finding under Section 4(f). Coordination with the Parks and Recreation Department on the Section 4(f) *de minimis* determination and Chapter 26 is on-going.



Next: 5. Submit a Comment →



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05 Submit a Comment

06 Información en español

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Official Meeting Feedback Period: May 10 - June 10 | [Learn More About I-35 Capital Express Program](#)

Submit a Comment

Please fill out the form below to provide us your feedback on the I-35 Capital Express North project. Comments received by **Thursday, June 10, 2021**, will be included in the official public hearing record.

Download Comment Form

Other Ways to Provide Feedback

Email Us

CapExNorth@txdot.gov

Write to Us

I-35 Capital Express
North Project
Attn: Michelle Cooper,
P.E.
1608 W. 6th Street
Austin, TX 78703

Comment Online

View Form Below

Leave Verbal Comment by Voicemail

(512) 721-2832

@TxDOTAustin

Update: SH 71 near Southwest Pkwy has reopened. #atxttraffic

14 May

Send Us a Comment

Full Name

Email

Enter Email
Confirm Email

Address

City

State

Select One ▾

ZIP Code

Comments*

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

Submit →

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.

Next: 6. Información en español →

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My35 Main Site

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being or have been

I-35 Capital Express North
Public Hearing Summary Report

G-6

May 10 – June 10, 2021

- 01 Welcome
- 02 Project Presentation and Information
- 03 Environmental Overview
- 04 Potential Impact on Parkland
- 05 Submit a Comment
- 06 Información en español

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@TxDOTAustin

Update: SH 71 near Southwest Pkwy has reopened. [#atxtraffic](#)

14 May

Información en español

Audiencia Pública Virtual
Presentación Pregrabada

Proyecto I-35 Capital Express North
Desde: SH 45N hasta US 290E
Desde el lunes 10 de mayo de 2021 hasta el jueves 10 de junio de 2021
CSIs: 0015-10-062 & 0015-13-389

Watch on [YouTube](#)

El proyecto de la I-35 Capital Express North se extiende por 11.5 millas sobre la I-35 desde la SH 45 North hasta la US 290 East. El proyecto propone agregar un carril administrado para vehículos de alta ocupación sin peaje en cada dirección dentro de los límites del proyecto. El proyecto también propone mejorar las instalaciones para bicicletas y peatones a lo largo de las vías de acceso de la I-35 por agregar 15.2 millas de nuevos caminos de uso compartido además de las 4.5 millas de caminos de uso compartido que ahora existen o están en construcción.

Los carriles administrados, como los carriles para vehículos de alta ocupación (HOV), son carriles dentro de una carretera que están separados de los carriles principales, y el acceso se controla mediante restricciones de uso. Están diseñados para proporcionar una ruta menos congestionada que los carriles adyacentes de uso general durante los periodos de hora pico para los vehículos que califican. Los carriles HOV están reservados para el uso de vehículos compartidos, camionetas compartidas, vehículos de tránsito y respondedores de emergencia.



Presentación



Hoja Informativa

Diseño del Proyecto:

- Construyendo Barreras al Ruido del Tráfico
- Compra de Derecho de Vía
- Asistencia para Relocalización
- El Estado de Texas Derechos de Propietario

Evaluación Ambiental Borrador

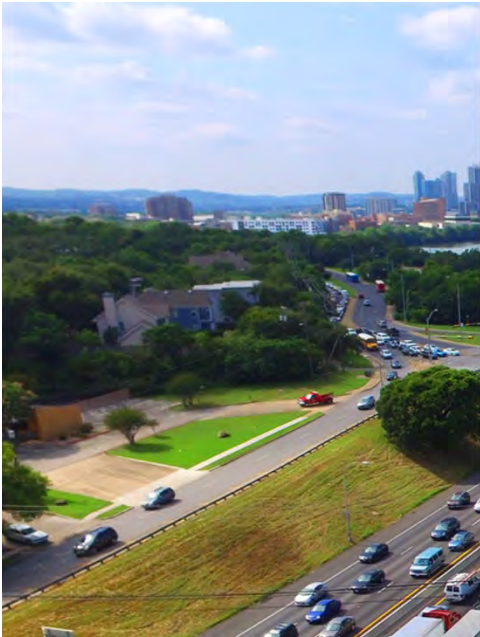
Se preparó una Evaluación Ambiental (EA) para el proyecto propuesto. Una copia del EA Borrador y los informes técnicos de respaldo están disponibles para revisión pública en [my35capex.com](#). El estudio ambiental identificó y evaluó los posibles impactos del proyecto propuesto al medio ambiente natural y humano.



Evaluación Ambiental Borrador (201 MB)

Informes Técnicos/Formularios/Documentación de Participación Pública

- Informe Técnico de Evaluación de Impactos Comunitarios
- Estudio de Antecedentes Arqueológicos y Anexo
- Documentación de Recursos Históricos
- Documentación de Recursos Hídricos
- Documentación de Recursos Biológicos
- Informes Técnicos de Evaluación de la Calidad del Aire



- Evaluación Inicial del Sitio de Materiales Peligrosos
- Informe Técnico de Análisis de Ruido del Tráfico
- Informe Técnico de Efectos Indirectos
- Capital Express North – Resumen de la Reunión Pública de agosto del 2016
- Capital Express North – Resumen de la Reunión Pública de febrero del 2017
- Capital Express North – Resumen de la Reunión Pública de octubre del 2019

Proporcionar un comentario

Por favor complete el formulario a continuación para enviarnos sus comentarios sobre el proyecto I-35 Capital Express North. Los comentarios recibidos hasta el jueves 10 de junio de 2021 se incluirán en el registro oficial de la reunión.



Formulario de comentario

Otras formas de proporcionar comentarios

Correo electrónico



CapExNorth@txdot.gov

Correo

I-35 Capital Express
North Project
Attn: Michelle Cooper,
P.E.
1608 W. 6th Street
Austin, TX 78703

En línea



Ver formulario

Buzón de voz



(512) 721-2832

