



Documentation of Public Hearing

Project Location

Travis County

I-35 Capital Express South
CSJs: 0015-13-077 & 0016-01-113

Project Limits

From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast

Hearing Location

Virtual Public Hearing: My35capex.com
TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744

Hearing Date and Time

Virtual Public Hearing: April 27, 2021 at 9 a.m. through May 26, 2021 at 11:59 p.m.
In-Person Option: April 27, 2021 from 8 a.m. – 8 p.m.

Translation Services

Spanish

Presenters

N/A

Elected Officials in Attendance

N/A

Total Number of Attendees (approx.)

Virtual Public Hearing: 486
In-person option: 7

Total Number of Comments

78

Contents

- A. Comment/response matrix
- B. Public hearing certification
- C. Notices provided
- D. Sign-in sheets
- E. Comments received
- F. Figures
- G. Virtual Public Hearing

A.

Comment/Response Matrix

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
1	Aaron Barker	4/28/2021	Online Comment Form	Additional Lane/Expansion Opposition	I am writing to oppose the I-35 Capital Express South Project. The current plan to add additional lanes will only increase traffic, pollution, greenhouse gas emissions, and further divide the city along racial and class lines. I-35 must be completely reimagined to reconnect Austin by either diverting traffic around the city entirely or a cap and stitch arrangement. I am opposed to an elevated roadway between Slaughter Lane and Ben White, and I am opposed to increasing the number of lanes from 10 to 18 south of Slaughter Lane. I-35 is already a blight on the city and it must not be made even worse. These plans are shortsighted and evidence a complete lack of forward-thinking vision with respect to transportation issues. More concrete and more cars is not the answer!	<p>Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic operations, traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR study estimated the project would save 15,980 hours per day of time travel compared to the existing I-35 corridor. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2 percent crash rate reduction. The CTR team also assessed whether the project would create EJ impacts that disproportionately impact the local community. Based on materials reviewed, including census data that indicated the location of low income and communities of color who live along this segment of I-35, CTR concluded that the community would not be divided, displaced, or have reduced access to services as a consequence of constructing the Capital Express South project. In response to concerns brought forward on the elevated managed lanes, the CTR study concluded that the surrounding community would not be divided, displaced or have reduced access to services as a result of the proposed Build Alternative.</p> <p>The proposed project includes additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. It includes additional sidewalks and SUPs which would increase access across I-35 and make it easier for pedestrians and cyclists to access services and community resources. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35.</p> <p>Also, during the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p> <p>Regarding lanes, just like a toolbox has different tools for different jobs – a hammer versus a saw, lanes on a highway project have different jobs as well. There are lanes that address safety – bypass or auxiliary; lanes that allow entrance and exits from the local network – ramps; lanes that address local</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
						<p>access – frontage roads; and lanes that are existing today that move people and goods – mainlanes. Managed lanes with restrictions on their use will provide a less congested route with reliable travel times for carpools, vanpools, and transit. Also, it should be noted that managed lanes and their connections support increases in transit, carpool, and vanpool options. SUP, sidewalks, bike/ped support active transportation and connectivity to transit.</p> <p>TxDOT prepared a greenhouse gas (GHG) analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called “fuel-cycle emissions.” EPA’s Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.</p>
				Environment	Please scrap this plan and work with the city and environmental groups to devise a transportation solution that unites all Texans with a green and sustainable future.	<p>Thank you for your comment. The proposed project includes additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. It includes additional sidewalks and SUPs which would increase access across I-35 and make it easier for pedestrians and cyclists to access services and community resources. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35.</p> <p>Also, during the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
						surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
2	Austin Bicycle Advisory Coalition (sent by Laura Dierenfield, attested by Briana Cohen)	5/18/2021	Email Comment	Bicycle/Pedestrian	<p>WHEREAS, the purpose of the Austin Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles.</p> <p>WHEREAS, the Texas Department of Transportation (hereafter "TxDOT") is responsible for the planning and execution of the My35 Capital Express Central project.</p> <p>WHEREAS, TxDOT is a key partner in building Austin's All Ages and Abilities Bicycle Network.</p> <p>WHEREAS, the proposed improvements include improving/adding bicycle and pedestrian paths with approximately 13 miles of new shared-use paths in addition to 3 miles of recently constructed shared-use paths.</p> <p>WHEREAS, the preliminary proposed I-35 design includes a 10' shared use path between Stassney Ln & William Cannon Dr and South of Slaughter Lane.</p> <p>WHEREAS, geographic barriers, such as controlled access highways with few crossing streets, prevent bicycle and pedestrian connectivity.</p> <p>WHEREAS, Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek are within the project area.</p> <p>WHEREAS, TxDOT and City of Austin agreed upon shared-use path recommendations for the I-35 corridor, and these recommendations in Version 7.0 released May 24th, 2016 are available via https://bit.ly/2S4UCAe;</p> <p>WHEREAS, the portion of the project from Onion Creek northward is within an urbanized area and the entire project scope will be within an urbanized area during the lifetime of the project, thus creating substantial bicycle and pedestrian activity throughout the project corridor.</p> <p>WHEREAS, highway infrastructure along I-35 was just imploded after years of funding and right-of-way obstruction.</p> <p>THEREFORE, BE IT RESOLVED, the BAC recommends that TxDOT prioritize bicycle and pedestrian connectivity across and along the I-35 corridor for all ages and abilities.</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that TxDOT include 12' wide or greater shared-use paths along all frontage roads, with a physical barrier constructed or organic, for expected high volumes of bicycle and pedestrian traffic and per the city of Austin Transportation guidance, and that any design exceptions (i.e. less than 12' SUP width) be</p>	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p> <p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p> <p>Yes, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. East-west crossings at creek locations are being evaluated at Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek as a part of detailed design. The Capital Express South project will not be precluding the crossing at Bergstrom spur.</p> <p>The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					<p>specified by location and be posted publicly and shared directly with the BAC;</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that in order to provide local access to destinations and not create additional barriers to bicycling and walking, TxDOT create dedicated pedestrian and bicycle at-grade crossings along i-35 (Level 5 Street) to reduce crossing density below ½ mile in accordance with the city's proposed guidelines to the Transportation Criteria Manual update (Section 4).</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that TxDOT perform more in-depth studies on the impacts of construction to the four creeks within the project area and establish protections against pollution impacts from infrastructure improvements; BE IT FURTHER RESOLVED, the BAC recommends that TxDOT release detailed plans for construction and implementation regarding east-west at-grade crossings, including accessible infrastructure for individuals biking or walking, throughout the project area;</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that TxDOT not move forward with the elevated sections for the managed lanes.</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that all creek crossings include a shared-use path underpass, connecting across I-35:</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that any improvements in the vicinity of the Bergstrom Spur support and allow for a future grade-separated crossing for bicycle and pedestrian traffic, connecting across I-35;</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that any new lanes be dynamically tolled, which will allow all drivers the freedom to travel in lanes with less traffic and help fund ongoing maintenance for this project. Tolloed lanes will also result in higher utilization than HOV lanes, as well as fewer law enforcement officers needed to monitor compliance.</p>	
3	Alex Kachkine	4/28/2021	Online Comment Form	Opposition to Project	<p>I don't have many words to describe how absurd this whole project is, or how furious I am that this taxpayer-funded decision was not put through any kind of public vote by taxpayers. However a colleague of mine, upon learning that a few miles of highway expansion would cost two times more than a mission to Mars, had to say the following:</p> <p>"This is a worse use of taxpayer money than the Holocaust. I hope spiders infest your [REDACTED]. May there always be a</p>	Thank you for your comment. Comment noted.

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					lego under your supple unsuspecting foot. May your children visit Kevin Spacey's house. [REDACTED] you in your fat [REDACTED]."	
4	Alexander Smythers	4/28/2021	Online Comment Form	Design	<p>1) The traffic light at the 35 NB Frontage road and Slaughter Lane is poorly timed for the amount of traffic it sees during the day. Myself and other residents on the east side of 35 have to sit through four (4) cycles of this light during all reasonable hours of the day to get from the east side of 35 to the west side and to Southpark Meadows. This is unacceptable and will get worse with time if no action is taken as more land is developed along east Slaughter and more folks move into the area. This is by far my biggest complaint, as it nearly always takes me 15 minutes of sitting in stopped traffic just to get past 35 when leaving my neighborhood in Goodnight Ranch to go anywhere else.</p> <p>2) The left turn lane from Slaughter (East of 35 heading west) to turn onto the SB Frontage road is not long enough and the signal is delayed behind the straight through green light, which results in traffic backing up into the leftmost straight through lane and backing up traffic. The lane should be made dedicated or signal timed differently to improve flow. This probably also contributes to the congestion that requires folks to sit through so many cycles of this light.</p> <p>3) We need a right turn lane on the 35 NB Frontage road at the Slaughter intersection. Right now there is a combination straight and right turn lane with a hard shoulder to the right and drivers bunch up on the shoulder to attempt to make right-on-red turns. A dedicated right turn lane will improve traffic flow and make this safer.</p> <p>4) The 35 SB Frontage road following the Slaughter exit is in terrible condition and needs resurfacing.</p> <p>5) The 35 SB Frontage road following the Slaughter exit is effectively reduced to one lane as the left lane merges back onto 35 at an inconvenient place. There is often traffic turning into the apartment complexes and residential areas, which slows down and backs up traffic on the frontage road.</p>	Thank you for your comment. The Capital Express South project includes intersection improvements at Slaughter Lane and the I-35 frontage roads. Signal timing and traffic flow will be addressed as part of these improvements. The improvements proposed as a part of the Capital Express South project include a final overlay of the frontage roads at this location. The Capital Express South project will add additional lanes in this area to reduce congestion for all users.
5	Anne Marie Beard	4/28/2021	Online Comment Form	Opposition to Project	I live right by the proposed expansion of lanes for I35. I am not in support of adding more lanes to this congested highway. It will still funnel down into 3 lanes in the city interior and traffic will again back up. We need less, not more cars on the road.	Thank you for your comment. Proposed improvements to the I-35 Capital Express South Project will bring the corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public. The section of I-35 through downtown is being studied through the separate Capital Express

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
						Central project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/ .
6	Benjamin Cavanaugh Berg	4/28/2021	Online Comment Form	Multi-Modal/Transit	<p>I believe that expanding I-35 in Austin is a terrible idea. This is money that could be better spent towards public transportation that actually gets people off the streets, and is more cost-effective. Due to the length of time it takes to even expand highways, the growth of Austin's population will have outdone the new capacity that I-35 holds. Thus, continuing the need for expanding the highway.</p> <p>If we were to divert this money towards public transportation, we would be creating a economically viable alternative that is better for the environment, easier to adjust for population growth, and is less detrimental to the environment/travel times when under construction. If anything, robust public transport will enhance the driving experience for those that NEED to drive because it will take cars off the road.</p>	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. Finally, the Capital Express South project would not only enhance safety, but also increase connectivity for all modes.</p> <p>Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.</p>
7	Blake Burch	5/27/2021	Online Comment Form	Design	<p>It's not entirely clear how the proposed changes would affect each of the main roads entrance/exit ramps. My biggest concerns are: - William Cannon exit consistently backs up onto the highway, causing unsafe conditions because the exit ramp feeds into the two left-hand turn lanes - the two most trafficked lanes. There needs to be a better approach to this exit. Perhaps lengthening it and starting further back? - While not directly related to the highway, Slaughter lane is a nightmare when it comes to the I-35 overpass. Both sides have to wait through 3-4 light cycles to get through and that will only continue to increase. Getting onto the highway when turning left (either direction) or going straight results in too much traffic congestion. Providing easier access to the entrance ramps and potential new underpass lanes would likely help. It's my understanding that improvements here would fall under the TxDOT jurisdiction.</p>	<p>Thank you for your comment. The southbound exit to William Cannon Drive will be accessible via the new southbound bypass lanes. The new configuration eliminates the existing weaving and conflict points that occur where the traffic entering from the SH71/US290 flyover merges with traffic attempting to exit to William Cannon Drive. This is expected to greatly reduce congestion on the southbound I-35 mainlanes. In the area around Slaughter Lane, frontage road operational improvements, such as additional auxiliary and turning lanes, are being proposed to enhance operations at the intersection. The city of Austin is developing a project to enhance operations along Slaughter Lane near the frontage road intersections that is expected to help address some of these concerns.</p>
8	Bob Fitzner	4/27/2021	Online Comment Form	Design	<p>Is it possible to narrow the ROW footprint & limit the property acquisition if the Shared Use Path (SUP) is moved outside the DOT ROW limits? Are there any options for the SUP location via Jurisdictional Agreement(s)?</p>	<p>Thank you for your comment. It is TxDOT's preference to build and maintain facilities within state right of way, including shared-use paths. Additionally, the Capital Express South team looked at ways to not only minimize ROW footprint, but to also minimize property acquisition. As such, the proposed project does not displace any residences or businesses.</p>
9	Bryan Burdock	4/28/2021	Email Comment	Additional Lane/Expansion Opposition	<p>I firmly oppose the expansion of I-35. This will due little to ease congestion, it will creat more sprawl, and will cost hundreds of millions.</p>	<p>Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
10	Brian Spencer	5/22/2021	Email Comment	Design	<p>Hi,</p> <p>Thank you for improving the safety congestion and mobility along this critical Austin corridor . I would like to submit the following comment:</p> <p>1. How will this project be working together with the Corridor Program Offices Slaughter C5 improvements between I35s NB frontage roads and Cullen Ave? It does not appear that the proposed CPO improvements which will occur prior to this project will align based on the proposed project layout. Would you recomend CPO amend their Slaughter projects limits to exlude any improvements within the LOC of the CapExSouth project for best use of Taxpayer dollars?</p> <p>Thank you, Brian</p>	Thank you for your comment. TxDOT and the city of Austin coordinate regularly on projects, including those proposed as part of the Corridor Program. Your comment has been shared with the project team.
11	Cade Ritter	4/29/2021	Online Comment Form	Additional Lane/Expansion Opposition	<p>I-35 is a scar on our city. You don't propose anything other than adding more lanes, after people have been demanding public transit, burying the roadway, replacing it with a boulevard... this is all TxDOT can come up with? Go back to the drawing board, because this terrible and Austin will not accept it.</p>	<p>Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.</p> <p>The proposed design of the managed lanes will support increases in transit, carpooling and vanpooling. The shared-use paths support active transportation and connectivity to transit.</p>
12	Charlie Smith	5/26/2021	Online Comment Form	General	<p>I think its very telling on Austin and Texas that you want to put the toll roads of IH- 35 in the most congested and most working class area to which the people that live in Southeast Austin have to use that road to get to work.</p> <p>When updates were being done before, you should have thought about bring this to the table instead of basically tearing out what was just completed a year or two ago, making them live through and more drive time to their travel time.</p>	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects and is looking for ways to add more capacity and reduce congestion without the use of toll roads. The Capital Express South project will elevate the managed lanes from SH 71 to Slaughter Lane, to ensure that existing work completed on the I-35 from Stassney Lane to William Cannon Drive project remains intact.
13	Curtis Rogers	5/11/2021	Online Comment Form	Support for Tolloed Lanes	<p>The planned HOV lanes will requite significant law enforcement resources to guarantee compliance, and will have lower utilization for the investment. Because drivers will have a free road option, this should not hold TxDOT back from making the managed lands tolled. This would remove the law enforcement resources needed for HOV, AND help fund the project for all drivers (even those using the free 35 lanes.</p>	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					Please give all drivers the option to pay to use the managed lanes when they need to travel faster.	
14	D Mor	5/22/2021	Online Comment Form	Design	Make as many managed lanes as you want...but PLEASE build 4 free regular unmanaged lanes. Every highway in Austin is a pathetic 3 lanes. Every highway in Dallas and Houston is always 4 lanes. After all the damn 18 wheelers 3 lanes is not enough.	Thank you for your comment. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion would be reduced and safety would be increased for all users.
15	Daisy Torres	4/30/2021	Online Comment Form	Support for Project	Yes! to the addition of two lanes in the 8mile stretch of IH35 from 71 and 45. I think this expansion of IH35 should've been done a long time ago already.	Thank you for your comment. Comment noted.
16	Daniel Neal Zell	4/27/2021	Online Comment Form	Support for Project	I support the raised HOV lanes and anything that can be done to reduce congestion and conflicts	Thank you for your comment. Comment noted.
17	Daniel Woodroffe	5/26/2021	Email Comment	Design	<p>As an East Austin resident, downtown business owner and A landscape architect I urge txdot to maximize the cap potion of this project. Building the infrastructure to enable the cap is an essential piece of infrastructure and must not be value engineered out.</p> <p>Additionally, the rationale for taking the highway underground is to maximize open space and dynamically change the at-grade condition. I urge txdot to reconsider adding more frontage road lines. This project has the capacity to be a game changer for the city and state but to do that it must pivot away from traditional transit engineering methodologies and place pedestrian and human comfort first.</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> <p>The proposed design of the managed lanes will support increases in transit, carpooling and vanpooling. The shared-use paths support active transportation and connectivity to transit.</p>
				Environment	Lastly, Hi encourage text Todd to raise the importance and necessity of having a strong sustainable solution that looks and considers climate, carbon sequestration, innovative storm water management and human comfort.	<p>Thank you for your comment. The I-35 Capital Express South project environmental assessment included analyses of: air quality, biological resources, community impact, water resources and traffic noise.</p> <p>A part of the design process is to review storm water runoff drainage from the standpoint of both quantity and quality. For a project of this nature, there are industry design standards that are required to be met. These standards have been complied with on this project in addition to including features to minimize silt and erosion during and after construction including the use of temporary silt basins, silt fencing, temporary seeding, and temporary storm water control features. Provisions to preserve and protect existing vegetation, natural channels and the surrounding environment will be a part of the final design for the proposed improvements.</p> <p>Overviews of these analyses are available online at: https://my35capex.com/events/i-35-capital-express-north-project-notice-of-draft-environmental-assessment-and-virtual-public-hearing-with-in-person-option/.</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
18	David Butler	4/27/2021	Online Comment Form	Bicycle/Pedestrian	Too much emphasis on bicycles. people drive CARS on the freeway, not bicycles	<p>Thank you for your comment. It is the goal of the TxDOT team and the Mobility35 Program to enhance safety and improve mobility for all users of I-35. The proposed managed lanes are being implemented to manage congestion. TxDOT believes that managed lanes will incentivize carpooling and transit use, and also provide reliable travel times through the corridor for all vehicle types, including emergency services.</p> <p>The eastbound and westbound SH71 to southbound I-35 flyover is being extended further south and the entrance ramp north of Stassney Lane is being converted into an intersection bypass system. These design changes will improve safety and mobility along the frontage road by reducing merging between traffic entering and exiting I-35.</p> <p>Improvements are proposed to the Slaughter Lane intersection such as additional auxiliary and turning lanes to reduce overall congestion, along with the addition of a new auxiliary lane between the northbound entrance and exit ramps south and north of Slaughter Lane to allow northbound frontage road traffic traveling through the Slaughter Lane intersection to bypass the intersection without having to fully merge with mainlane traffic. All of these improvements together lead to an overall reduction of congestion and increase safety throughout the corridor.</p>
19	Guadalupe Lancon	4/28/2021	Email Comment	Design	Hello my suggestion would be Adding Traffic meters like to calculate the amount of traffic and also adding pedestrian Bridges for people who might be tempted into crossing the middle of the Highway and also adding Digital speed limit signs thanks	Thank you for your comment. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.
20	Hannah Turner	4/28/2021	Online Comment Form	Additional Lane/Expansion Opposition	Yikes. I do not think TxDOT's proposal for I-35 is well thought out. I-35 travels right through the heart of Austin. It's already too big and noisy and hard to cross. It should not be made bigger. People who study traffic patterns have determined that adding lanes to a highway doesn't actually solve traffic issues--it just creates more traffic as additional cars fill in the additional lanes. So under this proposal, instead of 6 lanes of gridlock we will have 12 lanes of gridlock. And an even bigger mega-highway cutting right through the city. TxDOT's plan is bad in terms of aesthetics and the feel of the city, and it will not even help the traffic issue. It also takes us the wrong direction in terms of climate change. I oppose this ill-considered project and hope it does not happen.	<p>Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic operations, traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR study estimated the project would save 15,980 hours per day of time travel compared to the existing I-35 corridor. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2 percent crash rate reduction.</p> <p>TxDOT prepared a greenhouse gas (GHG) analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." EPA's Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
						technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.
21	Harris Stephens	4/28/2021	Online Comment Form	Multi-Modal/Transit	Austin does not need more vehicular traffic funneled through its core. Adding more lanes for more cars will only result in increased accidents, worse respiratory health for those living near the highway, and increased carbon emissions. A light rail system could move far more people into downtown with far less pollution and congestion. Building more highway has yet to solve the problem of congestion in Dallas or Houston. Try something new in Austin.	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.</p> <p>While final Project Connect rail plans and ultimate location are not yet decided, TxDOT is coordinating with CapMetro to ensure proposed project improvements do not preclude planned CapMetro projects.</p>
22	Hector M. Amaya	4/28/2021	Online Comment Form	General	To me it looks like the decision has already been made. Here is my comment anyway. I just moved here from California and unfortunately this is part of the area's growing pains. With all the housing construction in the area there is no other choice.	Thank you for your comment. Comment noted.
23	Heyden Black Walker	5/26/2021	Online Comment Form	Safety	I am concerned about safety in this corridor. Not just safety for people in cars and trucks, but also safety for people walking, biking, rolling. Design speeds are too high to impart real safety. Speed kills. This project, as noted in the EA, is through urban and suburban areas. 70 mph on the mainlanes and 50 mph on the frontage roads are too high and will never support TxDOT's goal of getting to zero traffic deaths. Shared use paths are great, but should NOT be located in clear zones. Locating SUPs in clear zones is immoral and that practice needs to STOP. A curb is highly unlikely to stop a vehicle moving at 50 mph and does not provide meaningful safety for humans using those SUPs. ADA compliance is noted and appreciated, too much of this corridor is disconnected and fails completely to provide ADA access. All multimodal access and SUPs should tie into existing and planned active transportation networks. Increasing #s of lanes increases the barrier created by this highway. There should be substantially more places for humans outside of vehicles to cross this corridor, at least every 1/2 mile. TxDOT needs to be thinking about access, especially for the EJ communities and populations living in poverty. Those people are unlikely to be able to afford a car and need to be able to safely and comfortably navigate along and across this corridor by foot, wheelchair, bike, scooter, etc.	<p>Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2 percent crash rate reduction.</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 South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.</p> <p>TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
24	Jackson Hurst	4/29/2021	Online Comment Form	Support for Project	I approve and support TxDOT's I-35 Capital Express South Project. The aspect that I love about TxDOT's I-35 Capital Express South Project is that 2 Managed Lanes will be added to I-35 which will help reduce congestion on I-35.	Thank you for your comment. Comment noted.
25	Janet Harwell	5/3/2021	Online Comment Form	Design	<p>Please include access roads that go under the crossover bridges so people do not have to wait through the light to go directly through the intersection. Like at 183 and MLK. Genius idea and helpful for the environment too eliminating idling at intersection!</p> <p>Also please avoid having multiple entrances and exits and lanes ending at the same spot like some incompetent designer put where 71 east and west bound come together into one lane to go south and dump all that traffic where people are getting off for Stassney. How could you have not foreseen that traffic disaster???</p>	<p>Thank you for your comment. Intersection bypass lanes are being added along southbound I-35 from Stassney Lane to south of William Cannon Drive. This will allow traffic to bypass frontage road traffic signals at cross streets while maintaining local access.</p> <p>The eastbound and westbound SH71 to southbound I-35 flyover is being extended further south and the entrance ramp north of Stassney Lane is being converted into an intersection bypass system. These design changes will improve safety and mobility along the frontage road by reducing merging between traffic entering and exiting I-35.</p>
26	Jason Roth	4/29/2021	Online Comment Form	Design	Please cap i35 as much as possible downtown. It's the best long term investment	Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/ .
27	Jen Wireman	5/26/2021	Email Comment	Multi-modal/Transit	<p>As a resident of South Austin near Slaughter Lane, I think this money would be better spent on investment in high speed rail. We need to move away from individual cars and highways, and towards green public transportation.</p> <p>This proposed project is wasteful and will disrupt highway traffic for YEARS while it is being completed. By the time it is finished, we will need more lanes. It is time for Texas to think bigger towards the future. Invest in high speed rail, not outdated highways for cars.</p>	<p>Thank you for your comment. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion will be reduced, and safety will be increased for all users.</p> <p>TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.</p> <p>TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. While final Project Connect rail plans and ultimate location are not yet decided, TxDOT is coordinating with CapMetro to ensure proposed project improvements do not preclude planned CapMetro projects.</p>
28	Jesus Varela	5/27/2021	Email Comment	General	I would like more information on this project. I want to know where the money will go and I want to know who will be held accountable to make sure we meet milestones and stay within budget.	Thank you for your comment. The Texas Transportation Commission approved 2020 Unified Transportation Program (UTP) allocates funding for the I-35 Capital Express South project. The funds will be used to construct the proposed improvements. TxDOT has numerous project controls in place to ensure projects stay on schedule and within budget.
29	John Foster	4/28/2021	Email Comment	Support for Managed Lanes	I 35 - HOV lanes don't work. Express lanes like MOPAC work.	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP,

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
						tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.
30	Jonathan Coffman	4/28/2021	Online Comment Form	Support for Project	I believe this project is worthwhile to continue pursuing. We need serious plans to relieve congestion, have better transportation infrastructure and to enable further growth in the community.	Thank you for your comment. Comment noted.
				Support for Tolled Lanes	HOV and Tolled lanes can and should be part of the equation since those also provide for better public transportation options.	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.
31	Justin P Morgan	5/21/2021	Online Comment Form	Support for Project	It all looks very nice, and I am in favor of the project,...	Thank you for your comment. Comment noted.
				Design as long as the managed lanes that are elevated aren't elevated too high. I don't want them to look unsightly.	Thank you for your comment. The height of the managed lanes would vary from 20 to 40 feet above the existing mainlanes.
32	Justin Spillmann	5/27/2021	Email Comment	Access	<p>My name is Justin Spillmann and I have comments about the I-35 south realignment. The removal of the existing northbound exit ramp near the Home Depot just north of Slaughter lane is a mistake. By moving this exit ramp further north, you are going to drastically increase the amount of traffic at the already burdensome Slaughter and I-35 intersection.</p> <p>There are at least six apartment complexes and 30+ acres of currently undeveloped land that users will end up having to go thru the light at Slaughter to access because of the closing/relocation of the exit ramp.</p> <p>Please consider how this impacts the traffic and keep this ramp location open or provide alternate means of access to these properties without having to go thru the light at Slaughter lane..</p>	Thank you for your comment. Entrance and exit ramps are proposed to provide the most mobility benefits with the least right-of-way impacts. Maintaining existing entrance and exit ramps in this location would require extensive right-of-way impacts. Relocating the exit ramp north of Slaughter Lane was required to facilitate other enhancements within this area to improve the overall mobility within the corridor. Additionally, our traffic studies indicate only a portion of the vehicles accessing the properties along the northbound frontage road between the existing and proposed exit ramp locations north of Slaughter Lane are using the existing exit ramp to access the properties today. Many of the users are approaching from the north and are using the south to north U-turn lane at Slaughter Lane, and are not using the existing exit ramp. Another portion of drivers are accessing these properties from Slaughter Lane east and west of I-35 and are not using the exit ramp. Only a small portion of the vehicles accessing the properties between the existing and proposed exit ramp locations are using the existing exit ramp today. To minimize the impact on these vehicles, improvements are proposed to the Slaughter Lane intersection such as additional auxiliary and turning lanes to reduce overall congestion, along with the addition of a new auxiliary lane between the northbound entrance and exit ramps south and north of Slaughter Lane to allow northbound frontage road traffic traveling through the Slaughter Lane intersection to bypass the intersection without having to fully merge with mainlane traffic. All of these improvements together lead to an overall reduction of congestion and increase safety throughout the corridor.
33	Kathleen Myers	4/29/2021	Online Comment Form	Multi-Modal/Transit	I grew up in Austin and still visit frequently. Austin is in DESPERATE need of viable public transit options between downtown, suburbs, and exurbs and within the downtown area. If these options existed, far fewer cars would need to be on the road. Expanding 35 is an expensive bandaid for	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. The project is

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					Austin's congestion problem. I'd like to see TxDOT reallocate some money from roadway expansions to public transit so that existing planned railways can be operational ahead of schedule.	fully funded under UTP, a 10-year plan to guide transportation project development.
34	Kristofor Langlais	5/14/2021	Online Comment Form	Additional Lane/Expansion Opposition	I strongly oppose this project and expansion of I-35 lanes.	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
35	Marvin Cole-Chaney	4/28/2021	Email Comment	Design	I would like to submit a comment regarding the south I-35 improvements. I am in favor of the overall design schematics of the managed lanes and have no comment on its environmental impacts. My only negative comment is in regards to the reconfiguration of exit ramps south of Hwy 71. Currently, drivers on Hwy 71 (both EB and WB) that take the direct connectors to SB I-35 are able to take the William Cannon exit ramp. Based on the provided schematics, that is no longer an available route. While there may be limited WB Hwy 71 traffic that is looking to exit at William Cannon, the same is likely not true for EB Hwy 71 traffic. I live in Easton Park and when traffic is not totally backed up on the direct connector will use this route as a faster alternative to weaving through Montopolis, Burleson, and McKinney Falls Pkwy. Those streets already have tremendous traffic and even when (if) Pleasant Valley is fully connected, the volume of traffic that street can handle would not be sufficient as this part of SE Austin continues to develop. Furthermore, should the schematic be implemented as designed, the only opportunity an EB Hwy 71 driver using the direct connector to SB I-35 would have to make a U-Turn would be at the Slaughter Lane intersection. I ask that this configuration be reconsidered to maintain the current access to William Cannon afforded to these drivers.	Thank you for your comment. In the future configuration, eastbound and westbound SH 71 traffic will merge onto the southbound I-35 bypass lane, which will allow them to exit to William Cannon Drive.
36	Mary Sanger	4/29/2021	Email Comment	Alternate Route/Trucks	Do the correct plan for IH 35 and prevent 18 wheelers going through Austin to take State Highway 130 and make it toll free for truckers.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. 8.3% of traffic on the project portion of I-35 is truck traffic, and that percentage will remain unchanged. Trucks will not be permitted in the managed lanes. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion would be reduced and safety would be increased for all users. Additionally, I-35 is part of the Texas Freight Highway Network.
37	Michael Galdo	4/29/2021	Online Comment Form	Design	Please do not widen I35 in its existing route. We should keep I35 at its current size, but drop it down and cap it, then create a loop around the city (maybe 130?). We can't widen	Thank you for your comment. A variation of the Capital Express South Project Alternative 1 with the managed lanes in a tunnel below grade was studied. This was found to not be viable due to a conflict with existing drainage

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					the highway, creating even more divide in the city. Why is the only major north-south route directly through the heart of our city?	<p>systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is near the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.</p> <p>The I-35 Capital Express Central project is being studied as a separate project. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.</p>
38	Michael Kiel	4/28/2021	Email Comment	Additional Lane/Expansion Opposition	My name is Michael Kiel and I am a graduate student at the LBJ School of Public Affairs. I am an avid biker and urbanist. Peer-reviewed research demonstrates that expanding highways does not improve congestion, but simply incentivizes use and heavy development along said highways.	<p>Thank you for your comment. It is the goal of the TxDOT team and the Mobility35 Program to enhance safety and improve mobility for all users of I-35. The proposed managed lanes are being implemented to manage congestion. TxDOT believes that managed lanes will incentivize carpooling and transit use, and also provide reliable travel times through the corridor for all vehicle types, including emergency services.</p> <p>Additionally, the I-35 Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.</p>
				Culture	I-35 also represents the racial history of segregation in Austin. Please tear it down instead.	Thank you for your comment. The proposed project underwent a community cohesion analysis. The analysis determined that the proposed project would not negatively impact community cohesion in the project area. Additionally, an independent analysis conducted by the University of Texas Center for Transportation Research (CTR), based on materials reviewed, including census data that indicated the location of low income and communities of color who live along this segment of I-35, CTR concluded that the community would not be divided, displaced, or have reduced access to services as a consequence of constructing the Capital Express South project. CTR also conducted an analysis of traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2 percent crash rate reduction. The CTR team also assessed whether the project would create EJ impacts that disproportionately impact the local community. Based on materials reviewed, including census data that indicated the location of low income and communities of color who live along this segment of I-35, CTR concluded that the community would not be divided, displaced, or have reduced access to services as a consequence of constructing the Capital Express South project.

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
39	Michael Whitney	5/26/2021	Online Comment Form	General	I object to this plan. This stretch of I-35 has been under construction continuously for up to 15+ years, with no end in sight. What has all that work and taxpayer money been for if you're only to rip-up and rebuild what's been completed to date? Will the recently completed new bridges and adjacent access road improvements be scrapped in this project? Who pays for all that waste? We don't need an elevated highway in S. Austin when we're talking about taking down the elevated lanes in Central/Downtown Austin.	<p>Thank you for your comment. The Capital Express South project will elevate the managed lanes from SH 71 to Slaughter Lane, to ensure that existing work completed on the I-35 from Stassney Lane to William Cannon Drive project remains intact. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about \$20.6 million per year.</p> <p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p>
40	Dr. M.L. Sloan	5/12/2021	Email Comment	General	<p>WHY THE HELL WAS THIS NOT DONE WHILE IH35 WAS ALREADY TORN UP FOR THE PAST SEVERAL YEARS YEARS TO MAKE "IMPROVEMENTS" UP NEAR THE IH35 / HWY71 (BEN WHITE) INTERCHANGE?</p> <p>POOR PLANNING. BLOATED BUREAUCRACY.</p> <p>THIS IS A DISGRACE. HAD I MANAGED MY COMPANY LIKE THIS, I WOULD HAVE BEEN FIRED AND REPLACED BY SOMEONE COMPETENT.</p>	<p>Thank you for your comment. Comment noted. Projects first go through planning, environmental clearance and then letting for construction. This project is in the planning phase and will first need environmental clearance before it is advanced to the construction phase. Additionally, TxDOT advances projects as funding becomes available.</p> <p>Regarding the timing of improvements, those currently under construction would serve the community in the immediate future. Improvements that are now in the planning phases would be open to traffic by 2026.</p>
41	Nikolai Tangdit	4/28/2021	Online Comment Form	Multi-Modal/Transit	I do not want i35 to expand. I think it will be a waste of tax payer money. If we expand i35 the traffic will continue to be bad. Because of induced demand there will always be cars on the highway. I would prefer if we spent our money either fixing the roads we already have or invest in other modes of transportation.	Thank you for your comment. The existing frontage road and intersection improvements currently being constructed from Williamson Creek through Stassney Lane and William Cannon Drive and at Breeza Lane will be preserved and incorporated into the I-35 Capital Express South project.
42	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	Below are the Red Line Parkway Initiative's comments for the I-35 Capital Express South project virtual public hearing closing today, May 26th, 2021:	Thank you for your comment. The I-35 Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					TxDOT should prioritize bicycle and pedestrian connectivity across and along the I-35 corridor for all ages and abilities: Ensure that there is an all-ages-and-abilities pedestrian and bicycle crossing across I-35 at least every half-mile. The crossings can be as part of a multi-modal crossing or as a bike-and-ped-only crossing.	current transit options within the project corridor. The existing frontage road and intersection improvements currently being constructed from Williamson Creek through Stassney Lane and William Cannon Drive and at Breeza Lane will be preserved and incorporated into the I-35 Capital Express South project. These projects currently under construction will serve the community in the immediate future, while those in the planning phases now would begin construction in 2022.
43	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	The proposed shared-use paths will be a great addition to the corridor. These should be on both sides of the highway and should extend the entire length of the corridor to cover any missing gaps.	Thank you for your comment. The Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs will be present on both sides of the highway, will cover all gaps, and will be continuous from SH 71 to SH 45SE. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
44	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	I-35 bridges over major creeks should include shared-use path connections under the I-35 bridges on both the north and south sides of each creek: Onion Creek, Slaughter Creek, Williamson Creek. These additional shared-use paths should connect with the shared-use paths along the corridor.	Thank you for your comment. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
45	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	Any improvements in the vicinity of the Bergstrom Spur (immediately south of SH 71) should support and allow for a future grade-separated crossing for bicycle and pedestrian traffic and for transit, connecting across I-35. For more information on the future of the Bergstrom Spur, visit https://www.austintexas.gov/BergstromSpur	Thank you for your comment. The Capital Express South project will not be precluding the crossing at Bergstrom Spur. The project would provide for a wider at grade shared-use path (SUP). TxDOT will continue to coordinate with the City of Austin regarding bicycle and pedestrian facilities within the corridor.
46	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	All shared-use paths should be at least 12' wide to allow safe and usable two-way traffic and mixed traffic. This project is within the City of Austin, which has a design standard of 12' for shared-use paths, with allowances for wider paths in some areas.	Thank you for your comment. Shared-use path (SUP) width is maximized everywhere that there is available space. There are areas where a reduced width is required, but they have been maximized as much as they can be given the constraints throughout the corridor.
47	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	Since the observed speeds on the frontage roads are generally greater than 35 mph, the shared-use paths should be protected from the frontage roads by using a physical barrier, e.g. jersey barrier, trees, guardrails, etc.	Thank you for your comment. The Capital Express South project will meet the TxDOT Bicycle Accommodation Design Guidance.
48	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	The pedestrian and bicycling accommodations should meet or exceed the TxDOT Bicycle Accommodation Design Guidance released April 2nd, 2021. For reference: https://ftp.txdot.gov/pub/txdot-info/ptn/bike-acco-design-guide.pdf	Thank you for your comment. The I-35 Capital Express South project will meet the TxDOT Bicycle Accommodation Design Guidance and TxDOT design standards. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
49	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	The elevated lanes will create several problems, especially that the elevated structure will preclude pedestrian and bicycle bridges over I-35 that would help create crossings every half-mile or less.	Thank you for your comment. East-west crossings at creek locations are being evaluated at Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek as a part of detailed design. The Capital Express South project will not be precluding the crossing at Bergstrom spur. TxDOT is coordinating

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
						with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.
50	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Safety	Ending traffic deaths and serious injuries needs to be among the top concerns in this project. For any managed lanes and controlled access lanes, please use safe urban design speeds appropriate for a dense urban freeway setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.	Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about \$20.6 million per year.
51	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Design	Ensure that the project is compatible with existing local plans. The public has already approved plans by the City of Austin and other local government entities, such as the Austin Strategic Mobility Plan (ASMP) and the voter-approved Project Connect. TxDOT should help accomplish those plans.	Thank you for your comment. TxDOT and the city of Austin coordinate regularly on projects, including those proposed as part of the Corridor Program. Your comment has been shared with the project team.
52	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Multi-modal/Transit	The project's proposed motor vehicle lane capacity needs to be reevaluated in the context of the November 2020 passage of Austin Propositions A and B, which will result in substantial build out of the transit, pedestrian, and bicycling networks. These networks are projected to dramatically shift future, potential automobile trips to other travel modes.	<p>Thank you for your comment. Local and regional long range transportation and comprehensive plans were consulted in preparation of the EA. Imagine Austin is the comprehensive plan for Austin. The City of Buda Transportation Master Plan Update and 2030 Comprehensive Plan are planning documents that state the goals and objectives for development in and around Buda. The CAMPO 2045 Regional Transportation Plan is the overarching plan for the region. All of these have plans have input from local governments, planners, transportation departments, citizens and interest groups.</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 South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.</p> <p>TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.</p> <p>East-west crossings at creek locations are being evaluated at Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek as a part of detailed design. The Capital Express South project will not be precluding the crossing at Bergstrom spur. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.</p>
53	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Environment	The project needs to mitigate its environmental impacts, including climate change impacts. Those climate change impacts will affect people locally and globally, and those	Thank you for your comment. TxDOT prepared a greenhouse gas (GHG) analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					impacts need to be mitigated in an amount much greater than the pedestrian, bicycle, and transit components that have already been included in the project. Greenhouse gas emissions should be based on a baseline year during the life of the project, e.g. 2030, and TxDOT's analysis should state its assumptions about that year's motor vehicle fleet energy usage (e.g. what greenhouse gas emissions are produced by the vehicles using I-35).	emissions.” For further detail on this analysis, it's assumptions and methodology, the report is available at: https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf . This report also discloses that future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to changes that are not yet known associated with: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements that are not yet known. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.
54	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Environment	The regional growth forecasting process and travel demand models do not adequately reflect a need for additional motor vehicle lanes for this corridor. The case needs to be more solid for such a large investment and such a large negative local and global environmental impact.	Thank you for your comment. The I-35 Capital Express South project is needed because the capacity of I-35 between US 290W/SH 71 and SH 45SE is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and reduced safety. For a further discussion of supporting data please see Section 3.0 Need and Purpose in the EA at https://my35capex.com/projects/i-35-capital-express-south .
55	Robin Weatherl	5/7/2021	Online Comment Form	Multi-Modal/Transit	<p>Hello,</p> <p>I am writing to express my concerns about the TxDOT Capital Express South project to expand I-35. In summary: I am against this proposed project as it stands today. I believe that major increases in public transportation services would better respond to the need to expand transportation in Austin in anticipation of major population growth. And I think that we can all agree: the car-centric characteristics of Austin (and all Texas cities) is problematic for several reasons, most notably in the context of the climate change crisis.</p> <p>While public transportation is somewhat available in Austin, it's network is severely lacking, and work on expanding of the network of MetroRail and other such services has been very slow. 20 years is too long for the proposed capmetro expansions, especially compared to I-35 expansions that occur in half that time, or less.</p> <p>Expansion of public transportation services, especially MetroRail to serve the entire city would serve a much larger portion of the population than would expansion of services. I realize that TxDOT has given grants to capmetro to help expand these services, but the 50 million dollar grant in 2019 is peanuts compared to the 300 million dollar estimate for the proposed expansion of I-35.</p> <p>Please, please consider diverting these funds to improve</p>	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.</p> <p>TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p> <p>The Capital Express South project is funded with Texas Clear Lanes funding - it is specific to this project - the State funding for transit is limited and the rules for using the funding this project that do not allow the funds to go to transit. Transit will have to look for federal or local funding for any additional transit projects. However, we are coordinating with CapMetro on transit facilities within the project corridor.</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					<p>public transportation services in Austin. Not only would this help to respond to the climate change crisis, but it would increase mobility for the disabled and low-income communities. There are so many areas in Austin where travel time from point A to point B is 10 minutes by car, and 45 minutes to an hour by bus or rail. In 2021, in a large city like Austin, that is ridiculous.</p> <p>Thank you for accepting comments from the public, and please reconsider the TxDOT I-35 expansion project.</p>	
				Bicycle/Pedestrian	<p>The increased bike lanes and pedestrian walkways that are part of the proposed TxDOT project are grossly inadequate, especially given that many people live too far from their work places to walk or even bike. I realize that capmetro has lots of expansion projects in the pipeline for the next 20 years, but they are slow and inadequate compared to the rate of population growth in Austin.</p>	
56	Robert Spillar	5/5/2021	Email Comment	Aesthetics	<p>Austin Transportation Department Comment #1 (also includes image attachments):</p> <p>Dear Tucker,</p> <p>As I have indicated previously, the future design of the I-35 corridor through Austin will have profound long-term impacts and benefits on our community. One of the specific areas of discussion I would like to encourage with your office and with your NEPA environmental teams is the use of art and aesthetic elements as part of the design process to address specific operational needs of the corridor. I know that TxDOT Austin has already conducted some work related to the future design elements of the corridor, but I want to specifically engage on the larger issue of incorporating art into the design process moving forward, especially where that art can be used to positively address specific pedestrian and bicycle experiences crossing the corridor.</p> <p>The current I-35 corridor employs a range of architectural features throughout the corridor, including faux limestone rock imprints on retaining walls, UT/longhorn motifs on columns near SH71, Egyptian motif columns near US 183, and a variety of landscaping and other architectural add-on elements throughout the corridor. I believe the potential of the future I-35 corridor to include a more appropriate series of artistic installations that better represent Austin, Central Texas, and the historical importance of this corridor to be</p>	<p>Thank you for your comment. TxDOT districts are encouraged to develop corridor-specific plans to coordinate the aesthetic properties of materials, colors, textures, patterns, and form, particularly within key urban corridors of the district. Coordinating these issues with the City is ongoing.</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					<p>great. At the same time, the corridor also needs to address certain design elements that are critical to making this corridor more pedestrian friendly and inviting. Use of art on underpass columns and artistic lighting have been designed throughout the country to make hot urban sidewalks more enjoyable for non-auto users. Pedestrian bridges and crossings need not be utilitarian but can be designed architecturally to attract positive activities.</p> <p>Based on a quick search of images on the internet, I have collected a handful of ideas used in Texas and in other national/international locations to better meet the needs of pedestrians (see attached images). These include murals on freeway columns in San Antonio and Toronto; sculpture and lighting displays in San Antonio, Birmingham, and Austin; sound wall designs from Arizona; innovative pedestrian bridges and pedestrian shade structures from a variety of locations.</p> <p>My experience in other locations is that incorporating art and aesthetics during the design and NEPA process allows for a very cost effective inclusion of such elements into the design, helping to make the art look part of an integrated project as opposed to an afterthought. This is important to help encourage sustainability of both the artistic elements as well as the freeway overall. As for the NEPA process, I believe incorporating art and aesthetics in the current discussion (or parallel to the current discussion)gives the community a focal issue to engage on. In terms of NEPA, art and aesthetics can give the surrounding community a tangible element of the project to work on, making the overall project more palatable to the adjacent neighborhoods.</p> <p>The City of Austin has a strong Art in Public Places program that can assist with curating the specific artists. The Austin Transportation Department has an Urban Place Making division that I can bring to bear to assist with a focused art and public space discussion.</p> <p>I request that a discussion to incorporate art into the I-35 project be initiated, specifically as it relates to helping make the I-35 corridor more sustainable. I request that we define the need for a corridor aesthetics plan as part of the on-going I-35 design process. If such a corridor plan exists, I request that you provide a copy of that plan and that we review that</p>	

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					<p>plan together to determine if we can reopen that plan to incorporate some of the concepts presented with this letter.</p> <p>Please include this request as part of your evolving NEPA documentation on the Central Section, as well as the North and South sections of the roadway. I know that the South public hearing is currently open for comment.</p> <p>I look forward to hearing back from you. I know that several City of Austin Council Members are likewise interested in these issues, especially where we can use these techniques to improve the pedestrian experience walking along the future I-35 Corridor.</p>	
57	Robert Spillar	5/25/2021	Email Comment	Community Engagement	<p>Austin Transportation Department Comment #2 (also includes image attachments):</p> <p>Dear Mr. Ferguson and Mr. Cho:</p> <p>Thank you for the opportunity to comment on the I-35 Capital Express South project. The Austin Transportation Department appreciates the efforts of TxDOT staff on this project that would improve safety and the movement of people and goods along this crucial corridor.</p> <p>The Austin Transportation Department (ATD) supports the State's plan to reconstruct this section of the I-35 Capital Express Project. We recognize that the project presents an opportunity to improve safety and mobility in South Austin. We offer the following comments for the I-35 Capital Express South Project public hearing to further advance the mobility and safety needs of the city and region on both design and future operational plans:</p> <p>Community Engagement: The aerial concepts, direct-connect ramps, bypass lanes, and collector-distributor lanes all represent a significant change from how the corridor presents today. Please assure that these concepts have a thorough public vetting before assuming full support from the community and area stakeholders. Please make sure that these design elements do not repeat the harms that similar structures through the central section of IH-35 have historically created (i.e., creating a barrier between communities of color east of I-35 and employment opportunities in Central/West Austin). The City requests TxDOT coordinate with the City and community to assure sufficient connectivity across the corridor, improved safety, reduced noise impacts, and attractive aesthetics through</p>	TxDOT will continue to coordinate with the City throughout the design process and will continue to address comments and concerns from the surrounding community as the project continues to move forward. Community involvement is essential to this project's success. To further engage the community on the I-35 Capital Express South project, TxDOT hosted a virtual stakeholder meeting in December 2020. The meeting provided an update on the project design since the October 2019 public open house. The South virtual stakeholder meeting was visited by 572 community members TxDOT hosted a virtual public hearing with an in-person option from April 27 through May 26, where 493 community members attended.

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					design and construction materials is achieved. Specifically, please consider using art and aesthetics as a point of engagement with the community, helping those most affected by the future corridor to take ownership in its design and presentation within their neighborhood.	
				Multimodal/Transit	<p>Multimodal Crossings: Plans for the South segment currently propose no new east-west crossings. The City has transmitted requests to TxDOT for additional pedestrian and bicycle crossings in letters dated January 4 and January 19, 2021. Many crossings are included in the City's adopted Urban Trails and Park master plans. These crossings would reduce connectivity gaps, remove mobility barriers for lower income populations, and mitigate hot spots for pedestrian-involved crashes. The City requests continued coordination with TxDOT to assure the design of the Capital Express South project does not preclude or complicate these proposed future crossings. A map of these proposed crossings for the Capital Express South project is attached. The Austin Transportation Department is interested in partnering with TxDOT to bring these proposed crossings to fruition.</p> <p>Transit Access: Transit access between the managed lanes and critical intermodal transit facilities, transit stations, park-and-ride facilities, and primary destinations is critical to meeting Austin's adopted goal of achieving a 50/50 modal split by 2030 per the Austin Strategic Mobility Plan. The City, along with Capital Metro is evaluating opportunities to construct a park-and-ride facility near Slaughter Lane and Ralph Ablanedo Dr., adjacent IH-35. ATD provided TxDOT this information in our previous comments for the South project, and Project Connect has included this facility in its 15% design plans for the Orange Line. TxDOT's latest South project plans do not include this facility and the City again requests TxDOT continue to work with Capital Metro and the City to either provide this direct transit connection or preserve the ability to accommodate it as Project Connect is constructed.</p>	<p>Multimodal Crossings: TxDOT will continue to coordinate with the city of Austin regarding the request for additional bicycle and pedestrian crossings along I-35, as mentioned in the Jan. 4 and Jan. 19 letters. Further analysis of the corridor has shown that an overhead bicycle/pedestrian bridge at Teri Road-Colonial Park Boulevard is not feasible due to the alignments of existing and proposed roadways and utilities, and right-of-way constraints. With the exception of the Teri Road-Colonial Park Boulevard bridge, TxDOT believes the other crossings mentioned in the two letters can be accommodated and included within in the I-35 Capital Express South project, or through a project design that will not preclude construction at a later date.</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 direct transit connection to the facility.</p> <p>TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p>
				Support for Managed Lanes	HOV/HOT Managed Lanes: The addition of managed High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lanes could help the city achieve the mode-split goals enumerated in the Austin Strategic Mobility Plan (ASMP) adopted in 2019. Managed HOV lanes would make carpooling and transit use more attractive, thereby reducing demand on the region's roadway network. Currently, TxDOT is assuming HOV operations of the managed lane additions to the corridor. The	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					Austin Transportation Department is on record for requesting that toll-management remain an option in the development of these assets. Because of demand, many HOV lanes in Texas can be seen to operate at sub-optimal conditions when occupancy requirements remain defined as transit and 2+ vehicles only. Likewise, demand on many Texas HOV lanes is not sufficient to sustain a vehicle criterion of transit and 3+ operation throughout the day. Moving the most people through the corridor while maintaining a sustainable investment is a priority for the City. We request TxDOT consider combining the operational concept of HOV and toll management, operating the future managed lanes as HOT (HOV and Toll managed lanes).	
				Safety	<p>Signalized Intersection Safety: Signalized intersections should be designed with safe crossings for pedestrians and bicyclists. Signalized intersections between frontage roads and cross streets are typically the least safe for vulnerable users due to high-speed conflicts with motor vehicles. Improvements include yield-controlled merge points enforced through innovative designs, including smart right-turn lanes and raised crosswalks. These design patterns should be the default configuration for slip lanes to improve crossing safety and comfort. The Federal Highway Administration (FHWA) has documented the effectiveness of these designs for improving safety for vulnerable users. The City's draft Transportation Criteria Manual also recommends the use of smart rights and raised crosswalks and we have partnered with TxDOT on installation of such designs here in the Austin District.</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 24'-30' driveway throat widths to reduce pedestrian exposure and improve vulnerable user safety.</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 design is a part of TxDOT's design criteria and is being considered at intersections that are being improved as part of this project. TxDOT will continue coordinating with the city of Austin and will seek to incorporate their recommendations to the extent possible.</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 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>
				Design	<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 frontage road lanes to 10 feet, providing high-quality shared-use paths instead of standard narrow sidewalks, use of</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,</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					<p>appropriate street trees and landscaping, and allowing on-street parking. The Austin Transportation Department is eager to partner with TxDOT on these and other appropriate techniques to humanize frontage road travel speeds and effectively operate grid-level assets.</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 presence of vulnerable roadway users in their path. The City recommends 10' setbacks of the shared-use paths (no less than 5'), and cross street widths reduced to the extent possible while maintaining the appropriate number of lanes. At cross street intersections where slip lanes are proposed, Austin Transportation requests constructing the turn lanes as smart-rights with raised crossings for the shared-use paths to improve crossing safety and comfort.</p>	<p>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 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>
				General	<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 the movement of people, goods and services through and within the Austin region. The City of Austin welcomes TxDOT's efforts to improve this corridor and strives to collaborate productively with the agency to deliver a project that meets the mobility needs of the city, region, and state.</p> <p>The Austin Transportation Department stands ready to assist TxDOT in achieving this grand vision for the I-35 Corridor. We recognize the importance of this corridor today, carrying somewhere between 200,000 and 300,000 vehicles per day. While it is vital to our economy, it is also a barrier to a safer and more connected Austin and needs replacement. The current safety attributes of the corridor are not acceptable to achieving our shared Vision Zero goals (eliminating fatalities and serious injuries due to mobility crashes). We recognize that with replacement, we must improve the efficiency, safety, and carrying capacity of the</p>	<p>Thank you for your comment. TxDOT looks forward to continuing to collaborate with the City of Austin on this project.</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					facility, emphasizing the movement of people, goods and services through and across the corridor, in preference to vehicle trips.	
58	Ron Binkley	4/29/2021	Online Comment Form	Support for Project	I have lived in Austin for 36 years and have been praying for some major relief on I-35 for 36 years. If I had lived here for 45 years years I would have been praying for that long too. FINALLY we have a plan to improve I-35, the environment and the barrier that the highway has served from the east side since it was built. I suggest we find a way to stifle the NAYSAYERS that think they know everything about building a super highway that will relieve so much congestion. The NAFTA highway is at it's worst running through downtown Austin. We now have a good plan. Let's get it going!!	Thank you for your comment. Comment noted.
59	Royce Williams	5/26/2021	Email Comment	Multi-Modal/Transit	No, no, no! This a treat the symptom not the problem project. Money would be better used I a public project that would actually cut congestion and emissions. A rail that runs north to south in the city would be awesome. Also using tax dollars to fund this and then turn and charge the very same citizenship money to drive on it is a ridiculous notion. HELL NO!	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
60	Russell Coleman	4/28/2021	Online Comment Form	Additional Lane/Expansion Opposition	DO NOT add any more lanes to I-35. It will not reduce congestion at all at this level of demand - this is a fundamental principle of urban design. The city and the state need to consider alternative strategies such as Reconnect Austin's plan for I-35.	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
				Bicycle/Pedestrian	Turning the highway into a walkable boulevard or burying it underground and building parks on top are infinitely better and worth every dollar spent. This plan, on the other hand, is a complete waste of taxpayer money, will bring no real benefit to the citizens, and should be immediately abandoned. The only parts of this plan that should stay are improvements in pedestrian and bike access, but that is not worth the price of taxpayer dollars funding more lanes on this terrible, terrible road.	Thank you for your comment. A variation of Alternative 1 was studied that involved placing the managed lanes in a tunnel below grade. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is in the vicinity of where the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.
61	Russell Coleman	4/28/2021	Email Comment	Additional Lane/Expansion Opposition	We can't let I-35 become the Katy Freeway. After adding more lanes, there, congestion *increased*. No taxpayer dollars should go to adding more lanes on 35. As a resident of 21 years, I am begging you to stop this plan. Urban design experts agree that building more lanes on such a heavily congested road like this will not have the effect of reducing travel times, and real-life proof of this abounds (again, see Katy Freeway). With all due respect, if this plan passes, it will	The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about \$20.6 million per year. During the design process, all aspects were taken into consideration including the elevation of

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					be one of the greatest wastes of taxpayer money in Austin's history.	the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
				Design	The city and state should consider Reconnect Austin's plan for 35, or even just turning I-35 into a walkable boulevard, and increase transit capacity along the corridor. These are the only ways to bring about actual improvements to the people who use the road every day like I do.	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.</p> <p>TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p> <p>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>
62	Russell Coleman	4/28/2021	Verbal Comment	Additional Lane/Expansion Opposition	Hi, my name is Russell Coleman and i have been a Austin resident for 21 years and I strongly oppose this expansion of I-35. This is a complete mess. I do not think that we should be adding anymore lanes. This will not help us reduce congestion at all. I don't know why the City and State have not considered better alternatives. There have been proposals out there to turn I-35 into a walkable boulevard, to place I-35 underground and a cap over it like the big dig in Boston and many other projects, so we can have parks. I-35 is a complete blight on the urban environment and it separates east and west Austin in unacceptable ways. This plan that i read on your website is just terrible. I think taxpayer money being spent on this is a disaster. I do not know why the State has not considered these alternatives, such as Reconnect Austin's plan for 35. I think that the State just loves highways. I would think that these funds could be spent on pretty much anything else. I think that improving Project Connect or adding more light rail lines. I say this as someone who drives I-35 every day through this area and knows how bad it is in this area. I know that this is not the	<p>Thank you for your comment. A variation of the Capital Express South Project Alternative 1 with the managed lanes in a tunnel below grade was studied. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is near the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.</p> <p>The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about \$20.6 million per year.</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					way to solve it. I mean, urban planners and urban designer experts know one thing for certain and that is adding more lanes like this to a place that there is already far more demand than there is supply will not help. It will not increase travel times or decrease travel times. This is just a complete waste of taxpayer money. It is shocking to me that the city is considering this.	<p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p> <p>Finally, the I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.</p>
63	Russell Taylor	4/29/2021	Online Comment Form	Additional Lane/Expansion Opposition	Do not expand or take any other measures to increase the capacity of IH35 to carry automobile traffic. The highway is an unnecessary blight on our city, and expanding the southern part of it is incompatible with shrinking it in the central region. We should be working to remove the environmental and social damage this road has had during its lifetime, deconstructing it to unite and heal the city, while rerouting through traffic around instead of through Austin.	Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/ .
64	Sarah Simpson	5/12/2021	Online Comment Form	Additional Lane/Expansion Opposition	<p>I strongly oppose this project for the following reasons.</p> <ul style="list-style-type: none"> - Widely available research shows that adding more non-tolled lanes is NOT a solution to CONGESTION. Adding almost twice the existing number of lanes!!! will lead to an overall increase in single occupant vehicles on the road and contributes to a costly, fiscally irresponsible cycle of highway expansion that wastes taxpayers dollars. - Widely available research shows that adding more non-tolled lanes is not a solution to safety. More lanes leads to increased passing and speeding and generally unsafe behavior. - Elevated lanes are costly, fiscally irresponsible and demonstrate the corrupt linkage between TXDOT projects and precast concrete company contracts. <p>.</p>	<p>Thank you for your comment. Managed lanes and restrictions on their use will provide a less congested route with reliable travel times for carpools, vanpools and transit. A value engineering study was conducted as part of the planning process for the I-35 Capital Express South project to help find cost effective solutions and be good stewards of public funds. That study showed that elevated managed lanes would not only provide more reliable travel times for all users (HOV, carpool, vanpool, busses and emergency services), but also save money and preserve recent improvements to the corridor.</p> <p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
						sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
				Support for Tolled Lanes	<p>I urge you to abandon the current proposal and move to the following:</p> <ul style="list-style-type: none"> - Conversion of existing lanes to managed and /or tolled lanes with congestion pricing to actually reduce congestion with a solution that actually has research proven results. - Conversion of existing lanes to bus priority lanes to focus on moving PEOPLE NOT CARS. <p>Spending over \$300 million dollars to implement an outdated, sure-to-fail solution is a crime. Please abandon this proposal and go back to the drawing board</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. The proposed project does allow transit to access the managed lanes.</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 South project preserves the ability to make the connections.</p>
65	Sarah Simpson	5/12/2021	Email Comment	Additional Lane/Expansion Opposition	<p>I strongly oppose this project for the following reasons.</p> <ul style="list-style-type: none"> - Widely available research shows that adding more non-tolled lanes is NOT a solution to CONGESTION. Adding almost twice the existing number of lanes!!! will lead to an overall increase in single occupant vehicles on the road and contributes to a costly, fiscally irresponsible cycle of highway expansion that wastes taxpayers dollars. - Widely available research shows that adding more non-tolled lanes is not a solution to safety. More lanes leads to increased passing and speeding and generally unsafe behavior. - Elevated lanes are costly, fiscally irresponsible and demonstrate the corrupt linkage between TXDOT projects and precast concrete company contracts. <p>.</p>	<p>Thank you for your comment. Managed lanes and restrictions on their use will provide a less congested route with reliable travel times for carpools, vanpools and transit. A value engineering study was conducted as part of the planning process for the I-35 Capital Express South project to help find cost effective solutions and be good stewards of public funds. That study showed that elevated managed lanes would not only provide more reliable travel times for all users (HOV, carpool, vanpool, busses and emergency services), but also save money and preserve recent improvements to the corridor.</p> <p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution as well as the impacts of an at-grade roadway configuration and the requirements for additional ROW resulting in this configuration which would be considerable with an at-grade roadway. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p>
				Support for Tolled Lanes	<p>I urge you to abandon the current proposal and move to the following:</p> <ul style="list-style-type: none"> - Conversion of existing lanes to managed and /or tolled lanes with congestion pricing to actually reduce congestion with a solution that actually has research proven results. - Conversion of existing lanes to bus priority lanes to focus on moving PEOPLE NOT CARS. 	<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. The proposed project does allow transit to access the managed lanes.</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</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					Spending over \$300 million dollars to implement an outdated, sure-to-fail solution is a crime. Please abandon this proposal and go back to the drawing board	Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
66	Sean Johnson	5/2/2021	Online Comment Form	Multi-Modal/Transit	Instead of widening 35 and inducing more demand, TXDOT needs to shift its focus more onto mass transportation. That's the only way we are going to be able to build ourselves up to meet the demand to meet our population growth.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
67	Sean Johnson	5/2/2021	Email Comment	Multi-Modal/Transit	Instead of widening 35 and inducing more demand, TXDOT needs to shift its focus more onto mass transportation. That's the only way we are going to be able to build ourselves up to meet the demand to meet our population growth.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
68	Suzanne Whatley	4/28/2021	Email Comment	Environment	I'm writing to voice my opposition to an above ground expansion of IH35 due to noise pollution and air pollution.	Thank you for your comment. Comment noted. An environmental assessment for the I-35 Capital Express South project did not find significant noise or air pollution impacts. A variation of Alternative 1 was studied that involved placing the managed lanes in a tunnel below grade. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is in the vicinity of where the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.
				Design	Please consider adding the new lanes underground.	Thank you for your comment. Due to the existing underground conditions (drainage, existing structures, utilities, etc.) adding lanes underground would be unfeasible.
69	Tatum Troutt	4/29/2021	Online Comment Form	Additional Lane/Expansion Opposition	Please, no more highway lanes. They solve nothing, are horrible for the environment, and divert attention from the investments we really need. TXDOT knows this and has the capacity to be a leader in this field yet continues to choose options that do nothing. At some point, all of Austin will just look like highway lanes, and there will STILL be traffic!	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
70	Tiffany Michelle Little	5/27/2021	Online Comment Form	Multi-Modal/Transit	We need to invest now in our growing city. We cannot wish away the fact that Austin continues to be the fastest growing city in the States. Please invest this money in greener public transportation like high speed rails instead.	<p>Thank you for your comment. The Capital Express South project is funded with Texas Clear Lanes funding - it is specific to this project. State funding for transit is limited and the rules for using the funding for this project do not allow the funds to go to transit. Transit will have to seek federal or local funding for any additional transit projects.</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</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
						Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
71	Unknown	4/28/2021	Online Comment Form	Multi-Modal/Transit	building more lanes makes traffic worse for everyone. txdot should focus more on public transit options and less on paving our cities over with concrete.	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.</p> <p>TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p>
72	Unknown	5/23/2021	Email Comment	Support for Managed Lanes	This project is a total waste of our tax dollars unless the managed lanes have variable tolling (like on MoPac); otherwise these are just HOV lanes and won't fix anything from a traffic perspective. Build the right project (toll managed lanes) or don't waste our tax dollars!!! HOV lanes don't work.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
73	Unknown	5/24/2021	Online Comment Form	Support for Managed Lanes	This project is a total waste of our tax dollars unless the managed lanes have variable tolling (like on MoPac); otherwise these are just HOV lanes and won't fix anything from a traffic perspective. Build the right project (toll managed lanes) or don't waste our tax dollars!!! HOV lanes don't work.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
74	Unknown	5/27/2021	Online Comment Form	Alternate Route/Trucks	The definition for "local" traffic does not align with a common sense definition of the term. I recognize that Buda to Manor is considered "local" but this is not a sensible definition. Please consider routing trucks around I35. Until TXDOT give this serious evaluation rather than outright dismissal, you will keep getting this ask. In all of my years of commuting through central Ausitn I have only 1 time seen a truck exit (during the "workday"). Let's free up ALL available real estate on those lanes and re-route the big trucks.	Thank you for your comment. Trucks use I-35 because it is part of the Texas Freight Highway Network. 8.3% of traffic on the project portion of I-35 is truck traffic, and that percentage will remain unchanged. Trucks will not be permitted in the managed lanes.
75	Unknown	5/27/2021	Online Comment Form	Aesthetics	Please keep the sound barriers SIMPLE. Or please hire architects for this visioning task or maybe even coordinate with the Austin AIA and members to collaborate on a SINGLE consistent design (I recognize that these must be designed by civil engineers, but civil engineers are not trained on aesthetics in any demonstrable way). The Mopac sound barriers are hideous aside from their structural failures. Sound barriers should not look like bad imitations of classical architecture with fake stone textures. Please keep them simple, and have them look like concrete. Also please consider allowing vines to grow on them.	<p>Thank you for your comment. TxDOT districts are encouraged to develop corridor-specific plans to coordinate the aesthetic properties of materials, colors, textures, patterns, and form, particularly within key urban corridors of the district. Coordinating these issues with the City is ongoing.</p> <p>That being said, the final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents.</p>

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
76	Unknown	5/27/2021	Online Comment Form	Access	Please eliminate ALL driveway access to properties on the frontage road in favor of access from an adjacent perpendicular "collector". The difference between frontage road speeds and driveway speeds are quite dangerous. In liue of this please dedicate a "turn only" lane on the access road.	<p>Thank you for your comment. Driveways and frontage roads along the project are being designed in accordance with TxDOT requirements. TxDOT will look for driveways that may have radii or normal driveway widths that exceed current TxDOT design criteria and determine if reductions can be made. TxDOT will also look for opportunities to eliminate or combine driveways, though these actions may require the cooperation of property owners, which TxDOT may not be able to obtain. TxDOT is seeking to provide shared-use path setback of 5-feet, though constrained right of way does not allow this consistently through the project limits.</p> <p>In terms of frontage roads, the City is being given the opportunity to review and comment on the final construction plans. The proposed improvements include replacing intermittent narrow sidewalks with continuous shared-use paths along both frontage roads for the project length, but the constrained right of way within the corridor does not allow for features like on-street parking, and space for trees and landscaping along the frontage roads.</p>
77	Waldo	4/28/2021	Online Comment Form	Support for Project	I think this project is essential to help accommodate the continued growth of the city. Austin texas is set to keep growing in the coming years and if that area of the city is left as is with its rate of growth the traffic issue in austin will get much worse as when that area is packed drivers seek other paths and jam other parts of the city. This could help alleviate traffic city wide. Or at the very least lessen the impact of Austin's continued growth in terms of traffic around the city.	Thank you for your comment. Comment noted.
78	William Schwartz	4/29/2021	Online Comment Form	Design	<p>I drive the section of I-35 from Onion Creek Parkway to Hwy 290/71 everyday and it is not nearly as dire as the proposed plan would have you believe. A few simple adjustments of the existing roadway will make the improvements that would increase safety and decrease travel time.</p> <p>A simple, restriping project to enable more of the, already in place, main lane roadway to be used for merging traffic. Namely at Slaughter Lane and William Cannon Drive on the northbound side. And Slaughter Lane on the Southbound side. This may require additional paving but the amount of new paving for this work would be exponentially less expensive, invasive, and disruptive than the current proposed project.</p> <p>Additionally, fix the southbound frontage road intersection North of William Cannon Drive and North of Slaughter Lane to allow traffic to flow better off of the main lanes of I-35. Please, do not attempt to correct the traffic issue of I-35 in South Austin by installing an elevated deck. The real issue is</p>	Thank you for your comment. The proposed southbound I-35 bypass lane would be a one-way road next to and separate from the mainlanes and frontage roads that allow entering and exiting traffic to merge without disrupting mainlane traffic. They allow traffic to bypass frontage road traffic signals at cross streets while maintaining local access, in this instance to access to William Cannon Drive and Slaughter Lane. By allowing southbound traffic to bypass each intersection, we will greatly reduce the volume of traffic at each intersection and improve mobility for east and west travelers.

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
					the bottlenecks created by merging oncoming and exiting traffic, which can be corrected with much less expensive and much less invasive methods.	

B.

Public Hearing Certification



Public Hearing Certification

Project Name: I-35 Capital Express South

County Name: Travis

Control Section Job Numbers (CSJ): 0015-13-077 & 0016-01-113

Project Limits From: US 290 West/SH 71/Ben White Boulevard

Project Limits To: SH 45 Southeast

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

- A. A public hearing was held on April 27, 2021 at TxDOT South Travis/Hays County 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.


TxDOT Representative Name

4/27/21
Date

C.

Notices Provided

8]gd`Um5Xg`

BYk gdUdYf`	Fi b`8UHg`
5i gh]b`5a Yf]Wlb`GHUHYga Ub`	\$(#%%#&\$&%`
9`A i bXc`fGdUb]g\`E`	\$(#%) #&\$&%`
7ca a i b]hm`a dUMh` Gci h\k Ygh5i gh]b`	\$(#&&#&\$&%`

Justices halt rule limiting home worship

Supreme Court supports religious protections over coronavirus restrictions

John Fritze
USA TODAY

WASHINGTON — The Supreme Court has shot down a California regulation limiting religious worship at home, the latest in a series of rulings in which the justices have found that coronavirus pandemic regulations violate the First Amendment's protections of religion.

The 5-4 unsigned opinion, published just before midnight on Friday, highlighted the deep divisions over the issue, with Chief Justice John Roberts siding with three liberals who dissented. The court noted that it had overturned the California-based U.S. Court of Appeals for the Ninth Circuit in similar cases four previous times.

California had announced significant changes loosening restrictions on gatherings that go into effect Thursday. The changes came after infection rates have gone down in the state. But the court stressed in its opinion that such changes while a dispute is on appeal do not necessarily make the case moot.

In an effort to stop the spread of COVID-19, California prohibited at-home gatherings in counties hit hard by the pandemic and limited those gatherings elsewhere to no more than three households. The restrictions were challenged by two Christian pastors who wanted to hold Bible studies, prayer meetings and other services in their home.

The court said California appeals people from more than three households to gather in hair salons, retail stores, movie theaters and restaurants. Given that, the justices said, the state would need to show that it is more dangerous for people to gather in homes for religious services than in those other places.

"Where the government permits other activities to proceed with precautions, it must show that the religious exercise at issue is more dangerous than those activities even when the same precautions are applied," the court wrote. "Otherwise, precautions that suffice for other activities suffice for religious exercise too."



Members of the Islamic Center of Conejo Valley in Newbury Park, Calif., gather outside after prayers on Feb. 12.
JUAN CARLO/VENTURA COUNTY STAR



Since conservative Amy Coney Barrett joined the Supreme Court, a majority of justices have backed religious organizations over local governments that have imposed virus restrictions.
PATRICK SEMANSKY/AP FILE

In a dissent, Justice Elena Kagan asserted that the majority was hurting state officials' ability to address a public health emergency. Justices Stephen Breyer and Sonia Sotomayor joined in

her dissent.

"California limits religious gatherings in homes to three households. If the state also limits all secular gatherings in homes to three households, it has complied with the First Amendment," she wrote.

Asserting that worshippers gathering in a home are likely to spend more time there than they do at a store, more likely to engage in long conversations and less likely to wear masks and practice social distancing, Kagan argued that the majority "continues to disregard law and facts alike."

The court has dealt with a string of cases in which religious groups have challenged coronavirus restrictions affecting worship services. Early in the pandemic, the court sided with state officials over the objection of religious groups, but that changed following the death of liberal Justice Ruth Bader Ginsburg in September and her replacement

by conservative Justice Amy Coney Barrett.

The court, where conservatives now have a 6-3 majority, began finding for churches and other religious entities in the cases after initially siding with states. In this case, the majority was composed of Justices Clarence Thomas, Samuel Alito, Neil Gorsuch, Brett Kavanaugh and Barrett.

Roberts would have denied the pastors' appeals, but he did not explain his reasoning and did not join Kagan's dissent.

In November, the high court barred New York from enforcing certain limits on attendance at churches and synagogues in areas designated as hard-hit by the virus. And in February, it told California that it can't bar indoor church services because of the coronavirus pandemic, though it let stand a ban on singing and chanting indoors.

Contributing: Associated Press



I-35 CAPITAL EXPRESS SOUTH 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 US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast. 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 South project.

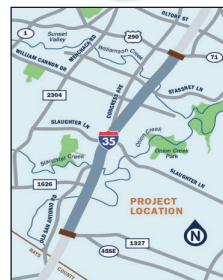
Proposed improvements include:

- Adding two non-tolled, high-occupancy vehicle managed lanes in each direction
- Reconstructing bridges
- Adding bicycle and pedestrian paths
- Making additional safety and mobility improvements

The proposed project would require the acquisition of approximately 13 acres of additional right of way. The proposed project would not displace any residents or businesses.

**Tuesday, April 27 at 9 a.m. through
Wednesday, May 26, 2021**

Project information available for
review and comment:
my35capex.com



An in-person option will be held on Tuesday, April 27, 2021, from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person, must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.

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

EMAIL: CapExSouth@txdot.gov

VERBAL COMMENT BY VOICEMAIL: (512) 501-5451

MAIL: Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703

ONLINE: my35capex.com

Comments received or postmarked by May 26, 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, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

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.

CSIs: 0015-13-077 & 0016-01-113

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §

COUNTY OF TRAVIS §

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

Luis H. Diaz, who being by me duly sworn,
(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 circulated
(name of newspaper)

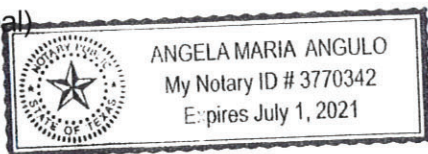
in Austin, Travis County, Texas;

that the ad for the following customer: Texas Department of Transportation / I-35 CES PROJECT
was published in said newspaper on April 15, 2021.

Luis H. Diaz
(newspaper representative's signature)

Subscribed and sworn to before me this the 15th day of April, 2021 to certify which witness my hand and seal of office.

(Seal)



[Signature]
Notary Public in and for the State of Texas

Angela M. Angulo
Print or Type Name of Notary Public

July 1, 2021
My Commission Expires



SANDOVAL & JAMES
TOMAMOS CASOS DE INMIGRACIÓN

ABOGADOS DE LESIONES
WWW.SJ-LAWFIRM.COM

¡No somos los únicos, pero somos los mejores!

(512) 382-7707 4807 SPICEWOOD SPRINGS
EDIF. 2 SUITE 100 • AUSTIN, TX 78759



¿LASTIMADO EN UN ACCIDENTE?

Consulta Gratis 24/7

Países centroamericanos reforzarán seguridad en sus fronteras

El objetivo es hacer más difícil la travesía de migrantes y el cruce hacia territorio estadounidense

El Gobierno Federal llegó a un acuerdo con tres naciones centroamericanas para fortalecer temporalmente la presencia de sus fuerzas de seguridad en sus fronteras con el objetivo de evitar la llegada masiva de migrantes a la línea fronteriza del sur del país.

El acuerdo surge luego de darse a conocer que marzo pasado fue el mes en que más menores no acompañados llegaron a la frontera sur de Estados Unidos; además, en ese mes la Patrulla Fronteriza registró su número más alto de encuentros con migrantes: casi 170,000.

México mantendrá un despliegue de 10,000 efectivos en su frontera sur; Guatemala creará doce controles viales a lo largo y ancho de su territorio y



EXPECTATIVA. El aumento en la llegada de migrantes a la frontera se está convirtiendo en un gran desafío para la presidencia de Joe Biden.

enviará 1,500 efectivos a la suya y Honduras despachará 7,000 efectivos a su línea fronteriza para evitar que pase la gran cantidad de migrantes que tienen el objetivo de llegar a la frontera estadounidense.

Este acuerdo fue resultado de una serie de consultas bilaterales entre Estados Unidos y los países centroamericanos.

Si bien la vicepresidenta Kamala Harris es la encargada de las gestiones diplomáticas que tienen el objetivo de atenuar el alza en el número de migrantes que llegan a la frontera estadounidense, Roberta Jacobson, coordinadora de gestiones en la frontera del sur de Estados Unidos, también estuvo involucrada en las discusiones. **AGENCIAS**

EL DATO

La cantidad de migrantes que llegaban a la frontera empezó a aumentar en el último año de la presidencia de Donald Trump, pero se aceleró bajo el mandato de Biden, quien ha revocado muchas políticas de su predecesor.

INMIGRACIÓN
REPRESENTACIÓN LEGAL PERSONALIZADA Y EN SU IDIOMA

ABOGADA EMMA APODACA

- Petición de Familia
- Residencia Legal Ciudadanía
- Visas de Trabajo

También ofrecemos Representación en asuntos de familia, divorcio y adopción

806 West 11th Street
Austin, TX 78701
(512) 293-7557
www.apodaca-law.com

AVISO LEGAL

Conviva Greco se MUDARÁ a 4359 Greco Drive, San Antonio, Texas, 78222 el 3 de mayo de 2021. Venga a visitarnos en nuestra nueva ubicación o programe una cita llamando al (210) 648-8200. Si usted **no desea recibir atención en nuestra nueva ubicación**, puede obtener una copia de su registro médico en la dirección y teléfono previamente mencionados.

SABOR COLOMBIA
LATIN CUISINE

VEN Y DISFRUTA! LAS DELICIAS QUE TE HAN FALTADO PARA TI

13201 RANCH ROAD 620 #204
AUSTIN TX 78717
(512) 505-8305

¡YA ABRIMOS!

1318 ROUND ROCK AVE
ROUND ROCK TX 78681
(512) 351-9794



¡Hablemos de estaciones!

 **projectconnect.com**

Los invitamos a obtener más información sobre Project Connect, cómo se verían nuestras estaciones y qué podrían ofrecer.

Reunión en vivo por Zoom: **27 al 29 de abril**
Reunión pública virtual y autoguiada: **26 de abril al 21 de mayo**

Comparta sus pensamientos mientras continuamos avanzando el desarrollo de las líneas Orange, Blue y MetroRapid.

Participe en nuestras reuniones públicas virtuales, autoguiadas en su tiempo libre o en vivo, que comenzarán a partir de finales de abril. Para acceder a los detalles de la reunión, visite **ProjectConnect.com**.

Los materiales de la reunión están disponibles en inglés y en español.



Imagen artística conceptual



AUDIENCIA PÚBLICA VIRTUAL DE LA I-35 CAPITAL EXPRESS SUR

El Departamento de Transporte de Texas está realizando una audiencia pública virtual con la opción de asistir en persona para discutir las mejoras de la I-35 desde la US 290 Oeste/SH 71/Ben White Boulevard hasta la SH 45 Sureste. El propósito de esta audiencia pública es para recibir comentarios públicos sobre el borrador de la evaluación ambiental (EA) por sus siglas en inglés y la alternativa recomendada para las mejoras en el proyecto I-35 Capital Express Sur.

Las mejoras propuestas incluyen:

- Agregar dos carriles para vehículos de alta ocupación sin peaje en cada dirección
- Reconstruir puentes
- Agregar carriles para bicicletas y peatones
- Hacer mejoras adicionales de seguridad y movilidad

El proyecto propuesto requerirá la adquisición aproximadamente de 13 hectáreas de servidumbre de tránsito. El proyecto propuesto no desplazará residentes o negocios.

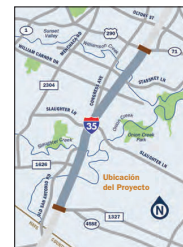
Una opción de audiencia en persona se llevará a cabo el martes 27 de abril del 2021 de las 8 a.m. a las 8 p.m. en la Oficina de TxDOT de los Condados Travis Sur/Hays, ubicada en el 9725 S. I-35, Austin, TX 78744. La opción de atender en persona será sólo por cita. Los individuos que deseen asistir en persona deben llamar al (512) 766-3472 entre las horas de 9 a.m. a 5 p.m., lunes a viernes para hacer una cita.

Los comentarios recibidos antes del 26 de mayo, 2021 serán incluidos en los archivos oficiales 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 a y participar en la audiencia pública, por favor póngase en contacto con Nic Barbera al número (512) 766-3472 a más tardar a las 4:00 p.m. hora central, el miércoles 21 de abril 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, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 24, Sección 2.27 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

DOI-2015-03-071 & 0016-01-113



Los comentarios públicos del proyecto pueden ser enviados por correo electrónico, teléfono o en línea:

CORREO ELECTRÓNICO:
CapExSouth@txdot.gov

COMENTARIO VERBAL POR MENSAJE DE VOZ: (512) 501-5451

CORREO: Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703

EN LINEA: my35capes.com

community
IMPACT
NEWSPAPER™
LOCAL. USEFUL. EVERYONE GETS IT.

State of Texas County of Travis

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

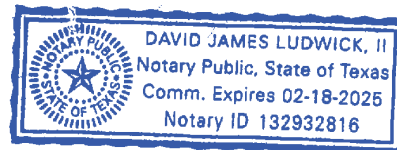
My name is Courtney Cottom. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ads were published in the Community Impact Newspaper Southwest Austin edition on April 22, 2021 at the cost of \$2165.00 per ad.

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

SUBSCRIBED AND SWORN TO BEFORE ME on this 29 date of
April, 2021, to certify which witness my hand and official seal.


Employee, Community Impact Newspaper

Notary, State of Texas
(seal)





P.O. Box 2895 • Pflugerville, TX 78691 • Ph: 512.989.6808 • Fx: 512.989.6809
www.communityimpact.com

What you can safely do when fully vaccinated



- ☒ Visit with other fully vaccinated people indoors
- ☒ Visit with low-risk unvaccinated people from a single household
- ☒ Refrain from quarantine and testing following an exposure if asymptomatic

For information on vaccines visit
<http://austintexas.gov/covid19-vaccines>

APH
Austin
Public
Health
PREVENT. PROMOTE. PROTECT.



COMMUNITY
IMPACT
NEWSPAPER
LOCAL. USEFUL. EVERYONE GETS IT.™

COMING SOON

2021
**HEALTH CARE
EDITION**

CONTACT US TODAY FOR TARGETED



PRINT



DIGITAL



DIRECT MAIL

(866) 989-6808

COMMUNITYIMPACT.COM/ADVERTISE



I-35 CAPITAL EXPRESS SOUTH 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 US 290 West/SH 71/ Ben White Boulevard to SH 45 Southeast. 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 South project.

Proposed improvements include:

- Adding two non-tolled, high-occupancy vehicle managed lanes in each direction
- Reconstructing bridges
- Adding bicycle and pedestrian paths
- Making additional safety and mobility improvements

**Tuesday, April 27 at 9 a.m.
through
Wednesday, May 26, 2021**

Project information available for review and comment:
my35capex.com



The proposed project would require the acquisition of approximately 13 acres of additional right of way. The proposed project would not displace any residents or businesses.

An in-person option will be held on Tuesday, April 27, 2021, from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person, must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.

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

EMAIL: CapExSouth@txdot.gov
VERBAL COMMENT BY VOICEMAIL: (512) 501-5451
MAIL: Matthew Cho, P.E.
 1608 W. 6th Street
 Austin, TX 78703
ONLINE: my35capex.com

Comments received or postmarked by May 26, 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, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

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: 0015-13-077 & 0016-01-113

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 SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas**

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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



Noticia

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

I-35 CAPITAL EXPRESS SUR

Desde la US 290 Oeste/SH 71/Ben White Boulevard hasta la SH 45 Sureste
CSJs: 0015-13-077, 0016-01-113
Condados Travis y Hays, Texas

El Departamento de Transporte de Texas está proponiendo mejoras a la I-35 desde el US 290 Oeste/SH 71/Ben White Boulevard en el Condado de Travis hasta el SH 45 Sureste en el Condado de Hays. Esta noticia avisa al público que un borrador de la evaluación ambiental (EA por sus siglas en inglés) está disponible al público y que TxDOT llevará a cabo una audiencia pública virtual sobre el proyecto propuesto con la opción de asistir en persona. **La audiencia virtual comenzará el martes 27 de abril del 2021 a las 9 a.m.** Para agregarse a la audiencia pública virtual visite my35capex.com. La audiencia virtual consistirá en una presentación de un video pregrabado que incluirá componentes de audio y visual. Por favor tenga en cuenta que la presentación no estará disponible en la página de internet hasta la fecha y hora listada anteriormente. La presentación estará disponible para ser vista en la página de internet indicada anteriormente hasta el **miércoles 26 de mayo del 2021** a las 11:59 p.m. Si usted no tiene acceso al Internet, puede llamar al (512) 766-3472 entre las horas de 8 a.m. y 5 p.m. de lunes a viernes, para hacer preguntas y acceder a materiales del proyecto durante el proceso de desarrollo del proyecto.

Adicionalmente, TxDOT está proporcionando una opción para individuos que quieran participar en la audiencia en persona en lugar de hacerlo en línea. Los asistentes en persona podrán ver la misma presentación en video que se mostrará en la audiencia pública en línea, revisar copias impresas de los materiales del proyecto, hacer preguntas al personal del TxDOT y/o consultores manteniendo el distanciamiento social y también dejar comentarios por escrito. **La opción en persona será el martes 27 de abril del 2021 de las 8 a.m. a las 8 p.m. en la Oficina del TxDOT de los Condados Travis Sur/Hays ubicada en el 9725 S. I-35 Austin, TX 78744.** Para la opción de asistir en persona será por cita solamente. Los individuos que deseen atender en persona deben llamar al (512) 766-3472 entre las horas de 9 a.m. a 5 p.m. de lunes a viernes, para hacer una cita. En reconocimiento de COVID-19, se optimizarán las medidas de seguridad y serán aplicadas a la opción de atender en persona, incluyendo 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 asegurarnos de mantener la ocupación adecuada dentro de la sala de audiencias.

Para las dos opciones de audiencia pública virtual y en persona, los miembros del público pueden llamar al (512) 501-5451 para proveer su testimonio verbal a partir de las 9 a.m. el martes 27 de abril del 2021 hasta las 11:59 p.m. el miércoles 26 de mayo del 2021. Comentarios formales por escrito pueden también ser enviados por correo o correo electrónico como se explica más abajo. Todos los testimonios verbales y comentarios escritos presentados en tiempo serán considerados por el TxDOT y serán incluidos como parte de la grabación oficial y estarán disponibles en línea en my35capex.com.

Dentro de los límites del proyecto de la I-35 es un acceso-controlado de la carretera interestatal que típicamente tiene tres a cuatro carriles principales en cada dirección. El proyecto propone agregar dos carriles más sin peaje en cada dirección en la I-35 desde la SH 71/Ben White hasta la SH 45 Sureste.

La extensión del proyecto es de 8.93 millas. El proyecto también reconstruirá puentes y agregará caminos para peatones y bicicletas, y adicionalmente mejorar la seguridad y movilidad dentro de los límites del proyecto. El ancho de la servidumbre de tránsito existente es típicamente de 300 a 420 pies y la servidumbre de tránsito propuesta se mantendrá de 300 a 420 pies.

Aunque se podría requerir servidumbre de tránsito adicional, no se anticipa que se desplazará en este momento a residentes o negocios. Información referente a los servicios y beneficios disponibles para los dueños de propiedades afectados e información acerca del calendario tentativo de la adquisición de la servidumbre de tránsito y construcción puede ser obtenida de la oficina de distrito de TxDOT llamando al (512) 832-7000.

El Proyecto propuesto envolverá construcción en tierras húmedas.

El proyecto propuesto envolverá una acción en zonas de inundación

El borrador EA, mapas y dibujos mostrando la ubicación del proyecto y diseño, tentativa de la agenda de construcción y otra información referente al proyecto propuesto se encuentran en archivo y están disponibles para inspección de lunes a viernes entre las horas de 8 a.m. y 5 p.m. en la **Oficina del TxDOT de los Condados de Travis Sur/Hays ubicada en el 9725 S. IH 35, Austin, TX 78744 y por teléfono en el (512) 282-2113**. Materiales del proyecto también están disponibles en línea en my35capex.com. Estos materiales también están disponibles en copias impresas para ser revisadas con la opción en persona.

La audiencia pública virtual y la opción de asistir en persona serán conducidos en el idioma inglés. Si usted necesita un intérprete o traductor de documentos porque el inglés no es su idioma primario o tiene dificultad para comunicarse de manera efectiva en inglés, se le proveerá uno. Si usted tiene alguna discapacidad y necesita asistencia, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita interpretación o servicios de traducción o es una persona discapacitada que requiere acomodación especial para asistir y participar en la audiencia pública virtual, comuníquese con Nic Barbera al (512) 766-3472 antes de las 4 p.m. CDT el miércoles 21 de abril, 2021. Tenga en cuenta que se requiere notificación con anticipación ya que algunos servicios y arreglos pueden requerir tiempo para que el Departamento de Transporte de Texas los pueda proveer.

La audiencia pública virtual y la opción de asistir en persona 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 a y participar en la audiencia pública virtual y/o la opción de asistir en persona, por favor póngase en contacto con Nic Barbera al número (512) 766-3472 a más tardar a las 4:00 p.m. hora central, el miércoles 21 de abril 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.

Comentarios por escrito del público concerniente al proyecto propuesto se requiere que sean enviados por correo a Matthew Cho, P.E., Gerente del Proyecto a 1608 W. 6th Street, Austin TX 78703.

Comentarios por escrito también pueden ser mandados por correo electrónico a CapExSouth@txdot.gov.

Los comentarios por escrito deben ser recibidos en o antes del miércoles 26 de mayo del 2021.

Adicionalmente, como se mencionó anteriormente, el público puede llamar al (512) 501-5451 y proveer verbalmente su testimonio a partir de las 9 a.m. el martes 27 de abril hasta las 11:59 p.m. del miércoles

26 de mayo del 2021. Las respuestas a los comentarios recibidos por escrito y testimonios públicos proveídos estarán disponibles, una vez que se hayan preparados, en línea en my35capex.com.

Si usted tiene preguntas generales o preocupaciones concernientes al proyecto propuesto, a la audiencia virtual o con la opción en persona, por favor contacte a Matthew Cho, P.E., Gerente del Proyecto, al (512) 865-7945 o por correo electrónico a: Matthew.Cho@txdot.gov.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo 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 de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) 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: steve.adler@austintexas.gov
Subject: Virtual Public Hearing for I-35 Capital Express South Project
Date: Monday, April 5, 2021 11:17:04 AM
Attachments: [Mayor Steve Adler COA CapEx South.pdf](#)
[FINAL CapEx-S 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 "Greg"	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	Pool	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 Buda	The Honorable	Mayor	Lee	Urbanovsky	lurbanovsky@ci.buda.tx.us
City of Buda, At-Large Position 1	The Honorable	Council Member	Matt	Smith	matt.smith@ci.buda.tx.us
City of Buda, Single Member District A	The Honorable	Council Member	Paul	Daugereau	pdaugereau@ci.buda.tx.us
City of Buda, At-Large Position 2	The Honorable	Council Member	Monica	Davidson	monica.davidson@ci.buda.tx.us
City of Buda, At-Large Position 3	The Honorable	Council Member	Ray	Bryant	rbryant@ci.buda.tx.us
City of Buda, Single Member District B	The Honorable	Council Member	Evan	Ture	eture@ci.buda.tx.us
City of Buda, Single Member District C	The Honorable	Council Member	Terry	Cummings	terry.cummings@ci.buda.tx.us
City of Kyle	The Honorable	Mayor	Travis	Mitchell	tmitchell@cityofkyle.com
City of Kyle, Position 1	The Honorable	Council Member	Dex	Ellison	dellison@cityofkyle.com
City of Kyle, Position 2	The Honorable	Council Member	Yvonne	Flores-Cale	yflorescale@cityofkyle.com
City of Kyle, Position 3	The Honorable	Council Member	Robert	Rizo	rrizo@cityofkyle.com
City of Kyle, Position 4	The Honorable	Council Member	Ashlee	Bradshaw	abradshaw@cityofkyle.com
City of Kyle, Position 5 (Mayor Pro Tem)	The Honorable	Council Member	Rick	Koch	rkoch@cityofkyle.com
City of Kyle, Position 6	The Honorable	Council Member	Michael	Tobias	mtobias@cityofkyle.com
Travis County	The Honorable	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	Gomez	margaret.gomez@traviscountytexas.gov
Travis County Sheriff's Office	Ms.	Sheriff	Sally	Hernandez	sally.hernandez@traviscountytexas.gov

Organization	Prefix	Salutation	First Name	Last Name	Email
Hays County	The Honorable	Judge	Ruben	Becerra	judge.becerra@co.hays.tx.us
Hays County, Precinct 1	The Honorable	Commissioner	Debbie	Ingalsbe	debbiei@co.hays.tx.us
Hays County, Precinct 2	The Honorable	Commissioner	Mark	Jones	mark.jones@co.hays.tx.us
Hays County, Precinct 3	The Honorable	Commissioner	Lon	Shell	lon.shell@co.hays.tx.us
Hays County, Precinct 4	The Honorable	Commissioner	Walt	Smith	walt.smith@co.hays.tx.us
Hays County Sheriff's Office	Mr.	Sheriff	Gary	Cutler	gary.cutler@co.hays.tx.us
Texas House District 46	The Honorable	Representative	Sheryl	Cole	sheryl.cole@house.texas.gov
Texas House District 47	The Honorable	Representative	Vikki	Goodwin	vikki.goodwin@house.texas.gov
Texas House District 48	The Honorable	Representative	Donna	Howard	donna.howard@house.texas.gov
Texas House District 49	The Honorable	Representative	Gina	Hinojosa	gina.hinojosa@house.texas.gov
Texas House District 50	The Honorable	Representative	Celia	Israel	celia.israel@house.texas.gov
Texas House District 51	The Honorable	Representative	Eddie	Rodriguez	eddie.rodriguez@house.texas.gov
Texas House District 52	The Honorable	Representative	James	Talarico	james.talarico@house.texas.gov
Texas House District 136	The Honorable	Representative	John	Bucy III	john.bucy@house.texas.gov
Texas Senate District 14	The Honorable	Senator	Sarah	Eckhardt	sarah.eckhardt@senate.texas.gov
Texas Senate District 21	The Honorable	Senator	Judith	Zaffirini	judith.zaffirini@senate.texas.gov
Texas Senate District 25	The Honorable	Senator	Donna	Campbell	donna.campbell@senate.texas.gov
Texas House District 21	The Honorable	Congressman	Chip	Roy	chip.roy@mail.house.gov
Texas House District 25	The Honorable	Congressman	Roger	Williams	roger.williams@mail.house.gov
Texas House District 35	The Honorable	Congressman	Lloyd	Doggett	lloyd.doggett@mail.house.gov

Elected Official Email Sample Attachments



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

March 31, 2021

The Honorable Steve Adler
Mayor, City of Austin
PO Box 1088
Austin, TX 78767

RE: Virtual Public Hearing for I-35 Capital Express South Project, CSJ: 0015-13-077, 0016-01-113

Dear Mayor Adler:


You are cordially invited to participate in a virtual public hearing for the I-35 Capital Express South project. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project will also reconstruct bridges, 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 South Draft Environmental Assessment.

A pre-recorded video presentation, maps, drawings and other project information will be available starting at 9 a.m. on Tuesday, April 27 through Wednesday, May 26, 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 Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, Texas 78744.

If you need additional information on the project or this virtual event, please contact Matthew Cho, P.E., I-35 Capital Express South project manager at (512) 865-7945.

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 SOUTH 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 US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast. 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 South project.

Proposed improvements include:

- Adding two non-tolled, high-occupancy vehicle managed lanes in each direction
- Reconstructing bridges
- Adding bicycle and pedestrian paths
- Making additional safety and mobility improvements

The proposed project would require the acquisition of approximately 13 acres of additional right of way. The proposed project would not displace any residents or businesses.

**Tuesday, April 27 at 9 a.m.
through
Wednesday, May 26, 2021**

Project information available for
review and comment:
my35capex.com



An in-person option will be held on Tuesday, April 27, 2021, from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person, must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.

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

EMAIL: CapExSouth@txdot.gov

VERBAL COMMENT BY VOICEMAIL:

(512) 501-5451

MAIL: Matthew Cho, P.E.

1608 W. 6th Street

Austin, TX 78703

ONLINE: my35capex.com

Comments received or postmarked by May 26, 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, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

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: 0015-13-077 & 0016-01-113

Adjacent Property Owner Mailout

Date mailed: April 7, 2021



I-35 CAPITAL EXPRESS SOUTH 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 US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast. 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 South project.

Proposed improvements include:

- Adding two non-tolled, high-occupancy vehicle managed lanes in each direction
- Reconstructing bridges
- Adding bicycle and pedestrian paths
- Making additional safety and mobility improvements

The proposed project would require the acquisition of approximately 13 acres of additional right of way. The proposed project would not displace any residents or businesses.

**Tuesday, April 27 at 9 a.m.
through
Wednesday, May 26, 2021**

Project information available for
review and comment:
my35capex.com



An in-person option will be held on Tuesday, April 27, 2021, from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person, must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.

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

EMAIL: CapExSouth@txdot.gov

VERBAL COMMENT BY VOICEMAIL:

(512) 501-5451

MAIL: Matthew Cho, P.E.

1608 W. 6th Street

Austin, TX 78703

ONLINE: my35capex.com

Comments received or postmarked by May 26, 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, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

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: 0015-13-077 & 0016-01-113



AUDIENCIA PÚBLICA VIRTUAL DE LA I-35 CAPITAL EXPRESS SUR

El Departamento de Transporte de Texas está realizando una audiencia pública virtual con la opción de asistir en persona para discutir las mejoras de la I-35 desde la US 290 Oeste/SH 71/Ben White Boulevard hasta la SH 45 Sureste. El propósito de esta audiencia pública es para recibir comentarios públicos sobre el borrador de la evaluación ambiental (EA por sus siglas en inglés) y la alternativa recomendada para las mejoras en el proyecto I-35 Capital Express Sur.

Las mejoras propuestas incluyen:

- Agregar dos carriles para vehículos de alta ocupación sin peaje en cada dirección
- Reconstruir puentes
- Agregar caminos para bicicletas y peatones
- Hacer mejoras adicionales de seguridad y movilidad

El proyecto propuesto requerirá la adquisición aproximadamente de 13 hectáreas de servidumbre de tránsito. El proyecto propuesto no desplazará residentes o negocios.

**Del martes 27 de abril a las
9 a.m. hasta el miércoles
26 de mayo del 2021**

Información del proyecto disponible
para revisión y comentarios:
my35capex.com



Una opción de audiencia en persona se llevará a cabo el martes 27 de abril del 2021 de las 8 a.m. a las 8 p.m. en la Oficina de TxDOT de los Condados Travis Sur/Hays, ubicada en el 9725 S. I-35, Austin, TX 78744. La opción de atender en persona será sólo por cita. Los individuos que deseen asistir en persona deben llamar al (512) 766-3472 entre las horas de 9 a.m. a 5 p.m., lunes a viernes para hacer una cita.

Los comentarios públicos del proyecto pueden ser enviados por correo electrónico, teléfono o en línea:

CORREO ELECTRÓNICO: CapExSouth@txdot.gov
COMENTARIO VERBAL POR MENSAJE DE VOZ:
(512) 501-5451

CORREO: Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703

ONLINE: my35capex.com

Los comentarios recibidos antes del 26 de mayo, 2021 serán incluidos en los archivos oficiales 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 a y participar en la audiencia pública, por favor póngase en contacto con Nic Barbera al número (512) 766-3472 a más tardar a las 4:00 p.m. hora central, el miércoles 21 de abril 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, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo 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 de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

CSJs: 0015-13-077 & 0016-01-113

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		10001 South IH 35 Investments LP			Austin	TX	78746
		2428 Partners LP			Addison	TX	75001
		Austin Southbrook LLC			West Covina	CA	91791
		35/Wcd Century South K/C Ltd			Dallas	TX	75201
		3648 LLC			Buda	TX	78610
		3648 LLC			Buda	TX	78610
		Onion Creek Ventures LLC			Austin	TX	78746
		8515 South LP			Greenwood Village	CO	80111
		Al Sayyed Inc			Austin	TX	78703
		JDE Brand Inc			Austin	TX	78744
		Apple Houston Restaurants I LLC			Dallas	TX	75240
		Auspro Enterprises LP			Austin	TX	78711
		Austaco II Real Estate Partners Ltd			Round Rock	TX	78681
		Austin South Hotels LLC			Irving	TX	75063

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		Avm-Aus Ltd			Addison	TX	75001
		Barnett Austin Realty Ltd			Austin	TX	78748
		Scott & White Clinic			Dallas	TX	75201
		Beasley Roger Imports Inc			Austin	TX	78745
		Bes Ethos Fund X LLC Etal			Northbrook	IL	60062
		Big Diamond LLC			College Station	TX	77840
		Blue Elk Development LLC			Haverford	PA	19041
		Boyd Austin I Gsa LLC			Richmond	VA	23225
		Braune Laura A Estate Et Al			Buda	TX	78610
		Bre Rc Southpark I Tx LP & Isa			San Diego	CA	92127
		Concord Austin Apartments LLC			Montgomery	AL	36117
		Brown Jack Family III			Austin	TX	78755
		Bulldog I35 South LLC			Dallas	TX	75225
		BW RRI III LLC			Houston	TX	77057

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		C & J Rental Inc			Austin	TX	78767
		C F Southpark LLC			Newton	MA	02459
		Central Austin Auto			Houston	TX	77027
		Cal-Austin Ventures LLC			El Dorado Hills	TX	95762
		Calhoun Smith Distributing Company			Austin	TX	78762
		Central Austin Auto			Houston	TX	77027
		CH ATX LLC			Naples	FL	34119
		City of Austin			Austin	TX	78767
		City of Austin			Austin	TX	78767
		Housing Authority City of Austin			Austin	TX	78704
		Colonial Realty LP			Germantown	TN	38138
		Cowboy HDRE LC			Beaumont	TX	77701
Cheryl H	Crain				Austin	TX	78703
		Davis R O Properties Ltd			Austin	TX	78744

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		DBG Austin Hotel Two LLC			Plano	TX	75023
		Eleven Mile Hill LLC			Buda	TX	78610
		Enterprise Texas Pipeline LP			Houston	TX	77210
		Steadfast Estancia Opa LLC Etal			Irvine	CA	92612
		Firebrand Properties LP & BNC Food Group LLC			Dallas	TX	75244
		OH Foremost LP			Austin	TX	78746
		FWD Property Investors LP			Richmond	VA	23238
Dario P	Gonzalez	Dario P Gonzalez			Austin	TX	78744
		Greenbrier Endeavor LLC			Dallas	TX	75220
		Group 1 Realty Inc			Houston	TX	77024
		GTY-EPP Leasing LLC			Jericho	NY	11753
		Gvs Texas Holdings I LLC			Austin	TX	78701
		HAG RE CDT LLC			Charlotte	NC	28212
		Halle Properties LLC			Scottsdale	AZ	85255

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		Harbert Rainier Southpark Meadows LLC			Dallas	TX	75240
		Onion Creek MOB Partners LLC			Austin	TX	78732
		Hazel Rose Investments			Manchaca	TX	78652
		HEB Grocery Company LP			San Antonio	TX	78283
		Heep Ranch Properties Ltd			Houston	TX	77056
		HFH Investments LP			Buda	TX	78610
		A Trustee of Charles Hickman			Houston	TX	77068
		Holt Machinery Company			San Antonio	TX	78220
		Alpia Meadows Crossing Ltd			San Antonio	TX	78222
		Holt Texas Ltd			San Antonio	TX	78220
		Home Depot USA Inc			Atlanta	GA	30348
		Housing Authority of Austin			Austin	TX	78704
		Hpt Cw Properties Trust			Alpharetta	GA	30022
		International Bank of Commerce			Austin	TX	78701

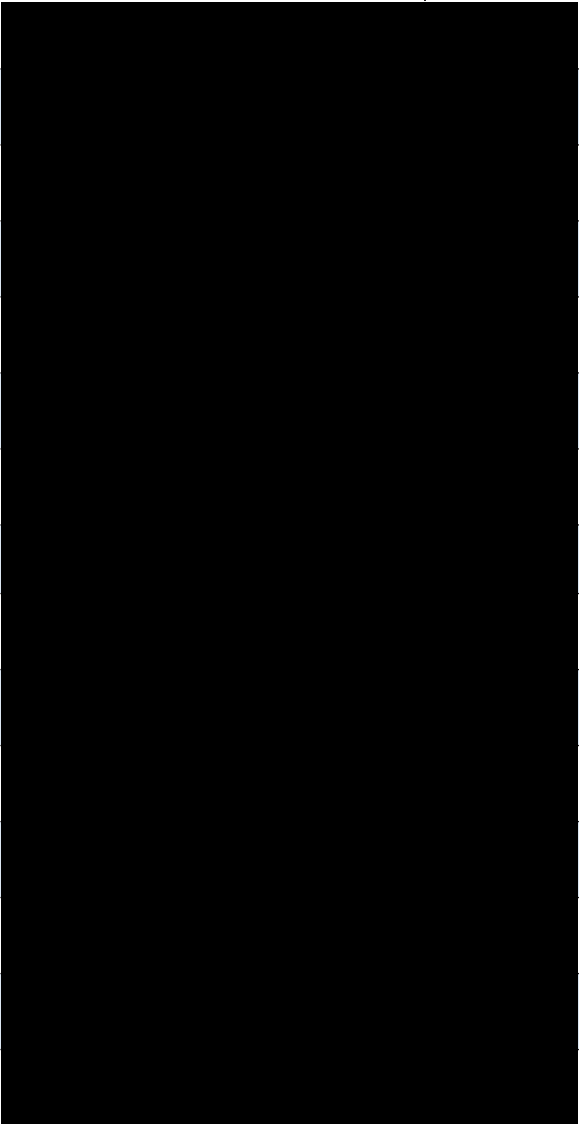
First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		KAF II Development Company			Austin	TX	78702
		Farmhouse EG LP			Austin	TX	78756
		King Edward IX LLC			Buda	TX	78610
		Kipp Austin Public Schools Inc			Austin	TX	78724
		KMA Brokerage & Development Inc &			Austin	TX	78757
Richard & Lexine	Spillmann	Spillman Richard & Lexine			Buda	TX	78610
		DBG Austin South LLC			Plano	TX	75023
Sam & Frances	Lane				Center	TX	75935
		Lizard Crawl LLC			Buda	TX	78610
		Long Real Estate Holdings LLC			Austin	TX	78745
		LQ Nyl Joint Venture 1982			Irving	TX	75038
		LRF1 Stassney Heights Plaza LLC			Boston	MA	02116
		Lx-Northbluff Center LP			Austin	TX	78758
		McDonalds Real Estate Company			Austin	TX	78735
		MFISH LLC			Austin	TX	78702

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		Mid-America Apartments LP			Germantown	TN	38138
		Momin Golden Inc			Austin	TX	78753
		Moskowitz Martin N & Etal			Costa Mesa	CA	92627
		Munday William F & Munday Trus			Austin	TX	78767
		Munday Trust Number One			Austin	TX	78767
		Nadg LFII Double Creek LP			Dallas	TX	75204
		Nash Ranch Inc Etal			Austin	TX	78767
		National Retail Properties LP			Orlando	FL	32801
		New York Hospitality Joint Venture			Austin	TX	78745
		Nhc-Tx 102 LLC			Southfield	MI	48034
		Soco South Apartments LLC % Laura Reed			Cleveland	OH	44115
		Niemann James C Trustee / NFP Partnership			Austin	TX	78701
		Oak Meadow Baptist Church			Austin	TX	78744
		SLF III - Onion Creek LP			Dallas	TX	75225

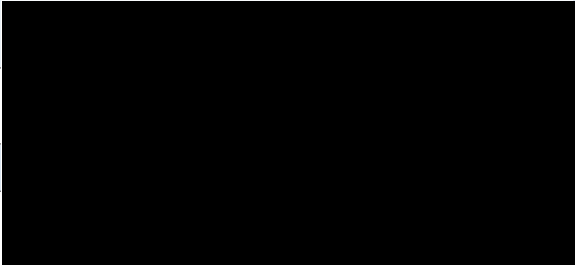
First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		State of Texas			Austin	TX	78701-2409
		Noble Austin Apartments LLC			Tustin	CA	92782
		Queso Delicioso South Star LLC			Raleigh	NC	27609
		OH-NADG Lenox Springs LP			Austin	TX	78746
		Views at Onion Creek LP			Austin	TX	78766
		Onion Creek Apartment Partners			Santa Ana	CA	92705
		Onion Creek LC 1992			Austin	TX	78744
		Ozark Bottled Water Inc			Manchaca	TX	78652
		Patriot Entertainment LLC			Austin	TX	78744
		Peerless At Onion Creek LLC			Holland	MI	49423
		Pisces Foods LLC			Austin	TX	78703
		Protestant Episcopal Church			Houston	TX	77002
		290 JLC LLC			Austin	TX	78703
		PE Stassney LLC			Houston	TX	77057

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		R Louis Investments LP			Austin	TX	78715
		Rare Hospitality Intl Inc			Orlando	FL	32837
		Realty Income Texas Properties LP			Atlanta	GA	30355
		RI/RMT Acquisition Corp			Austin	TX	78745
		Riddell Family LP			Manchaca	TX	78652
		Riddell Family LP			Buda	TX	78610
		4415 & 4501 South Austin Hotel Property Owner LLC			Los Angeles	CA	90025
		4533 South Austin Hotel Property Owner LLC			Los Angeles	CA	90025
		4525 South Austin Hotel Property Owner LLC			Los Angeles	CA	90025
		4537 South Austin Hotel Property Owner LLC			Los Angeles	CA	90025
		Central Austin Auto			Houston	TX	77027
		RVJ I-35 LLC			Cypress	TX	77429
		Sams Real Estate			Bentonville	AR	72712
		Savancer Land LLC			Allen	TX	75013

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		SC Austin Re LLC			Wilsonville	OR	97070
		Schwartz Family Limited			Northbrook	IL	60062
		SLF III - Onion Creek LP			Dallas	TX	75225
		Soco 35 Retail Ltd			Austin	TX	78701
		South Corner LLC			South Padre Island	TX	78597
		Three Hills Land LLC			Austin	TX	78703
		OP AC Spo Property LLC			Nashville	TN	37208
G E	Spillmann	% Richard Spillmann			Buda	TX	78610
Vincent & Michelle	Stanfield	Stanfield Vincent S & Michelle E Stanfield			Austin	TX	78747
		SP Meadows Development LP			Austin	TX	78750
		Stassney Crossing LLC			Austin	TX	78746
		State of Texas, Transportation Commission			Austin	TX	78701
		Store Master Funding I LLC			Shawnee Mission	KS	66225
		Sutton Development LLC			Austin	TX	78715

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		Swanson Family Trust			Roseville	CA	95661
		Tete LLC			Buda	TX	78610
		Texas Nursery & Landscape Assoc			Austin	TX	78745
		Texas Roadhouse of Austin Ltd			Louisville	KY	40205
		The Park at Estancia Ltd			Dallas	TX	75251
		Travis Walk Associates LLC			Bronxville	NY	10708
		Trawill Tmc Ltd			San Antonio	TX	78216
		TRT Development Co-Austin			Dallas	TX	75219
		U S Realty 87 South Austin			Short Hills	NJ	07078
		UH Storage Limited Partnership			Phoenix	AZ	85038
		Utoem Inc			West Lake Hills	TX	78746
		Van Cleve Investments Inc			Keller	TX	76248
		Velocity Credit Union			Austin	TX	78767
		Veri Real Estate LLC			Austin	TX	78756
		Wam Jeri A Family Trust & Janice L Eckenrode			Dallas	TX	75254

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		Waters At Bluff Springs LLC			Dallas	TX	75206
		Wayside Schools			Austin	TX	78745
		Wcp Teri Road LLC			Dallas	TX	75225
		WMCI Austin VI LLC			Glen Allen	VA	23060
		WRIA 2017-7 LP			Grand Prairie	TX	75050
		Wsp Development #10 Ltd			Round Rock	TX	78681
		Yarara LLC			Buda	TX	78610
		Yorktown Rainbow			Austin	TX	78731
		Zg Gc Austin LLC Etal			Huntington	NY	11743
		TD Teri 35 Austin LLC			Greenville	SC	29615
		SOCO 35 Retail Ltd			Austin	TX	78746
		WDG-Oak Terrace Office LLC			Austin	TX	78744
		Croom Legacy I-35 LLC			Plano	TX	75024
		Cypress Creek Montessori School Inc			Austin	TX	78744

First Name	Last Name	Organization	Address 1	Address 2	City	State	Zip
		TPS Real Estate LLC			Austin	TX	78744
		Hambrick-MSL LLC			Austin	TX	78744
		Comet Empire LLC Argo Series			Austin	TX	78748
		Haro Investments LLC			Austin	TX	78744

Agency Emails

From: [Sonya Hernandez](#)
To: ashby.johnson@campotexas.org
Cc: ryan.collins@campotexas.org; [Lindsey Kimmitt](#); [Tricia Bruck-Hoyt-C](#); [Angela McMurray-C](#)
Subject: Notice of Draft Environmental Assessment and Public Hearing - M35 CapEx South (CSJ 0015-13-077)
Date: Wednesday, April 14, 2021 9:53:13 AM
Attachments: [FINAL CapEx-S Draft EA NOA 2021-03-25.pdf](#)

Good morning,

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. The Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 within the project limits. The Draft EA for the proposed project has been approved for circulation to the public and TxDOT will be proceeding with a virtual public hearing (with an in-person option) for this project that will begin on Tuesday, April 27, 2021 at 9 a.m. and will be available until Wednesday, May 26, 2021.

Please see the attached Notice of Availability for the environmental documents and the public hearing materials. The documents and materials will be available for review on the date the public hearing goes live. Let us know if you have any questions.

Thanks,
Sonya

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

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



Notice

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

I-35 CAPITAL EXPRESS SOUTH

From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast

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

Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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

From: [Lindsey Kimmitt](#)
To: ["NEPA@tceq.texas.gov"](mailto:NEPA@tceq.texas.gov)
Cc: [Sonya Hernandez](#); [Tricia Bruck-Hoyt-C](#); [Angela McMurray-C](#)
Subject: Draft environmental assessment for a highway project
Date: Tuesday, April 27, 2021 2:40:33 PM
Attachments: [042721-CAPEX SOUTH-PH notice and draft EA NOA.pdf](#)

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

Sincerely,

Lindsey Kimmitt
512-416-2547



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

**I-35 CAPITAL EXPRESS SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas**

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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

From: [Sonya Hernandez](#)
To: [Justin Kockritz](#); bill.martin@thc.texas.gov
Cc: [Rebekah Dobrasko](#); [Angela McMurray-C](#); [Tricia Bruck-Hoyt-C](#)
Subject: Notice of Draft Environmental Assessment and Public Hearing - M35 CapEx South (CSJ 0015-13-077)
Date: Wednesday, April 14, 2021 9:56:45 AM
Attachments: [FINAL CapEx-S Draft EA NOA 2021-03-25.pdf](#)

Good morning,

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. The Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 within the project limits. The Draft EA for the proposed project has been approved for circulation to the public and TxDOT will be proceeding with a virtual public hearing (with an in-person option) for this project that will begin on Tuesday, April 27, 2021 at 9 a.m. and will be available until Wednesday, May 26, 2021.

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

Thanks,
Sonya

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

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



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

I-35 CAPITAL EXPRESS SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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

Tricia Bruck-Hoyt-C

From: Sonya Hernandez
Sent: Wednesday, April 7, 2021 8:46 AM
To: Suzanne Walsh
Cc: Andrew Cooper-C; Dennis Palafox; Tracy White; Andrew Blair; Tricia Bruck-Hoyt-C
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review
Attachments: FINAL_CapEx-S_Draft EA NOA_2021-03-25.pdf

Good morning Suzanne,

I thought I'd check in and see how your review is coming along. It looks like we sent this over at the end of January and the public hearing is quickly approaching.

Our draft EA has been approved for circulation to the public and we will be proceeding with a virtual public hearing with an in-person option for this project that will begin on Tuesday, April 27, 2021 at 9 a.m. and will be available until Wednesday, May 26, 2021. Please see the attached Notice of Availability for the environmental documents and the public hearing materials. The documents and materials will be available for review when the public hearing goes live.

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

Thanks,
 Sonya

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

Sonya.Hernandez@txdot.gov

Office: 512-832-7096

From: Tricia Bruck-Hoyt-C
Sent: Sunday, February 28, 2021 2:52 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

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

The consultant team supporting this project did conduct field work as part of the information used to complete the Species Impact Table and the Tier 1 Site Assessment. During this fieldwork, evidence of bats using the bridges at I-35 at Onion Creek was observed.

Thanks,



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

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Friday, February 26, 2021 5:35 PM
To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Cc: Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

Tricia,

Thank you for your patience. I am sorry that it has taken me awhile to respond to this project. The Tier I form mentions that bats were observed underneath bridge crossings with the project area, but does not specify specific locations. Could you provide information about where bats were observed. Also, did TxDOT survey for SGCN plants? Do you have a schematic available to review?

Thanks,
Suzanne

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Sent: Monday, January 25, 2021 8:38 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

Hi Suzanne – I wanted to point out that this project is in Travis and **Hays** counties, it's not in Williamson County.

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: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Monday, January 25, 2021 6:43 PM
To: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Tracy White <Tracy.White@txdot.gov>; Andrew Blair <Andrew.Blair@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 45922. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

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

From: Tricia Bruck-Hoyt-C <TBRUCK-C@txdot.gov>
Sent: Monday, January 25, 2021 5:47 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Andrew Blair <Andrew.Blair@txdot.gov>; Sonya Hernandez <Sonya.Hernandez@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Andrew Cooper-C <ACOOPE-C@txdot.gov>; Tracy White <Tracy.White@txdot.gov>
Subject: M35 CapEx-S 0015-13-077 Tier I Site Assessment Ready for TPWD's Review

Good evening,

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

Project: I-35 from SH71/Ben White Blvd. to SH 45SE (Travis and **Hays** County)

CSJ: 0015-13-077

Expected Environmental Clearance Date: Summer 2021

Please let us know if you need any additional information.

Thanks,



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

Austin District

7901 N. IH 35, Austin, TX 78753

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



Notice

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

I-35 CAPITAL EXPRESS SOUTH

From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast

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

Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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

From: [Laura Cruzada](#)
To: [Tricia Bruck-Hoyt-C](#)
Subject: FW: Notice of Draft Environmental Assessment - From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast CSJs: 0015-13-077, 0016-01-113
Date: Monday, April 12, 2021 12:54:54 PM
Attachments: [FINAL CapEx-S Draft EA NOA 2021-03-25.pdf](#)

From: Laura Cruzada

Sent: Monday, April 12, 2021 12:54 PM

To: mattocknie@kiowatribe.org; holly@mathpo.org; dhill@caddo.xyz; caddochair.cn@gmail.com; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; Celestine.bryant@actribe.org; alec.tobine@actribe.org; epa4apachetribeok@gmail.com; martina.minthorn@comanchenation.com; theodorev@comanchenation.com; tonya@shawnee-tribe.com; marshall.e@sno-nsn.gov; jacey.lamar@wichitatribe.com; Mary.botone@wichitatribe.com; ethompson@delawarenation-nsn.gov

Cc: Sonya Hernandez <Sonya.Hernandez@txdot.gov>

Subject: Notice of Draft Environmental Assessment - From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast CSJs: 0015-13-077, 0016-01-113

Please see the attached information about the South end of this project. Please let me know if you have any questions!

From: Laura Cruzada

Sent: Wednesday, March 31, 2021 11:24 AM

To: mattocknie@kiowatribe.org; holly@mathpo.org; dhill@caddo.xyz; caddochair.cn@gmail.com; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; Celestine.bryant@actribe.org; alec.tobine@actribe.org; epa4apachetribeok@gmail.com; martina.minthorn@comanchenation.com; theodorev@comanchenation.com; tonya@shawnee-tribe.com; marshall.e@sno-nsn.gov; jacey.lamar@wichitatribe.com; Mary.botone@wichitatribe.com; ethompson@delawarenation-nsn.gov

Cc: Sonya Hernandez <Sonya.Hernandez@txdot.gov>

Subject: Notice of Draft Environmental Assessment - CSJs: 0015-10-062, 0015-13-389 Travis and Williamson Counties, Texas

Good morning,

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

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

my35capex.com.

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

Laura Cruzada

Public Involvement Specialist and Tribal Liaison

Environmental Affairs Division

laura.cruzada@txdot.gov

TxDOT office: 512-416-2638

TxDOT mobile: 737-212-3795



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

**I-35 CAPITAL EXPRESS SOUTH
From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast
CSJs: 0015-13-077, 0016-01-113
Travis and Hays counties, Texas**

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021**. Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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

From: [Sonya Hernandez](#)
To: ashby.johnson@campotexas.org; ryan.collins@campotexas.org; [Justin Kockritz](#); bill.martin@thc.texas.gov; [Suzanne Walsh \(Suzanne.Walsh@tpwd.texas.gov\)](#); [Soliz, Ricardo](#); [Stewart, Justin](#); [Montes, Gregory](#); [Scott, Randy](#); [Grantham, Scott](#)
Cc: [Lindsey Kimmitt](#); [Tricia Bruck-Hoyt-C](#); [Angela McMurray-C](#)
Subject: Notice of Draft Environmental Assessment and Public Hearing - M35 CapEx South (CSJ 0015-13-077)
Date: Tuesday, April 27, 2021 2:26:48 PM
Attachments: [FINAL CapEx-S Draft EA NOA 2021-03-25.pdf](#)

Good afternoon,

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. The Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 within the project limits. The Draft EA for the proposed project has been approved for circulation to the public and the virtual public hearing is now live at <https://my35capex.com/>. The virtual public hearing began today, Tuesday, April 27, 2021 at 9 a.m. and will be available until Wednesday, May 26, 2021.

An in-person option is available for this public hearing. Please see the attached Notice of Availability for details and for more information regarding the environmental documents and the public hearing materials.

Please let me know if you have any questions.

Thank you,

Sonya

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

Sonya.Hernandez@txdot.gov

Office: 512-832-7096



Notice

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

I-35 CAPITAL EXPRESS SOUTH

From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast

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

Travis and Hays counties, Texas

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/SH 71/Ben White Boulevard in Travis County to SH 45 Southeast in Hays County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will begin on Tuesday, April 27, 2021 at 9 a.m.** To log onto the virtual public hearing, go to the my35capex.com. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. The presentation will remain available for viewing at the web address indicated above until **Wednesday, May 26, 2021** at 11:59 p.m. If you do not have internet access, you may call (512) 766-3472 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same video presentation delivered in the online public hearing, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. **The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend in person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to have an appointment and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call (512) 501-5451 to provide verbal testimony at 9 a.m. on Tuesday, April 27, 2021 through 11:59 p.m. on Wednesday, May 26, 2021. Formal written comments may also be provided by mail or email as explained below. All verbal testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbal testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at my35capex.com.

Within the project limits I-35 is an access-controlled interstate highway that typically has three to four general-purpose lanes in each direction. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project length is 8.93 miles. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits. The existing right-of-way width is typically 300 to 420 feet and the proposed right of way would remain typically 300 to 420 feet.

Although additional right of way would be required, no residents or businesses are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the TxDOT district office by calling (512) 832-7000.

The proposed project would involve construction in wetlands.

The proposed project would involve an action in a floodplain.

The draft EA, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at **TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744 and (512) 282-2113**. Project materials are also available online at my35capex.com. These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Nic Barbera at (512) 766-3472 no later than 4 p.m. CDT, Wednesday, April 21, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to Matthew Cho, P.E., Project Manager, 1608 W. 6th Street, Austin, TX 78703. Written comments may also be submitted by email to CapExSouth@txdot.gov. **All written comments must be received on or before Wednesday, May 26, 2021.** Additionally, as stated above, members of the public may call (512) 501-5451 and verbally provide testimony from 9 a.m. on Tuesday, April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Responses to written comments received and public testimony provided will be available online at my35capex.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Matthew Cho, P.E., Project Manager, at (512) 865-7945 or by email at Matthew.Cho@txdot.gov.

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

General Interest Stakeholder Letters



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

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

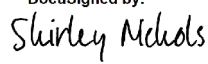
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person 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

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. 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.

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

An Equal Opportunity Employer



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

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


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

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. 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.

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

An Equal Opportunity Employer



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

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


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.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer



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

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. 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. 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.

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

An Equal Opportunity Employer



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

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

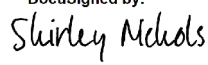
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person 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

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. 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.

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

An Equal Opportunity Employer



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

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:

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

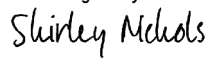
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person 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

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. 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.

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

An Equal Opportunity Employer



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

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

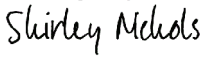
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at [My35CapEx.com](https://my35capex.com). Additionally, TxDOT is providing an option for individuals who would like 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.

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

An Equal Opportunity Employer



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

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

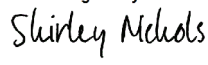
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person 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

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. 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.

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

An Equal Opportunity Employer



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

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

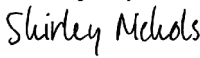
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person 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

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. 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.

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

An Equal Opportunity Employer



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

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:

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

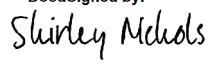
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at [My35CapEx.com](https://www.my35capex.com). Additionally, TxDOT is providing an option for individuals who would 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

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://www.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.

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

An Equal Opportunity Employer



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

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


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

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. 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.

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

An Equal Opportunity Employer



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

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

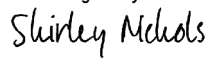
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person 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. 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.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer



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

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:

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

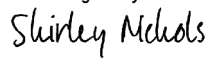
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person 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

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. 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.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer



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

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:

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

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. 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.

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

An Equal Opportunity Employer



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

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:

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

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://www.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.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer



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

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


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

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://www.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.

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

An Equal Opportunity Employer



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. 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.

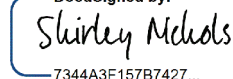
I-35 Capital Express North project from SH 45 North to US 290 East

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. 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.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer



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

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

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

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. 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:

Shirley Nichols

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.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer



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

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

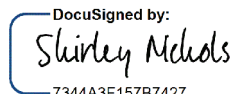
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person 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

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. 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.

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

An Equal Opportunity Employer



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

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


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

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. 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.

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

An Equal Opportunity Employer



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

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

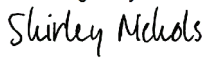
The draft environmental assessment, pre-recorded presentation, maps, drawings and other project information will be available starting at 9 a.m. on April 27 at 9 a.m. through May 26, 2021 at My35CapEx.com. Additionally, TxDOT is providing an option for individuals who would like to participate in person 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

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. 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.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer

Mobility35 E-Blast

[View this email in your browser](#)

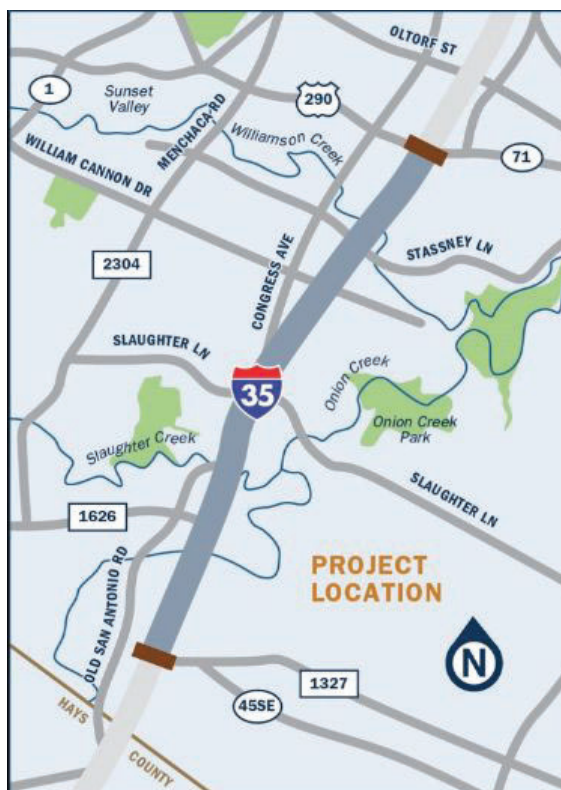


I-35 CAPITAL EXPRESS SOUTH VIRTUAL PUBLIC HEARING

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

This proposed project is located in Travis County.

The Texas Department of Transportation is hosting a virtual public hearing to review proposed improvements on I-35 from SH 71/Ben White Boulevard to SH 45 Southeast in Travis County, Texas. The purpose of the public hearing is to receive public comment on the draft environmental assessment (EA) and the recommended alternative for the I-35 Capital Express South project.



WHEN: Tuesday, April 27 – Wednesday, May 26, 2021

WHERE: My35CapEx.com

Beginning today, Tuesday, April 27, through Wednesday, May 26, a presentation and project information will be available for review at My35CapEx.com. Comments received by May 26, 2021, will be included in the

Sent: April 27, 2021

Subscribe	Past Issues	official record.	Translate ▼	RSS
-----------	-------------	------------------	-------------	-----

The I-35 Capital Express South project spans eight miles of I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project proposes to add two high-occupancy vehicle managed lanes in each direction and improve safety and mobility throughout the corridor. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.

Public comments on the project may be submitted via:




EMAIL: CapExSouth@txdot.gov


VERBAL COMMENT BY VOICEMAIL: (512) 501-5451


MAIL: I-35 Capital Express South Project, Attn: Matthew Cho, P.E., 1608 W. 6th Street, Austin, TX 78703

ONLINE: My35CapEx.com

An in-person option will be held on Tuesday, April 27, 2021, from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744. Individuals wishing to attend in person, must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m. to make an appointment.





Texas Department of
Transportation, © 2019.
All rights reserved

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

Copyright © 2020 -, All rights reserved.

You are receiving this email because you opted in at our website my35construction.org

Our mailing address is:

-
7901 N I-35

Austin, TX 78753

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

This email was sent to tbruck-c@txdot.gov
[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)
 - · 7901 N I-35 · Austin, TX 78753 · USA

Website Screenshots



TEXAS DEPARTMENT OF TRANSPORTATION
Connecting You With Texas History

[A - Z Site Index](#) | [Contact Us](#) | [Español](#) |

Search TxDOT

[Driver](#)

[Government](#)

[Business](#)

[Inside TxDOT](#)

[Careers](#)

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

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Get Involved](#)
> [About Public Hearings, Meetings and Notices](#) > [Hearings, Meetings and Notices Schedule](#)

Where:	The virtual public hearing and in-person option dates and times indicated below.
When:	<p>The virtual public hearing will be available beginning at 9 a.m. on Tuesday, April 27 through Wednesday, May 26, 2021 at 11:59 p.m. Comments received or postmarked by May 26, 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 video presentation, review hard copies of project materials, ask socially-distanced questions of TxDOT staff and/or consultants, and leave written comments. The in-person option will be held on Tuesday, April 27, 2021 from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, Texas 78744. Attendance at the in-person option will be by appointment only. Individuals wishing to attend in-person must call (512) 766-3472 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment.</p>
Purpose:	TxDOT is holding a virtual public hearing to discuss improvements to I-35 from US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast. 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 South project.
Description:	<p>The proposed improvements include:</p> <ul style="list-style-type: none"> • adding two non-tolled high-occupancy managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast • reconstructing bridges • adding bicycle and pedestrian paths • making additional safety and mobility improvements
How to make a comment:	<p>For both the virtual public hearing and in-person option, the public may provide comments in the following ways:</p> <p>Verbal Testimony</p> <p>Leave a recorded voicemail at (512) 501-5451 with your verbal testimony starting on Tuesday, April 27, 2021, at 9 a.m. The access is available 24 hours a day through Wednesday, May 26, 2021, at 11:59 p.m.</p>

Written Comments

Written comments can be submitted the following ways until Wednesday, May 26, 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

Matthew Cho, P.E.

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. CT, Wednesday, April 21, 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.

For full screen, please visit our YouTube page.



Downloads:

- [Display Ad](#)
- [Display Ad \(Español\)](#)
- [Notice](#)
- [Notice \(Español\)](#)
- [Presentation Slides](#)

- [Presentation Slides \(Español\)](#)
- [Exhibit Boards](#)
- [Fact Sheet](#)
- [Project Plans](#)
- [Draft Environmental Assessment](#)
- [Technical Reports](#)
 - [Community Impacts Assessment Technical Report](#)
 - [Archeological Background Study and Addendum](#)
 - [Historic Resources Documentation](#)
 - [Water Resources Documentation](#)
 - [Biological Resources Documentation](#)
 - [Air Quality Assessment Technical Reports](#)
 - [Hazardous Materials Initial Site Assessment](#)
 - [Traffic Noise Analysis Technical Report](#)
- [University of Texas Center for Transportation Research - Environmental Justice Assessment](#)
- [University of Texas Center for Transportation Research - Operational Analysis](#)
- [University of Texas Center for Transportation Research - Traffic Safety Analysis](#)
- [2020 Virtual Stakeholder Meeting Summary Report](#)
- [2019 Public Meeting Documentation](#)
- [Traffic Noise Barrier Brochure](#)
- [Right of Way Publications](#)
 - [The State of Texas Landowner's Bill of Rights](#)
 - [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. 8, 2021

Get Involved

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

[Committees](#) ☐

[Volunteer](#) ☐

[Archive](#) ☐



I-35 Capital Express



Search



Search



About

Projects

Resources

News & Events

Contact

**NEWS & EVENTS**[Articles & News Releases](#)[Events](#)[Sign Up for Program News & Updates](#)

I-35 Capital Express South Virtual Stakeholder Meeting

Event Details

Date: December 3, 2020 to December 18, 2020**Time:** 9 a.m. - 8 p.m.**Project:** I-35 Capital Express South**Location:**www.mobility35openhouse.com**When:**

Thursday, Dec. 3, 2020, at 9 a.m. through Friday, Dec. 18, 2020.

Purpose:

The purpose of the virtual stakeholder meeting is to gather input on proposed improvements on I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

Description:

The [I-35 Capital Express South](#) project proposes adding two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project also includes various operational and safety enhancements that would reconstruct bridges, eliminate five mainlane merges and improve east/west connections over or under I-35.

The virtual stakeholder meeting will provide an update on the project design since the last public open house held in October 2019. Design changes include:

- Elevating managed lanes between SH 71/Ben White Boulevard and Slaughter Lane.
- Constructing a southbound I-35 intersection bypass lane at Stassney Lane and William Cannon Drive.
- Adding 2.5 miles of auxiliary lanes for entering and exiting traffic.
- Constructing braided northbound entrance and exit ramps at Slaughter Lane
- Widening the northbound and southbound I-35 frontage roads to three lanes south of Slaughter Lane.

Input on the project can be submitted via online survey, email, voicemail or mail.

- Survey: www.surveymonkey.com/r/CapitalExpressSouth
- Email: my35capex@txdot.gov
- Voicemail: (512) 501-5451
- Mail: Matthew Cho, P.E., TxDOT Austin District, P.O. 15426, Austin, TX 78761-5426

Downloads:

- [I-35 Capital Express South fact sheet](#) (English)
- [I-35 Capital Express South fact sheet](#) (Español)
- [I-35 Capital Express South Virtual Stakeholder Meeting presentation](#) (English) – Dec. 3-Dec. 18, 2020
- [I-35 Capital Express South Virtual Stakeholder Meeting presentation](#) (Español) – Dec. 3-Dec. 18, 2020
- [I-35 Capital Express South Virtual Stakeholder Meeting video](#) (English) – Dec. 3-Dec. 18, 2020
- [I-35 Capital Express South Virtual Stakeholder Meeting video](#) (Español) – Dec. 3-Dec. 18, 2020
- [Typical Section 1](#) – Dec. 3-Dec. 18, 2020
- [Typical Section 2](#) – Dec. 3-Dec. 18, 2020



TxDOT Austin

@TxDOTAustin



RT @TxDOT: Driving too fast and not paying attention behind the wheel are the leading causes of work zone crashes. Watch for warning signs,...



April 29, 2021



TxDOT Austin

@TxDOTAustin



UPDATE: Southbound US 183 has reopened between Cameron Rd and US 290. #atxtraffic



April 29, 2021

Media Advisory



TEXAS DEPARTMENT OF TRANSPORTATION
Connecting You With Texas Attractions

[A - Z Site Index](#) | [Contact Us](#) | [Español](#) |

Search TxDOT

[Driver](#)

[Government](#)

[Business](#)

[Inside TxDOT](#)

[Careers](#)

TxDOT to Present Final Proposal for I-35 Capital Express South Project During Public Hearing

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

Contact: Diann Hodges

Phone: (512) 832-7027

Date: April 26, 2021

AUSTIN – TxDOT will host a virtual public hearing with an in-person option to gather input on the recommended alternative for improvements to I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

The \$300 million improvement project, known as the I-35 Capital Express South project, proposes adding two high-occupancy vehicle managed lanes in each direction along I-35. The project includes constructing a southbound I-35 intersection bypass lane at Stassney Lane and William Cannon Drive, adding 2.5 miles of auxiliary lanes for entering and exiting traffic, constructing braided northbound entrance and exit ramps at Slaughter Lane, and enhancing bicycle and pedestrian paths throughout the corridor.

The project also proposes to elevate the managed lanes between SH 71/Ben White Boulevard and Slaughter Lane. Elevating the managed lanes allows for the addition of shoulders, reduces conflict points where vehicles merge, or cross, which is anticipated to reduce the number of crashes by 55 percent. In terms of safety cost benefits, the elevated section would save about \$21 million per year.

The virtual public hearing will be made available via my35capex.com beginning Tuesday, April 27 through Wednesday, May 26, 2021. Comments must be received on or before May 26, 2021, to be included in the official meeting record. The public may submit comments using any of the following methods:

- Online: my35capex.com
- Email: capexsouth@txdot.gov
- Verbal comment by voicemail: (512) 501-5451
- Mail: Matthew Cho, P.E., 1608 W. 6th Street, Austin, TX 78703

An in-person option will be held on Tuesday, April 27, 2021, from 8 a.m. to 8 p.m. at the TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744. Individuals wishing to attend in person, must call (512) 766-3472 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

TxDOT to Present Final Proposal for I-35 Capital Express South Project During Public Hearing

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](#).

Media Center

[Coronavirus \(COVID-19\) Update](#)

[Media Contacts](#)

[Downloads](#)

[Public Service Announcements](#) □

[Statewide News & Events](#) □






[Local News](#) □





[TxDOT in the News](#)

[TxDOT Twitter Feeds](#)

Connect With Us

- [Careers](#)
- [Get Involved](#)
- [Media Center](#)
- [Projects](#)
- [Forms & Publications](#)
- [Administration](#)
- [Districts](#)
- [Divisions](#)

-  [Facebook](#)
-  [Twitter](#)
-  [YouTube](#)
-  [Texas Highways Magazine](#)
-  [Get Involved](#)

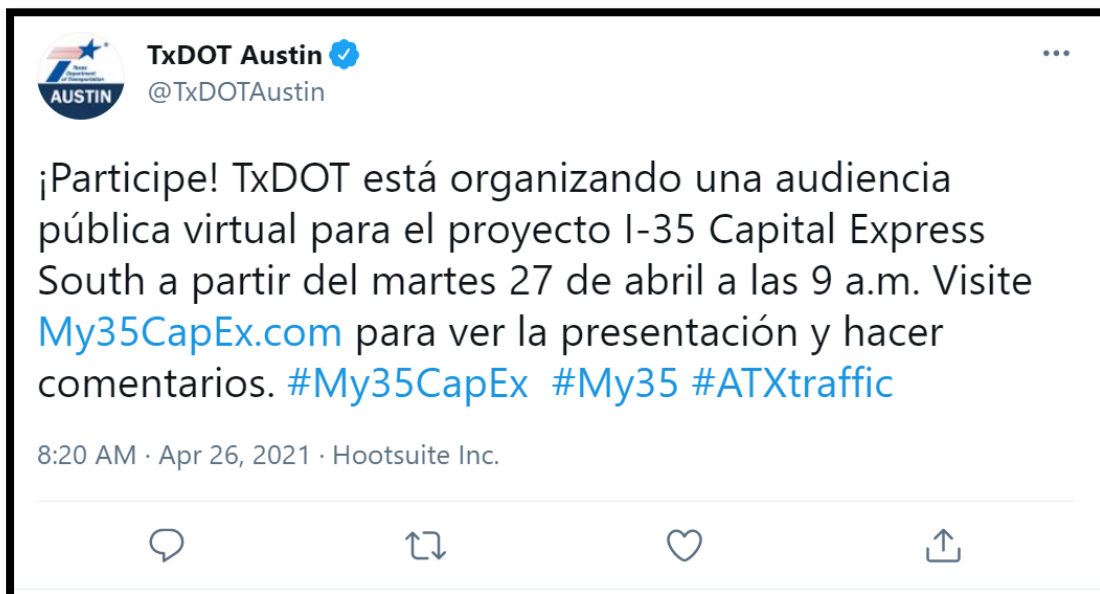
-  [Texas.gov](#)
-  [TxTag](#)
-  [MY35.org](#)
-  [I-69](#)

- [Contact Us](#)
- [Administration](#)
- [Districts](#)
- [Divisions](#)

Copyright 2021 • Texas Department of Transportation • All Rights Reserved • [Disclaimer](#) • [Privacy & Security Policy](#) • [Accessibility](#)
125 East 11th Street • Austin, Texas 78701

Social Media

TxDOT Austin District Twitter Page



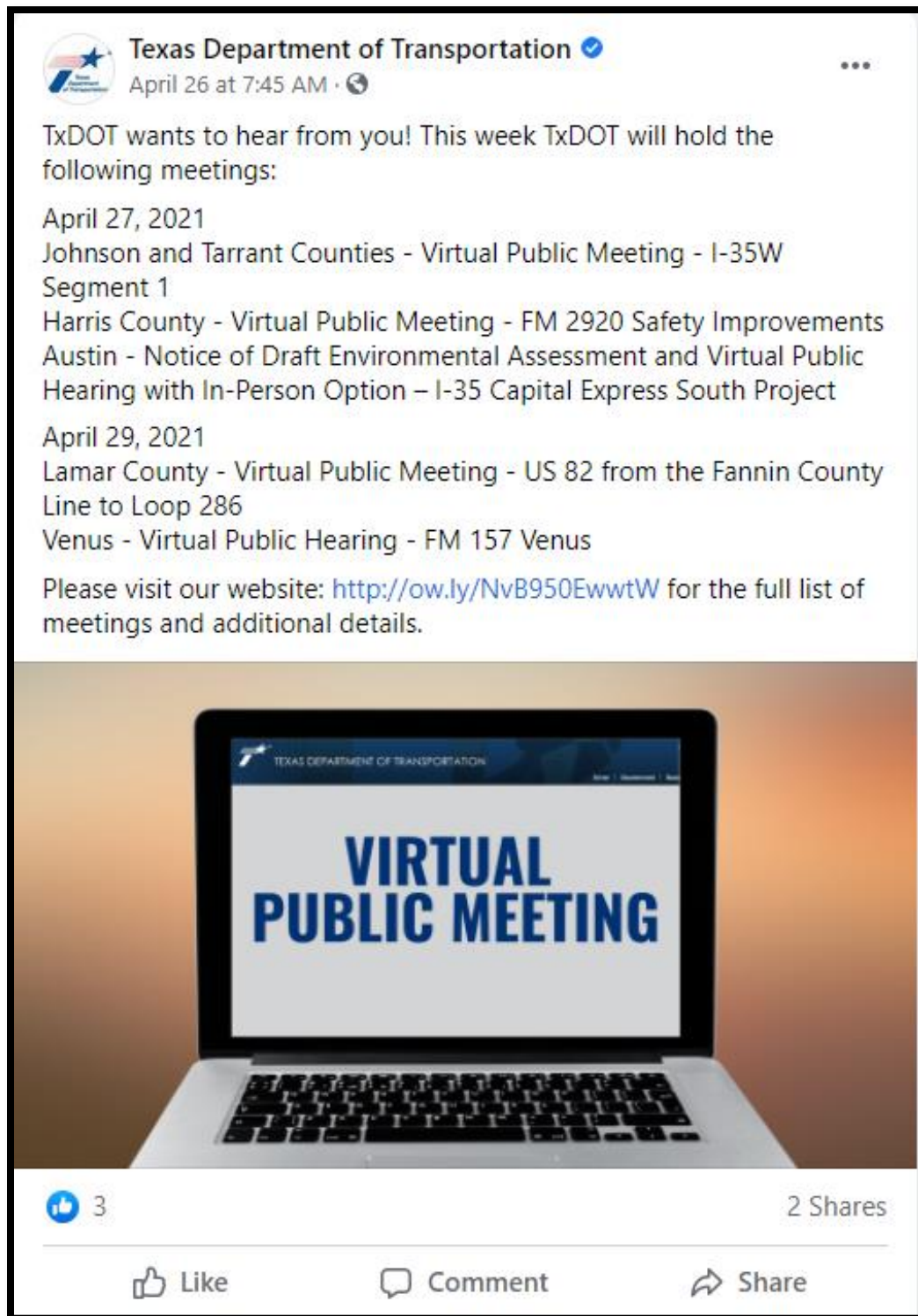






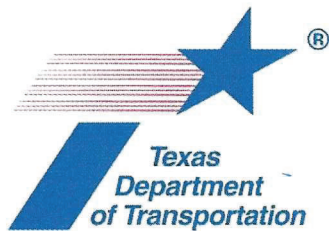


TxDOT Facebook Page



D.

Sign-In Sheets



SIGN-IN SHEET

In-Person Public Hearing
I-35 Capital Express South Project
CSJs: 0015-13-077 & 0016-01-113

TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744
April 27, 2021 from 8 a.m. – 8 p.m.



Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Elizabeth Nelson	78610	stakeholders		Newspaper____ Letter____ TV____ Friend____ Radio____ Community Flyer____ Other (please specify) _____
Carol Nelson	"	"		Newspaper____ Letter____ TV____ Friend____ Radio____ Community Flyer____ Other (please specify) _____
Laura Francis	78746	Stakeholders		Newspaper____ Letter____ TV____ Friend____ Radio____ Community Flyer____ Other (please specify) _____
Stahl Nelson	78676	Stakeholder		Newspaper____ Letter____ TV____ Friend____ Radio____ Community Flyer____ Other (please specify) _____
Scott Hall	76126	SAM-CS		Newspaper____ Letter____ TV____ Friend____ Radio____ Community Flyer____ Other (please specify) _____
Felix Beschong	78681	SAM-CS		Newspaper____ Letter____ TV____ Friend____ Radio____ Community Flyer____ Other (please specify) _____
Cris Penz	78748	RS#H		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.



STAFF SIGN-IN SHEET

In-Person Public Hearing
 I-35 Capital Express South Project
 CSJs: 0015-13-077 & 0016-01-113
 TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744
 April 27, 2021 from 8 a.m. – 8 p.m.



Name	Affiliation	Initials
Matthew Cho, P.E.	Texas Department of Transportation	
Tony Estes, P.E.	Mobility35 GEC	RAE
Mitzi Ellison	Nancy Ledbetter & Associates, Inc.	ME
Lauren Canales	Nancy Ledbetter & Associates, Inc.	LC
Patricia Kelly	Nancy Ledbetter & Associates, Inc.	PK
Nicholas Barbera	Rifeline	NB
Matthen Cho	TxDOT	MC

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

Verbal Comments

1 total

Name	Date Rec'd	Source	Transcribed Comment
Russell Coleman	4/28/2021	Verbal Comment	<p>Hi, my name is Russell Coleman and i have been a Austin resident for 21 years and I strongly oppose this expansion of I-35. This is a complete mess. I do not think that we should be adding anymore lanes. This will not help us reduce congestion at all. I don't know why the City and State have not considered better alternatives. There have been proposals out there to turn I-35 into a walkable boulevard, to place I-35 underground and a cap over it like the big dig in Boston and many other projects, so we can have parks. I-35 is a complete blight on the urban environment and it separates east and west Austin in unacceptable ways. This plan that i read on your website is just terrible. I think taxpayer money being spent on this is a disaster. I do not know why the State has not considered these alternatives, such as Reconnect Austin's plan for 35. I think that the State just loves highways. I would think that these funds could be spent on pretty much anything else. I think that improving Project Connect or adding more light rail lines. I say this as someone who drives I-35 every day through this area and knows how bad it is in this area. I know that this is not the way to solve it. I mean, urban planners and urban designer experts know one thing for certain and that is adding more lanes like this to a place that there is already far more demand than there is supply will not help. It will not increase travel times or decrease travel times. This is just a complete waste of taxpayer money. It is shocking to me that the city is considering this.</p>

Online Form Comments

43 total

Name	Date Rec'd	Source	Comment
Aaron Barker	4/28/2021	Online Comment Form	I am writing to oppose the I-35 Capital Express South Project. The current plan to add additional lanes will only increase traffic, pollution, greenhouse gas emissions, and further divide the city along racial and class lines. I-35 must be completely reimagined to reconnect Austin by either diverting traffic around the city entirely or a cap and stitch arrangement. I am opposed to an elevated roadway between Slaughter Lane and Ben White, and I am opposed to increasing the number of lanes from 10 to 18 south of Slaughter Lane. I-35 is already a blight on the city and it must not be made even worse. These plans are shortsighted and evidence a complete lack of forward-thinking vision with respect to transportation issues. More concrete and more cars is not the answer! Please scrap this plan and work with the city and environmental groups to devise a transportation solution that unites all Texans with a green and sustainable future.
Alex Kachkine	4/28/2021	Online Comment Form	<p>I don't have many words to describe how absurd this whole project is, or how furious I am that this taxpayer-funded decision was not put through any kind of public vote by taxpayers. However a colleague of mine, upon learning that a few miles of highway expansion would cost two times more than a mission to Mars, had to say the following:</p> <p>"This is a worse use of taxpayer money than the Holocaust. I hope spiders infest your assholes. May there always be a lego under your supple unsuspecting foot. May your children visit Kevin Spacey's house. Fuck you in your fat fuckin ass."</p>

Name	Date Rec'd	Source	Comment
Alexander Smythers	4/28/2021	Online Comment Form	<p>1) The traffic light at the 35 NB Frontage road and Slaughter Lane is poorly timed for the amount of traffic it sees during the day. Myself and other residents on the east side of 35 have to sit through four (4) cycles of this light during all reasonable hours of the day to get from the east side of 35 to the west side and to Southpark Meadows. This is unacceptable and will get worse with time if no action is taken as more land is developed along east Slaughter and more folks move into the area. This is by far my biggest complaint, as it nearly always takes me 15 minutes of sitting in stopped traffic just to get past 35 when leaving my neighborhood in Goodnight Ranch to go anywhere else.</p> <p>2) The left turn lane from Slaughter (East of 35 heading west) to turn onto the SB Frontage road is not long enough and the signal is delayed behind the straight through green light, which results in traffic backing up into the leftmost straight through lane and backing up traffic. The lane should be made dedicated or signal timed differently to improve flow. This probably also contributes to the congestion that requires folks to sit through so many cycles of this light.</p> <p>3) We need a right turn lane on the 35 NB Frontage road at the Slaughter intersection. Right now there is a combination straight and right turn lane with a hard shoulder to the right and drivers bunch up on the shoulder to attempt to make right-on-red turns. A dedicated right turn lane will improve traffic flow and make this safer.</p> <p>4) The 35 SB Frontage road following the Slaughter exit is in terrible condition and needs resurfacing.</p> <p>5) The 35 SB Frontage road following the Slaughter exit is effectively reduced to one lane as the left lane merges back onto 35 at an inconvenient place. There is often traffic turning into the apartment complexes and residential areas, which slows down and backs up traffic on the frontage road.</p>
Anne Marie Beard	4/28/2021	Online Comment Form	<p>I live right by the proposed expansion of lanes for I35. I am not in support of adding more lanes to this congested highway. It will still funnel down into 3 lanes in the city interior and traffic will again back up. We need less, not more cars on the road.</p>

Name	Date Rec'd	Source	Comment
Benjamin Cavanaugh Berg	4/28/2021	Online Comment Form	<p>I believe that expanding I-35 in Austin is a terrible idea. This is money that could be better spent towards public transportation that actually gets people off the streets, and is more cost-effective. Due to the length of time it takes to even expand highways, the growth of Austin's population will have outdone the new capacity that I-35 holds. Thus, continuing the need for expanding the highway.</p> <p>If we were to divert this money towards public transportation, we would be creating a economically viable alternative that is better for the environment, easier to adjust for population growth, and is less detrimental to the environment/travel times when under construction. If anything, robust public transport will enhance the driving experience for those that NEED to drive because it will take cars off the road.</p>
Blake Burch	5/27/2021	Online Comment Form	<p>It's not entirely clear how the proposed changes would affect each of the main roads entrance/exit ramps. My biggest concerns are: - William Cannon exit consistently backs up onto the highway, causing unsafe conditions because the exit ramp feeds into the two left-hand turn lanes - the two most trafficked lanes. There needs to be a better approach to this exit. Perhaps lengthening it and starting further back? - While not directly related to the highway, Slaughter lane is a nightmare when it comes to the I-35 overpass. Both sides have to wait through 3-4 light cycles to get through and that will only continue to increase. Getting onto the highway when turning left (either direction) or going straight results in too much traffic congestion. Providing easier access to the entrance ramps and potential new underpass lanes would likely help. It's my understanding that improvements here would fall under the TxDOT jurisdiction.</p>
Bob Fitzner	4/27/2021	Online Comment Form	<p>Is it possible to narrow the ROW footprint & limit the property acquisition if the Shared Use Path (SUP) is moved outside the DOT ROW limits? Are there any options for the SUP location via Jurisdictional Agreement(s)?</p>
Cade Ritter	4/29/2021	Online Comment Form	<p>I-35 is a scar on our city. You don't propose anything other than adding more lanes, after people have been demanding public transit, burying the roadway, replacing it with a boulevard... this is all TxDOT can come up with? Go back to the drawing board, because this terrible and Austin will not accept it.</p>
Charlie Smith	5/26/2021	Online Comment Form	<p>I think its very telling on Austin and Texas that you want to put the toll roads of IH- 35 in the most congested and most working class area to which the people that live in Southeast Austin have to use that road to get to work.</p> <p>When updates were being done before, you should have thought about bring this to the table instead of basically tearing out what was just completed a year or two ago, making them live through and more drive time to their travel time.</p>

Name	Date Rec'd	Source	Comment
Curtis Rogers	5/11/2021	Online Comment Form	<p>The planned HOV lanes will require significant law enforcement resources to guarantee compliance, and will have lower utilization for the investment. Because drivers will have a free road option, this should not hold TxDOT back from making the managed lands tolled. This would remove the law enforcement resources needed for HOV, AND help fund the project for all drivers (even those using the free 35 lanes.</p> <p>Please give all drivers the option to pay to use the managed lanes when they need to travel faster.</p>
D Mor	5/22/2021	Online Comment Form	Make as many managed lanes as you want...but PLEASE build 4 free regular unmanaged lanes. Every highway in Austin is a pathetic 3 lanes. Every highway in Dallas and Houston is always 4 lanes. After all the damn 18 wheelers 3 lanes is not enough.
Daisy Torres	4/30/2021	Online Comment Form	Yes! to the addition of two lanes in the 8mile stretch of IH35 from 71 and 45. I think this expansion of IH35 should've been done a long time ago already.
Daniel Neal Zell	4/27/2021	Online Comment Form	I support the raised HOV lanes and anything that can be done to reduce congestion and conflicts
David Butler	4/27/2021	Online Comment Form	Too much emphasis on bicycles. people drive CARS on the freeway, not bicycles
Hannah Turner	4/28/2021	Online Comment Form	Yikes. I do not think TXDOT's proposal for I-35 is well thought out. I-35 travels right through the heart of Austin. It's already too big and noisy and hard to cross. It should not be made bigger. People who study traffic patterns have determined that adding lanes to a highway doesn't actually solve traffic issues--it just creates more traffic as additional cars fill in the additional lanes. So under this proposal, instead of 6 lanes of gridlock we will have 12 lanes of gridlock. And an even bigger mega-highway cutting right through the city. TXDOT's plan is bad in terms of aesthetics and the feel of the city, and it will not even help the traffic issue. It also takes us the wrong direction in terms of climate change. I oppose this ill-considered project and hope it does not happen.
Harris Stephens	4/28/2021	Online Comment Form	Austin does not need more vehicular traffic funneled through its core. Adding more lanes for more cars will only result in increased accidents, worse respiratory health for those living near the highway, and increased carbon emissions. A light rail system could move far more people into downtown with far less pollution and congestion. Building more highway has yet to solve the problem of congestion in Dallas or Houston. Try something new in Austin.
Hector M. Amaya	4/28/2021	Online Comment Form	To me it looks like the decision has already been made. Here is my comment anyway. I just moved here from California and unfortunately this is part of the area's growing pains. With all the housing construction in the area there is no other choice.

Name	Date Rec'd	Source	Comment
Heyden Black Walker	5/26/2021	Online Comment Form	I am concerned about safety in this corridor. Not just safety for people in cars and trucks, but also safety for people walking, biking, rolling. Design speeds are too high to impart real safety. Speed kills. This project, as noted in the EA, is through urban and suburban areas. 70 mph on the mainlanes and 50 mph on the frontage roads are too high and will never support TxDOT's goal of getting to zero traffic deaths. Shared use paths are great, but should NOT be located in clear zones. Locating SUPs in clear zones is immoral and that practice needs to STOP. A curb is highly unlikely to stop a vehicle moving at 50 mph and does not provide meaningful safety for humans using those SUPs. ADA compliance is noted and appreciated, too much of this corridor is disconnected and fails completely to provide ADA access. All multimodal access and SUPs should tie into existing and planned active transportation networks. Increasing #s of lanes increases the barrier created by this highway. There should be substantially more places for humans outside of vehicles to cross this corridor, at least every 1/2 mile. TxDOT needs to be thinking about access, especially for the EJ communities and populations living in poverty. Those people are unlikely to be able to afford a car and need to be able to safely and comfortably navigate along and across this corridor by foot, wheelchair, bike, scooter, etc.
Jackson Hurst	4/29/2021	Online Comment Form	I approve and support TxDOT's I-35 Capital Express South Project. The aspect that I love about TxDOT's I-35 Capital Express South Project is that 2 Managed Lanes will be added to I-35 which will help reduce congestion on I-35.
Janet Harwell	5/3/2021	Online Comment Form	Please include access roads that go under the crossover bridges so people do not have to wait through the light to go directly through the intersection. Like at 183 and MLK. Genius idea and helpful for the environment too eliminating idling at intersection! Also please avoid having multiple entrances and exits and lanes ending at the same spot like some incompetent designer put where 71 east and west bound come together into one lane to go south and dump all that traffic where people are getting off for Stassney. How could you have not foreseen that traffic disaster???
Jason Roth	4/29/2021	Online Comment Form	Please cap i35 as much as possible downtown. It's the best long term investment
Jonathan Coffman	4/28/2021	Online Comment Form	I believe this project is worthwhile to continue pursuing. We need serious plans to relieve congestion, have better transportation infrastructure and to enable further growth in the community. HOV and Tolled lanes can and should be part of the equation since those also provide for better public transportation options.
Justin P Morgan	5/21/2021	Online Comment Form	It all looks very nice, and I am in favor of the project, as long as the managed lanes that are elevated aren't elevated too high. I don't want them to look unsightly.
Kathleen Myers	4/29/2021	Online Comment Form	I grew up in Austin and still visit frequently. Austin is in DESPERATE need of viable public transit options between downtown, suburbs, and exurbs and within the downtown area. If these options existed, far fewer cars would need to be on the road. Expanding 35 is an expensive bandaid for Austin's congestion problem. I'd like to see TxDOT reallocate some money from roadway expansions to public transit so that existing planned railways can be operational ahead of schedule.

Name	Date Rec'd	Source	Comment
Kristofor Langlais	5/14/2021	Online Comment Form	I strongly oppose this project and expansion of I-35 lanes.
Michael Galdo	4/29/2021	Online Comment Form	Please do not widen I35 in its existing route. We should keep I35 at its current size, but drop it down and cap it, then create a loop around the city (maybe 130?). We can't widen the highway, creating even more divide in the city. Why is the only major north-south route directly through the heart of our city?
Michael Whitney	5/26/2021	Online Comment Form	I object to this plan. This stretch of I-35 has been under construction continuously for up to 15+ years, with no end in sight. What has all that work and taxpayer money been for if you're only to rip-up and rebuild what's been completed to date? Will the recently completed new bridges and adjacent access road improvements be scrapped in this project? Who pays for all that waste? We don't need an elevated highway in S. Austin when we're talking about taking down the elevated lanes in Central/Downtown Austin.
Nikolai Tangdit	4/28/2021	Online Comment Form	I do not want i35 to expand. I think it will be a waste of tax payer money. If we expand i35 the traffic will continue to be bad. Because of induced demand there will always be cars on the highway. I would prefer if we spent our money either fixing the roads we already have or invest in other modes of transportation.

Name	Date Rec'd	Source	Comment
Robin Weatherl	5/7/2021	Online Comment Form	<p>Hello,</p> <p>I am writing to express my concerns about the TxDOT Capital Express South project to expand I-35. In summary: I am against this proposed project as it stands today. I believe that major increases in public transportation services would better respond to the need to expand transportation in Austin in anticipation of major population growth. And I think that we can all agree: the car-centric characteristics of Austin (and all Texas cities) is problematic for several reasons, most notably in the context of the climate change crisis.</p> <p>The increased bike lanes and pedestrian walkways that are part of the proposed TxDOT project are grossly inadequate, especially given that many people live too far from their work places to walk or even bike. I realize that capmetro has lots of expansion projects in the pipeline for the next 20 years, but they are slow and inadequate compared to the rate of population growth in Austin.</p> <p>While public transportation is somewhat available in Austin, it's network is severely lacking, and work on expanding of the network of MetroRail and other such services has been very slow. 20 years is too long for the proposed capmetro expansions, especially compared to I-35 expansions that occur in half that time, or less.</p> <p>Expansion of public transportation services, especially MetroRail to serve the entire city would serve a much larger portion of the population than would expansion of services. I realize that TxDOT has given grants to capmetro to help expand these services, but the 50 million dollar grant in 2019 is peanuts compared to the 300 million dollar estimate for the proposed expansion of I-35.</p> <p>Please, please consider diverting these funds to improve public transportation services in Austin. Not only would this help to respond to the climate change crisis, but it would increase mobility for the disabled and low-income communities. There are so many areas in Austin where travel time from point A to point B is 10 minutes by car, and 45 minutes to an hour by bus or rail. In 2021, in a</p>
Ron Binkley	4/29/2021	Online Comment Form	<p>I have lived in Austin for 36 years and have been praying for some major relief on I-35 for 36 years. If I had lived here for 45 years years I would have been praying for that long too. FINALLY we have a plan to improve I-35, the environment and the barrier that the highway has served from the east side since it was built. I suggest we find a way to stifle the NAYSAYERS that think they know everything about building a super highway that will relieve so much congestion. The NAFTA highway is at it's worst running through downtown Austin. We now have a good plan. Let's get it going!!</p>

Name	Date Rec'd	Source	Comment
Russell Coleman	4/28/2021	Online Comment Form	DO NOT add any more lanes to I-35. It will not reduce congestion at all at this level of demand - this is a fundamental principle of urban design. The city and the state need to consider alternative strategies such as Reconnect Austin's plan for I-35. Turning the highway into a walkable boulevard or burying it underground and building parks on top are infinitely better and worth every dollar spent. This plan, on the other hand, is a complete waste of taxpayer money, will bring no real benefit to the citizens, and should be immediately abandoned. The only parts of this plan that should stay are improvements in pedestrian and bike access, but that is not worth the price of taxpayer dollars funding more lanes on this terrible, terrible road.
Russell Taylor	4/29/2021	Online Comment Form	Do not expand or take any other measures to increase the capacity of IH35 to carry automobile traffic. The highway is an unnecessary blight on our city, and expanding the southern part of it is incompatible with shrinking it in the central region. We should be working to remove the environmental and social damage this road has had during its lifetime, deconstructing it to unite and heal the city, while rerouting through traffic around instead of through Austin.
Sarah Simpson	5/12/2021	Online Comment Form	<p>I strongly oppose this project for the following reasons.</p> <ul style="list-style-type: none"> - Widely available research shows that adding more non-tolled lanes is NOT a solution to CONGESTION. Adding almost twice the existing number of lanes!!! will lead to an overall increase in single occupant vehicles on the road and contributes to a costly, fiscally irresponsible cycle of highway expansion that wastes taxpayers dollars. - Widely available research shows that adding more non-tolled lanes is not a solution to safety. More lanes leads to increased passing and speeding and generally unsafe behavior. - Elevated lanes are costly, fiscally irresponsible and demonstrate the corrupt linkage between TXDOT projects and precast concrete company contracts. <p>I urge you to abandon the current proposal and move to the following:</p> <ul style="list-style-type: none"> - Conversion of existing lanes to managed and /or tolled lanes with congestion pricing to actually reduce congestion with a solution that actually has research proven results. - Conversion of existing lanes to bus priority lanes to focus on moving PEOPLE NOT CARS. <p>Spending over \$300 million dollars to implement an outdated, sure-to-fail solution is a crime. Please abandon this proposal and go back to the drawing board</p>
Sean Johnson	5/2/2021	Online Comment Form	Instead of widening 35 and inducing more demand, TXDOT needs to shift its focus more onto mass transportation. That's the only way we are going to be able to build ourselves up to meet the demand to meet our population growth.

Name	Date Rec'd	Source	Comment
Tatum Troutt	4/29/2021	Online Comment Form	Please, no more highway lanes. They solve nothing, are horrible for the environment, and divert attention from the investments we really need. TXDOT knows this and has the capacity to be a leader in this field yet continues to choose options that do nothing. At some point, all of Austin will just look like highway lanes, and there will STILL be traffic!
Tiffany Michelle Little	5/27/2021	Online Comment Form	We need to invest now in our growing city. We cannot wish away the fact that Austin continues to be the fastest growing city in the States. Please invest this money in greener public transportation like high speed rails instead.
Unknown	4/28/2021	Online Comment Form	building more lanes makes traffic worse for everyone. txdot should focus more on public transit options and less on paving our cities over with concrete.
Unknown	5/24/2021	Online Comment Form	This project is a total waste of our tax dollars unless the managed lanes have variable tolling (like on MoPac); otherwise these are just HOV lanes and won't fix anything from a traffic perspective. Build the right project (tolled managed lanes) or don't waste our tax dollars!!! HOV lanes don't work.
Unknown	5/27/2021	Online Comment Form	The definition for "local" traffic does not align with a common sense definition of the term. I recognize that Buda to Manor is considered "local" but this is not a sensible definition. Please consider routing trucks around I35. Until TXDOT give this serious evaluation rather than outright dismissal, you will keep getting this ask. In all of my years of commuting through central Ausitn I have only 1 time seen a truck exit (during the "workday"). Let's free up ALL available real estate on those lanes and re-route the big trucks.
Unknown	5/27/2021	Online Comment Form	Please keep the sound barriers SIMPLE. Or please hire architects for this visioning task or maybe even coordinate with the Austin AIA and members to collaborate on a SINGLE consistent design (I recognize that these must be designed by civil engineers, but civil engineers are not trained on aesthetics in any demonstrable way). The Mopac sound barriers are hideous aside from their structural failures. Sound barriers should not look like bad imitations of classical architecture with fake stone textures. Please keep them simple, and have them look like concrete. Also please consider allowing vines to grow on them.
Unknown	5/27/2021	Online Comment Form	Please eliminate ALL driveway access to properties on the frontage road in favor of access from an adjacent perpendicular "collector". The difference between frontage road speeds and driveway speeds are quite dangerous. In liue of this please dedicate a "turn only" lane on the access road.
Waldo	4/28/2021	Online Comment Form	I think this project is essential to help accommodate the continued growth of the city. Austin texas is set to keep growing in the coming years and if that area of the city is left as is with its rate of growth the traffic issue in austin will get much worse as when that area is packed drivers seek other paths and jam other parts of the city. This could help alleviate traffic city wide. Or at the very least lessen the impact of Austin's continued growth in terms of traffic around the city.

Name	Date Rec'd	Source	Comment
William Schwartz	4/29/2021	Online Comment Form	<p>I drive the section of I-35 from Onion Creek Parkway to Hwy 290/71 everyday and it is not nearly as dire as the proposed plan would have you believe. A few simple adjustments of the existing roadway will make the improvements that would increase safety and decrease travel time.</p> <p>A simple, restriping project to enable more of the, already in place, main lane roadway to be used for merging traffic. Namely at Slaughter Lane and William Cannon Drive on the northbound side. And Slaughter Lane on the Southbound side. This may require additional paving but the amount of new paving for this work would be exponentially less expensive, invasive, and disruptive than the current proposed project.</p> <p>Additionally, fix the southbound frontage road intersection North of William Cannon Drive and North of Slaughter Lane to allow traffic to flow better off of the main lanes of I-35. Please, do not attempt to correct the traffic issue of I-35 in South Austin by installing an elevated deck. The real issue is the bottlenecks created by merging oncoming and exiting traffic, which can be corrected with much less expensive and much less invasive methods.</p>

Emailed Comments

34 total

From: Dierenfield, Laura [mailto:Laura.Dierenfield@austintexas.gov]
Sent: Wednesday, May 26, 2021 5:46 PM
To: CapExSouth <CapExSouth@txdot.gov>; Matthew Cho <Matthew.Cho@txdot.gov>
Cc: Diann Hodges <Diann.Hodges@txdot.gov>; Briana Cohen [REDACTED]; Jake Boone [REDACTED] Parks, Christopher <Christopher.Parks@austintexas.gov>; Benner, Sophia <Sophia.Benner@austintexas.gov>; Gutierrez, Alyssa <Alyssa.Gutierrez@austintexas.gov>
Subject: Bicycle Advisory Council Comments on I-35 Capital Express South

Dear, Mr. Cho –

Please see attached comments from the Bicycle Advisory Council regarding the I-35 Capital Express South Project.

Thanks,

Laura

Laura Dierenfield, Division Manager
Active Transportation and Street Design Division
City of Austin, Austin Transportation Department
laura.dierenfield@austintexas.gov
(512) 974-7189

Austin Bicycle Advisory Council
Recommendations for Texas Department of Transportation
I-35 Capital Express South Project and I-35 Capital Express North Project

Recommendation 20210518-001

WHEREAS, the purpose of the Austin Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles.

WHEREAS, the Texas Department of Transportation (hereafter "TxDOT") is responsible for the planning and execution of the My35 Capital Express Central project.

WHEREAS, TxDOT is a key partner in building Austin's All Ages and Abilities Bicycle Network.

WHEREAS, the proposed improvements include improving/adding bicycle and pedestrian paths with approximately 13 miles of new shared-use paths in addition to 3 miles of recently constructed shared-use paths.

WHEREAS, the preliminary proposed I-35 design includes a 10' shared use path between Stassney Ln & William Cannon Dr and South of Slaughter Lane.

WHEREAS, geographic barriers, such as controlled access highways with few crossing streets, prevent bicycle and pedestrian connectivity.

WHEREAS, Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek are within the project area.

WHEREAS, TxDOT and City of Austin agreed upon shared-use path recommendations for the I-35 corridor, and these recommendations in Version 7.0 released May 24th, 2016 are available via <https://bit.ly/2S4UCAe>;

WHEREAS, the portion of the project from Onion Creek northward is within an urbanized area and the entire project scope will be within an urbanized area during the lifetime of the project, thus creating substantial bicycle and pedestrian activity throughout the project corridor.

WHEREAS, highway infrastructure along I-35 was just imploded after years of funding and right-of-way obstruction.

THEREFORE, BE IT RESOLVED, the BAC recommends that TxDOT prioritize bicycle and pedestrian connectivity across and along the I-35 corridor for all ages and abilities.

BE IT FURTHER RESOLVED, the BAC recommends that TxDOT include 12' wide or greater shared-use paths along all frontage roads, with a physical barrier constructed or organic, for expected high volumes of bicycle and pedestrian traffic and per the city of Austin Transportation guidance, and that any design exceptions (i.e. less than 12' SUP width) be specified by location and be posted publicly and shared directly with the BAC;

BE IT FURTHER RESOLVED, the BAC recommends that in order to provide local access to destinations and not create additional barriers to bicycling and walking, TxDOT create dedicated

pedestrian and bicycle at-grade crossings along i-35 (Level 5 Street) to reduce crossing density below ½ mile in accordance with the city's proposed guidelines to the [Transportation Criteria Manual update](#) (Section 4).

BE IT FURTHER RESOLVED, the BAC recommends that TxDOT perform more in-depth studies on the impacts of construction to the four creeks within the project area and establish protections against pollution impacts from infrastructure improvements;

BE IT FURTHER RESOLVED, the BAC recommends that TxDOT release detailed plans for construction and implementation regarding east-west at-grade crossings, including accessible infrastructure for individuals biking or walking, throughout the project area;

BE IT FURTHER RESOLVED, the BAC recommends that TxDOT not move forward with the elevated sections for the managed lanes.

BE IT FURTHER RESOLVED, the BAC recommends that all creek crossings include a shared-use path underpass, connecting across I-35:

BE IT FURTHER RESOLVED, the BAC recommends that any improvements in the vicinity of the Bergstrom Spur support and allow for a future grade-separated crossing for bicycle and pedestrian traffic, connecting across I-35;

BE IT FURTHER RESOLVED, the BAC recommends that any new lanes be dynamically tolled, which will allow all drivers the freedom to travel in lanes with less traffic and help fund ongoing maintenance for this project. Tolle lanes will also result in higher utilization than HOV lanes, as well as fewer law enforcement officers needed to monitor compliance.

Date: May 18, 2021

Vote: 6-0 with Eden, Salvaggio, and Smith absent

Attest: Briana Cohen, Chair

Briana Cohen

From: Brian Spencer [REDACTED]
Sent: Saturday, May 22, 2021 9:15 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: CAPex South project - CPO and AE transmission lines

Hi,

Thank you for improving the safety congestion and mobility along this critical Austin corridor . I would like to submit the following comment:

1. How will this project be working together with the Corridor Program Offices Slaughter C5 improvements between I35s NB frontage roads and Cullen Ave? It does not appear that the proposed CPO improvements which will occur prior to this project will align based on the proposed project layout. Would you recomend CPO amend their Slaughter projects limits to exlude any improvements within the LOC of the CapExSouth project for best use of Taxpayer dollars?

Thank you,

Brian

-----Original Message-----

From: Bryan [REDACTED]
Sent: Wednesday, April 28, 2021 12:49 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: I-35 expansion

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 firmly oppose the expansion of I-35. This will do little to ease congestion, it will create more sprawl, and will cost hundreds of millions.

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message] <<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

From: Daniel Woodroffe [mailto:[REDACTED]]
Sent: Wednesday, May 26, 2021 8:48 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: Cut and cap

As an East Austin resident, downtown business owner and A landscape architect I urge txdot to maximize the cap portion of this project. Building the infrastructure to enable the cap is an essential piece of infrastructure and must not be value engineered out.

Additionally, the rationale for taking the highway underground is to maximize open space and dynamically change the at-grade condition. I urge txdot to reconsider adding more frontage road lines. This project has the capacity to be a game changer for the city and state but to do that it must pivot away from traditional transit engineering methodologies and place pedestrian and human comfort first.

Lastly, Hi encourage text Todd to raise the importance and necessity of having a strong sustainable solution that looks and considers climate, carbon sequestration, innovative storm water management and human comfort.

Sincerely,

Daniel woodroffe

--

daniel woodroffe [REDACTED]
[REDACTED] studiodwg.com This e-mail may be privileged and confidential. If you are not the intended recipient, please delete from all computers.

From: Guadalupe Lancon [REDACTED]
Sent: Wednesday, April 28, 2021 9:27 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: Hello good morning

Hello my suggestion would be Adding Traffic meters like to calculate the amount of traffic and also adding pedestrian Bridges for people who might be tempted into crossing the middle of the Highway and also adding Digital speed limit signs thanks

-----Original Message-----

From: Jen W [mailto:]
Sent: Wednesday, May 26, 2021 10:57 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: South i35

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.

As a resident of South Austin near Slaughter Lane, I think this money would be better spent on investment in high speed rail. We need to move away from individual cars and highways, and towards green public transportation.

This proposed project is wasteful and will disrupt highway traffic for YEARS while it is being completed. By the time it is finished, we will need more lanes. It is time for Texas to think bigger towards the future. Invest in high speed rail, not outdated highways for cars.

Thank you,
Jen Wireman

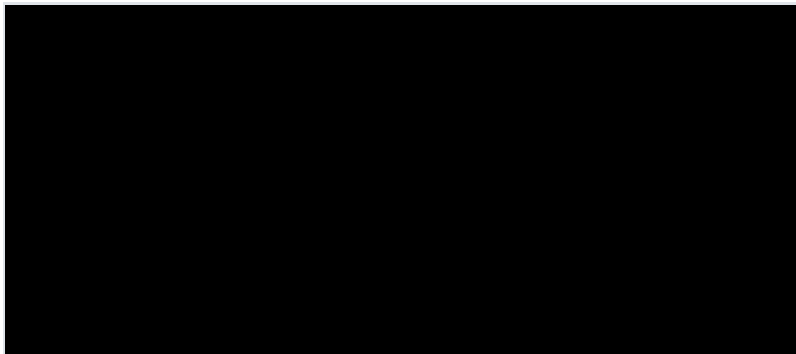
Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

From: None None [REDACTED]
Sent: Thursday, May 27, 2021 12:18 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: i35 project

I would like more information on this project:

[Residents have until May 26 to comment on TxDOT's \\$300 million proposal to rework I-35 through South Austin](#)



Residents have until May 26 to comment on TxDOT's \$300 million proposal ...

Jack Flagler

A virtual public hearing for the South Austin project is open through May 26.

I want to know where the money will go and I want to know who will be held accountable to make sure we meet milestones and stay within budget.

thanks,

Jesus Varela

From: John Foster [mailto: [REDACTED]]
Sent: Wednesday, April 28, 2021 4:50 PM
To: CapExSouth <CapExSouth@txdot.gov>
Subject:

I 35 - HOV lanes don't work. Express lanes like MOPAC work.

From: Justin Spillmann [mailto: [REDACTED]]
Sent: Thursday, May 27, 2021 10:18 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: I-35 Realignment

Hello:

My name is Justin Spillmann and I have comments about the I-35 south realignment. The removal of the existing northbound exit ramp near the Home Depot just north of Slaughter lane is a mistake. By moving this exit ramp further north, you are going to drastically increase the amount of traffic at the already burdensome Slaughter and I-35 intersection.

There are at least six apartment complexes and 30+ acres of currently undeveloped land that users will end up having to go thru the light at Slaughter to access because of the closing/relocation of the exit ramp.

Please consider how this impacts the traffic and keep this ramp location open or provide alternate means of access to these properties without having to go thru the light at Slaughter lane..

Sincerely
Justin Spillmann
512-921-7448

From: Marvin [mailto: [REDACTED]]
Sent: Wednesday, April 28, 2021 3:30 PM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: Public Comment

Good afternoon,

I would like to submit a comment regarding the south I-35 improvements. I am in favor of the overall design schematics of the managed lanes and have no comment on its environmental impacts. My only negative comment is in regards to the reconfiguration of exit ramps south of Hwy 71. Currently, drivers on Hwy 71 (both EB and WB) that take the direct connectors to SB I-35 are able to take the William Cannon exit ramp. Based on the provided schematics, that is no longer an available route. While there may be limited WB Hwy 71 traffic that is looking to exit at William Cannon, the same is likely not true for EB Hwy 71 traffic. I live in Easton Park and when traffic is not totally backed up on the direct connector will use this route as a faster alternative to weaving through Montopolis, Burleson, and McKinney Falls Pkwy. Those streets already have tremendous traffic and even when (if) Pleasant Valley is fully connected, the volume of traffic that street can handle would not be sufficient as this part of SE Austin continues to develop. Furthermore, should the schematic be implemented as designed, the only opportunity an EB Hwy 71 driver using the direct connector to SB I-35 would have to make a U-Turn would be at the Slaughter Lane intersection. I ask that this configuration be reconsidered to maintain the current access to William Cannon afforded to these drivers.

Thank you,
Marvin Cole-Chaney

Sent from [Mail](#) for Windows 10

-----Original Message-----

From: mary sanger [mailto: [REDACTED]]
Sent: Thursday, April 29, 2021 11:36 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: Do the correct plan for IH 35

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.

and prevent 18 wheelers going through Austin to take State Highway 130 and make it toll free for truckers. Mary Sanger

[A Texas Department of Transportation (TxDOT) message] <<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

-----Original Message-----

From: Michael Kiel [mailto: [REDACTED]]
Sent: Wednesday, April 28, 2021 7:15 PM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: Please do not expand I-35

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.

Good evening,

My name is Michael Kiel and I am a graduate student at the LBJ School of Public Affairs. I am an avid biker and urbanist. Peer-reviewed research demonstrates that expanding highways does not improve congestion, but simply incentivizes use and heavy development along said highways.

I-35 also represents the racial history of segregation in Austin. Please tear it down instead.

Thank you!

[A Texas Department of Transportation (TxDOT) message] <<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

From: mls4598@aol.com [mailto:██████████]
Sent: Wednesday, May 12, 2021 11:15 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: I-35 CAPITAL EXPRESS SOUTH

WHY THE HELL WAS THIS NOT DONE WHILE IH35 WAS ALREADY
TORN UP FOR THE PAST SEVERAL YEARS YEARS TO MAKE
"IMPROVEMENTS" UP NEAR THE IH35 / HWY71 (BEN WHITE)
INTERCHANGE?

POOR PLANNING. BLOATED BUREAUCRACY.

THIS IS A DISGRACE. HAD I MANAGED MY COMPANY LIKE THIS, I
WOULD HAVE BEEN FIRED AND REPLACED BY SOMEONE
COMPETENT.

DR. M. L. SLOAN
CITIZEN

From: Tom Wald [mailto: [REDACTED]]
Sent: Wednesday, May 26, 2021 7:25 PM
To: CapExSouth <CapExSouth@txdot.gov>; Matthew Cho <Matthew.Cho@txdot.gov>
Subject: Comments for I-35 Capital Express South

Below are the Red Line Parkway Initiative's comments for the I-35 Capital Express South project virtual public hearing closing today, May 26th, 2021:

- 1.
2. TxDOT should prioritize
3. 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
4. crossing or as a bike-and-ped-only crossing.
- 5.
- 6.
7. The proposed shared-use
8. 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.
- 9.
- 10.
11. I-35 bridges over major
12. creeks should include shared-use path connections under the I-35 bridges on both the north and south sides of each creek:
13.
 - a.
 - b. Onion Creek
 - c.
 - d.
 - e. Slaughter Creek
 - g.
 - h. Williamson Creek

These additional shared-use paths should connect with the shared-use paths along the corridor.

- 4.
5. Any improvements in the
6. vicinity of the Bergstrom Spur (immediately south of SH 71) should support and allow for a future grade-separated crossing for bicycle and pedestrian traffic and for transit, connecting across I-35. For more information on the future of the Bergstrom Spur,
7. visit <https://www.austintexas.gov/BergstromSpur>
- 8.
- 9.
10. All shared-use paths should
11. 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.
- 12.
- 13.
14. Since the observed speeds
15. 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.
- 16.
- 17.
18. The pedestrian and bicycling
19. accommodations should meet or exceed the TxDOT Bicycle Accommodation Design Guidance released April 2nd, 2021. For reference:
20. <https://ftp.txdot.gov/pub/txdot-info/ptn/bike-acco-design-guide.pdf>
- 21.
- 22.
23. The elevated lanes will

24. create several problems, especially that the elevated structure will preclude pedestrian and bicycle bridges over I-35 that would help create crossings every half-mile or less.
- 25.
- 26.
27. Ending traffic deaths and
28. 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
29. 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.
- 30.
- 31.
32. Ensure that the project
33. 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
34. those plans.
- 35.
- 36.
37. The project's proposed motor
38. 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
39. shift future, potential automobile trips to other travel modes.
- 40.
- 41.
42. The project needs to mitigate
43. 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
44. 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
45. gas emissions are produced by the vehicles using I-35).
- 46.
- 47.
48. The regional growth forecasting
49. 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.
- 50.

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

-Tom

From: Spillar, Rob [<mailto:Rob.Spillar@austintexas.gov>]
Sent: Wednesday, May 5, 2021 5:31 PM
To: Tucker Ferguson <Tucker.Ferguson@txdot.gov>
Cc: Heather Ashley-Nguyen <Heather.AshleyNguyen@txdot.gov>
Subject: I-35 Program - inclusion of art and aesthetics into the design process

Tucker,

Attached is a technical design request related to the I-35 Corridor related to incorporating art and aesthetic considerations during the design phase of the project. I believe I have mentioned this before, but the request is that we use art to solve specific design needs within the corridor to make the pedestrian and other non-auto user experience superior within the corridor. These techniques have been used to great success in the San Antonio District and in other cities throughout North America. I wanted to bring this to your attention as we consider how to deal with hot pedestrian crossings of the corridor, and structures we may be introducing into the corridor. Including art and architecture up front as part of the design will make both the art and the actual freeway project more sustainable. Also, using art to engage the public now in the project will make them more accepting of future unavoidable impacts.

I know that several council members are also interested in this issue. I spoke to several of them recently so please don't be surprised if you receive comments referencing this request.

In addition to this technical communication, I am anticipating that ATD will send a formal set of comments in response to the South I-35 EA hearing that closes on the 10th related to mobility.

Thank you in advance for considering this issue. When other technical issues arise that I wish to make you aware of, I will communicate those similarly.

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



Austin Transportation Department

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

May 5, 2021

Tucker Ferguson,
Austin District Engineer
Texas Department of Transportation

RE: I-35 Central Express Design Request/Comment
Aesthetic Treatments to Improve Pedestrian Experience Crossing the Future I-35
Corridor

Dear Tucker,

As I have indicated previously, the future design of the I-35 corridor through Austin will have profound long-term impacts and benefits on our community. One of the specific areas of discussion I would like to encourage with your office and with your NEPA environmental teams is the use of art and aesthetic elements as part of the design process to address specific operational needs of the corridor. I know that TxDOT Austin has already conducted some work related to the future design elements of the corridor, but I want to specifically engage on the larger issue of incorporating art into the design process moving forward, especially where that art can be used to positively address specific pedestrian and bicycle experiences crossing the corridor.

The current I-35 corridor employs a range of architectural features throughout the corridor, including faux limestone rock imprints on retaining walls, UT/longhorn motifs on columns near SH71, Egyptian motif columns near US 183, and a variety of landscaping and other architectural add-on elements throughout the corridor. I believe the potential of the future I-35 corridor to include a more appropriate series of artistic installations that better represent Austin, Central Texas, and the historical importance of this corridor to be great. At the same time, the corridor also needs to address certain design elements that are critical to making this corridor more pedestrian friendly and inviting. Use of art on underpass columns and artistic lighting have been used extensively in other TxDOT districts to encourage a more comfortable pedestrian experience. Trees and natural landscaping, as well as structural elements, have been designed throughout the country to make hot urban sidewalks more enjoyable for non-auto users. Pedestrian bridges and crossings need not be utilitarian but can be designed architecturally to attract positive activities.

Based on a quick search of images on the internet, I have collected a handful of ideas used in Texas and in other national/international locations to better meet the needs of pedestrians (see attached images). These include murals on freeway columns in San Antonio and Toronto; sculpture and lighting displays in San Antonio, Birmingham, and Austin; sound wall designs from Arizona; innovative pedestrian bridges and pedestrian shade structures from a variety of locations.

*Delivering a safe, reliable, and sustainable transportation system
that enhances the environment and economic strength of the region.*

Tucker Ferguson
Page 2
May 5, 2021

My experience in other locations is that incorporating art and aesthetics during the design and NEPA process allows for a very cost effective inclusion of such elements into the design, helping to make the art look part of an integrated project as opposed to an afterthought. This is important to help encourage sustainability of both the artistic elements as well as the freeway overall. As for the NEPA process, I believe incorporating art and aesthetics in the current discussion (or parallel to the current discussion) gives the community a focal issue to engage on. In terms of NEPA, art and aesthetics can give the surrounding community a tangible element of the project to work on, making the overall project more palatable to the adjacent neighborhoods.

The City of Austin has a strong Art in Public Places program that can assist with curating specific artists. The Austin Transportation Department has an Urban Place Making division that I can bring to bear to assist with a focused art and public space discussion.

I request that a discussion to incorporate art into the I-35 project be initiated, specifically as it relates to helping make the I-35 corridor more sustainable. I request that we define the need for a corridor aesthetics plan as part of the on-going I-35 design process. If such a corridor plan exists, I request that you provide a copy of that plan and that we review that plan together to determine if we can reopen that plan to incorporate some of the concepts presented with this letter.

Please include this request as part of your evolving NEPA documentation on the Central Section, as well as the North and South sections of the roadway. I know that the South public hearing is currently open for comment.

I look forward to hearing back from you. I know that several City of Austin Council Members are likewise interested in these issues, especially where we can use these techniques to improve the pedestrian experience crossing or walking along the future I-35 Corridor.

Sincerely,



Robert Spillar, P.E.

Director, Austin Transportation Department

Attachments: art images

Tucker Ferguson
Page 3
May 5, 2021



Midtown freeway underpass (Kelly Edwards Pillar)

Artist: Kelly Edwards

Location: San Antonio TX

Source: <https://perceptivetravel.com/blog/2020/01/16/surprise-yourself-in-san-antonio/>

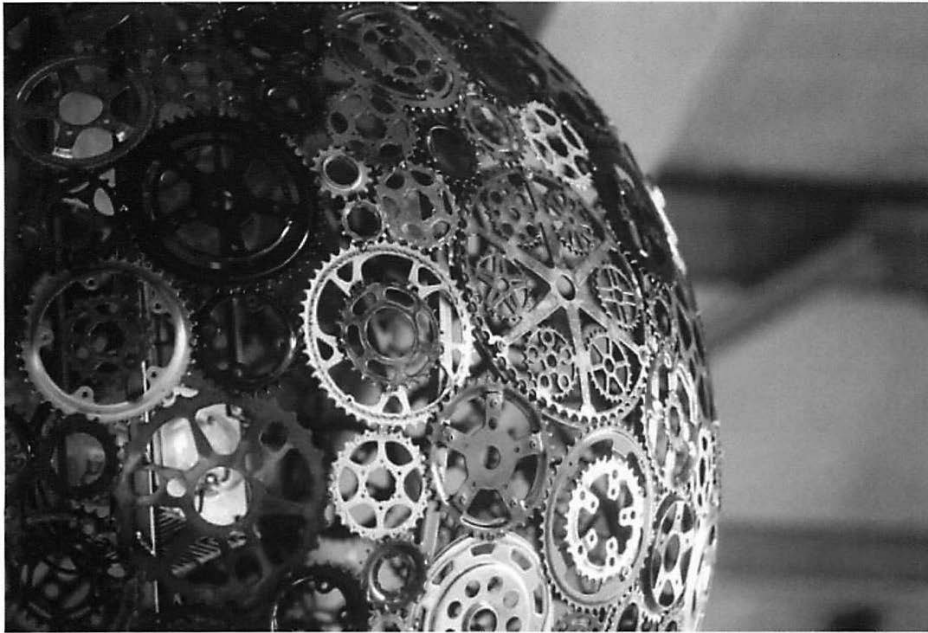


Underpass Park

Location: Toronto, Ontario, Canada

Source: <https://mcferrandall.blog/2015/07/21/underpass-park/>

Tucker Ferguson
Page 4
May 5, 2021



Ballroom Luminoso Installation

Artist: JB Public Art

Location: San Antonio Texas (I-35 Underpass)

Source: <https://weburbanist.com/2017/04/12/underpass-art-parks-i-5-fun-projects-reclaiming-disused-urban-space/>

Tucker Ferguson
Page 5
May 5, 2021



Soundwall Design and Native Landscaping
Federal Highway Administration, US DOT Public Roads
Location: Scottsdale Arizona

Source: <https://www.fhwa.dot.gov/publications/publicroads/03may/03.cfm>



Soundwall Design Pima Freeway, Arizona
Federal Highway Administration, US DOT Public Roads
Location: Pima, Arizona

Source: <https://www.fhwa.dot.gov/publications/publicroads/03may/03.cfm>

Tucker Ferguson
Page 6
May 5, 2021



LED Lighting on I-20/59 Bridges in Birmingham

Location: Birmingham Real-Time News

Source: <https://www.al.com/news/birmingham/2020/12/check-out-the-new-led-lights-at-the-i-2059-bridges-in-birmingham.html>

Tucker Ferguson
Page 7
May 5, 2021



LED Lighting I-35 Bridge

Location: Austin Texas Valmont Structures

Source: <https://www.valmontstructures.com/resources/valmont-structures-product-spotlight/i-35-bridge---austin-tx>

Tucker Ferguson
Page 8
May 5, 2021



A new pedestrian and bicycle overpass to connect two East Palo Alto neighborhoods long separated by U.S. Highway 101 opened on Saturday. (CBS)
Location: Palo Alto, CA
Source: <https://sanfrancisco.cbslocal.com/2019/05/18/pedestrian-overpass-east-palo-alto-opens/>



Griffith Drive Pedestrian Overpass completed in South Burnaby in 2007. (GKD Metal Fabrics)
Location: South Burnaby/Vancouver, BC Canada
Source: <https://dailyhive.com/vancouver/burnaby-highway-1-pedestrian-bridge-overpass>

Tucker Ferguson
Page 9
May 5, 2021



Shade Structure 101 Freeway Overcrossing

Location: Los Angeles, CA

American Galvanizers Association

Source: <https://galvanizeit.org/project-gallery/101-freeway-overcrossing>



Shade Structures by WillyGoat

(that could be used at street corners where vegetation is not possible)

Source: <https://willygoat.com/products/custom-nature-shade-structure>

Tucker Ferguson
Page 10
May 5, 2021



Rain Shelter at Mesa Art Center
Artist: Laurie Lundquist
Source: <https://www.laurielundquist.com/rain-shelter>

Tucker Ferguson
Page 11
May 5, 2021



Shade Structure Proposed for 4th Street, Oklahoma City
(that could be used at street corners and pedestrian pathways where vegetation is not possible)

Source: <https://www.oklahoman.com/article/5653430/light-motif-becolorful-first-impression-will-greet-new-convention-center-visitors>

From: Spillar, Rob [<mailto:Rob.Spillar@austintexas.gov>]
Sent: Tuesday, May 25, 2021 10:21 AM
To: Tucker Ferguson <Tucker.Ferguson@txdot.gov>; Matthew Cho <Matthew.Cho@txdot.gov>
Cc: Fiandaca, Gina <Gina.Fiandaca@austintexas.gov>; Spillar, Rob <Rob.Spillar@austintexas.gov>; Taylor, Karla <Karla.Taylor@austintexas.gov>; Bollich, Eric <Eric.Bollich@austintexas.gov>
Subject: Revised I-35 Capital Express South Project Comments on Public Hearing
Importance: High

Good morning Mr. Ferguson and Mr. Cho,

Please see attached a revised letter from Austin Transportation Department Director Robert Spillar regarding comments to the I-35 Capital Express South Project. The revised letter replaces the one sent late yesterday afternoon and it will be sent via the USPS certified mail today.

Thank you,

Gilda M. Powers

Administrative Manager
Office of the Director
Austin Transportation Department
512-974-7092



Austin Transportation Department

Office of the Director

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

May 25, 2021

Mr. Tucker Ferguson, P.E., Austin District Engineer, TxDOT, and
Mr. Matthew Cho, P.E. Transportation Engineer, TxDOT
7901 N. IH 35
Austin, Texas 78753

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

Dear Mr. Ferguson and Mr. Cho:

Thank you for the opportunity to comment on the I-35 Capital Express South project. The Austin Transportation Department appreciates the efforts of TxDOT staff on this project that would improve safety and the movement of people and goods along this crucial corridor.

The Austin Transportation Department (ATD) supports the State's plan to reconstruct this section of the I-35 Capital Express Project. We recognize that the project presents an opportunity to improve safety and mobility in South Austin. We offer the following comments for the I-35 Capital Express South Project public hearing to further advance the mobility and safety needs of the city and region on both design and future operational plans:

Community Engagement: The aerial concepts, direct-connect ramps, bypass lanes, and collector-distributor lanes all represent a significant change from how the corridor presents today. Please assure that these concepts have a thorough public vetting before assuming full support from the community and area stakeholders. Please make sure that these design elements do not repeat the harms that similar structures through the central section of IH-35 have historically created (i.e., creating a barrier between communities of color east of I-35 and employment opportunities in Central/West Austin). The City requests TxDOT coordinate with the City and community to assure sufficient connectivity across the corridor, improved safety, reduced noise impacts, and attractive aesthetics through design and construction materials is achieved. Specifically, please consider using art and aesthetics as a point of engagement with the community, helping those most affected by the future corridor to take ownership in its design and presentation within their neighborhood.

Multimodal Crossings: Plans for the South segment currently propose no new east-west crossings. The City has transmitted requests to TxDOT for additional pedestrian and bicycle crossings in letters dated January 4 and January 19, 2021. Many crossings are included in the City's adopted Urban Trails and Park master plans. These crossings would reduce connectivity gaps, remove mobility barriers for lower income populations, and mitigate hot spots for pedestrian-involved crashes. The City requests continued coordination with TxDOT to assure the design of the Capital Express South project does not preclude or complicate these proposed future crossings. A map of these proposed crossings for the Capital Express South project is attached. The Austin Transportation Department is interested in partnering with TxDOT to bring these proposed crossings to fruition.

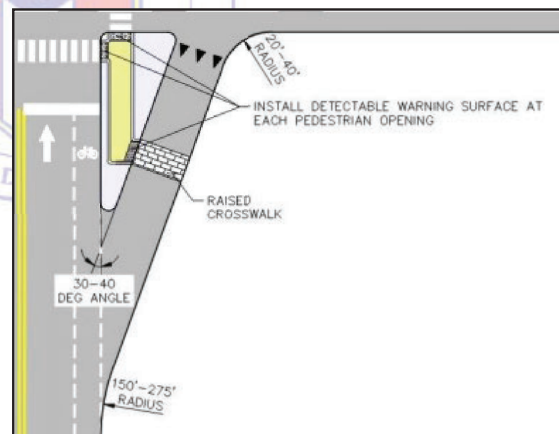
*Delivering a safe, reliable, and sustainable transportation system
that enhances the environment and economic strength of the region.*

Mr. Ferguson & Mr. Cho
I-25 Capital Express South Project
Page 2
May 25, 2021

HOV/HOT Managed Lanes: The addition of managed High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lanes could help the city achieve the mode-split goals enumerated in the Austin Strategic Mobility Plan (ASMP) adopted in 2019. Managed HOV lanes would make carpooling and transit use more attractive, thereby reducing demand on the region's roadway network. Currently, TxDOT is assuming HOV operations of the managed lane additions to the corridor. The Austin Transportation Department is on record for requesting that toll-management remain an option in the development of these assets. Because of demand, many HOV lanes in Texas can be seen to operate at sub-optimal conditions when occupancy requirements remain defined as transit and 2+ vehicles only. Likewise, demand on many Texas HOV lanes is not sufficient to sustain a vehicle criterion of transit and 3+ operation throughout the day. Moving the most people through the corridor while maintaining a sustainable investment is a priority for the City. We request TxDOT consider combining the operational concept of HOV and toll management, operating the future managed lanes as HOT (HOV and Toll managed lanes).

Transit Access: Transit access between the managed lanes and critical intermodal transit facilities, transit stations, park-and-ride facilities, and primary destinations is critical to meeting Austin's adopted goal of achieving a 50/50 modal split by 2030 per the Austin Strategic Mobility Plan. The City, along with Capital Metro is evaluating opportunities to construct a park-and-ride facility near Slaughter Lane and Ralph Ablanedo Dr., adjacent IH-35. ATD provided TxDOT this information in our previous comments for the South project, and Project Connect has included this facility in its 15% design plans for the Orange Line. TxDOT's latest South project plans do not include this facility and the City again requests TxDOT continue to work with Capital Metro and the City to either provide this direct transit connection or preserve the ability to accommodate it as Project Connect is constructed.

Signalized Intersection Safety: Signalized intersections should be designed with safe crossings for pedestrians and bicyclists. Signalized intersections between frontage roads and cross streets are typically the least safe for vulnerable users due to high-speed conflicts with motor vehicles. Improvements include yield-controlled merge points enforced through innovative designs, including smart right-turn lanes and raised crosswalks. These design patterns should be the default configuration for slip lanes to improve crossing safety and comfort. The Federal Highway Administration (FHWA) has documented the effectiveness of these designs for improving safety for vulnerable users. The City's draft Transportation Criteria Manual also recommends the use of smart rights and raised crosswalks and we have partnered with TxDOT on installation of such designs here in the Austin District.



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

Mr. Ferguson & Mr. Cho
I-25 Capital Express South Project
Page 3
May 25, 2021

Frontage Road Design: Frontage roads should be designed to target speeds appropriate for our urban environment to improve safety and address multi-modal conflicts. Techniques to lower design speeds include narrowing frontage road lanes to 10 feet, providing high-quality shared-use paths instead of standard narrow sidewalks, use of appropriate street trees and landscaping, and allowing on-street parking. The Austin Transportation Department is eager to partner with TxDOT on these and other appropriate techniques to humanize frontage road travel speeds and effectively operate grid-level assets.

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

Next Steps: Although the Central I-35 portion of the Capital Express project has received the most attention, each section of the corridor is critical to improving safety and the movement of people, goods and services through and within the Austin region. The City of Austin welcomes TxDOT's efforts to improve this corridor and strives to collaborate productively with the agency to deliver a project that meets the mobility needs of the city, region, and state.

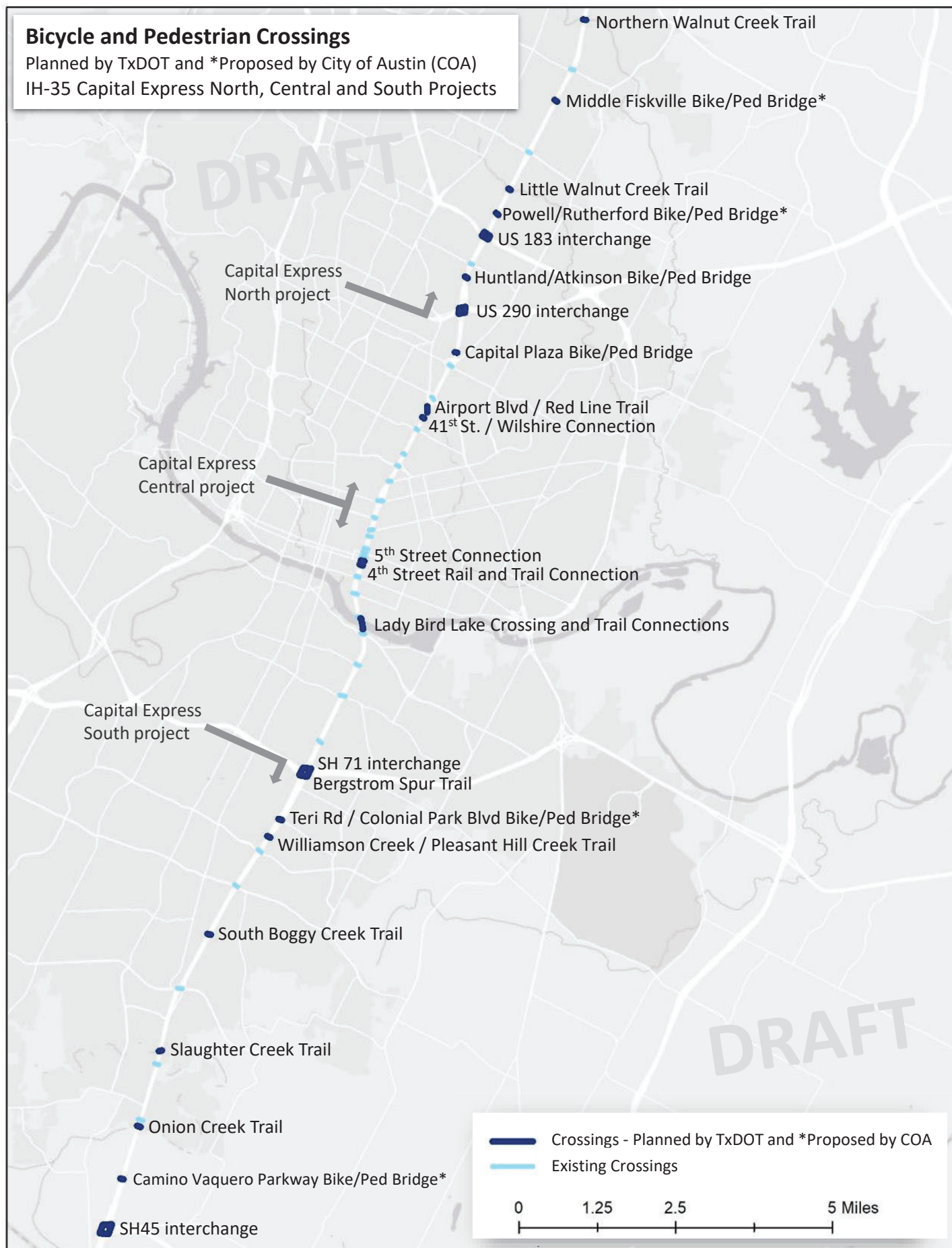
The Austin Transportation Department stands ready to assist TxDOT in achieving this grand vision for the I-35 Corridor. We recognize the importance of this corridor today, carrying somewhere between 200,000 and 300,000 vehicles per day. While it is vital to our economy, it is also a barrier to a safer and more connected Austin and needs replacement. The current safety attributes of the corridor are not acceptable to achieving our shared Vision Zero goals (eliminating fatalities and serious injuries due to mobility crashes). We recognize that with replacement, we must improve the efficiency, safety, and carrying capacity of the 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

Cc: Gina Fiandaca, Assistant City Manager



-----Original Message-----

From: Royce williams [mailto: [REDACTED]]
Sent: Wednesday, May 26, 2021 4:35 PM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: I-35 express

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.

No, no, no! This a treat the symptom not the problem project. Money would be better used I a public project that would actually cut congestion and emissions. A rail that runs north to south in the city would be awesome. Also using tax dollars to fund this and then turn and charge the very same citizenship money to drive on it is a ridiculous notion. HELL NO!

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

From: Russell Coleman [mailto: [REDACTED]]
Sent: Wednesday, April 28, 2021 5:00 PM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: Stop adding lanes to I-35

We can't let I-35 become the Katy Freeway. After adding more lanes, there, congestion *increased*. No taxpayer dollars should go to adding more lanes on 35.

The city and state should consider Reconnect Austin's plan for 35, or even just turning I-35 into a walkable boulevard, and increase transit capacity along the corridor. These are the only ways to bring about actual improvements to the people who use the road every day like I do.

As a resident of 21 years, I am begging you to stop this plan. Urban design experts agree that building more lanes on such a heavily congested road like this will not have the effect of reducing travel times, and real-life proof of this abounds (again, see Katy Freeway).

With all due respect, if this plan passes, it will be one of the greatest wastes of taxpayer money in Austin's history.

Best regards,
-Russell Coleman

Full Name
Sarah Simpson
Email
[REDACTED]
Address
[REDACTED]
City
[REDACTED]
State
[REDACTED]
ZIP Code
[REDACTED]
Comments
<p>I strongly oppose this project for the following reasons.</p> <ul style="list-style-type: none">- Widely available research shows that adding more non-tolled lanes is NOT a solution to CONGESTION. Adding almost twice the existing number of lanes!!! will lead to an overall increase in single occupant vehicles on the road and contributes to a costly, fiscally irresponsible cycle of highway expansion that wastes taxpayers dollars.- Widely available research shows that adding more non-tolled lanes is not a solution to safety. More lanes leads to increased passing and speeding and generally unsafe behavior.- Elevated lanes are costly, fiscally irresponsible and demonstrate the corrupt linkage between TXDOT projects and precast concrete company contracts. <p>I urge you to abandon the current proposal and move to the following:</p> <ul style="list-style-type: none">- Conversion of existing lanes to managed and /or tolled lanes with congestion pricing to actually reduce congestion with a solution that actually has research proven results.- Conversion of existing lanes to bus priority lanes to focus on moving PEOPLE NOT CARS. <p>Spending over \$300 million dollars to implement an outdated, sure-to-fail solution is a crime. Please abandon this proposal and go back to the drawing board.</p>

From: I-35 Capital Express South Public Hearing [mailto:capexsouth@txdot.gov]

Sent: Sunday, May 02, 2021 5:38 PM

To: CapExSouth <CapExSouth@txdot.gov>

Subject: New comment for I-35 Capital Express South Public Hearing

Full Name
Sean Johnson
Email
[REDACTED]
Address
[REDACTED]
City
[REDACTED]
State
[REDACTED]
ZIP Code
[REDACTED]
Comments
Instead of widening 35 and inducing more demand, TXDOT needs to shift its focus more onto mass transportation. That's the only way we are going to be able to build ourselves up to meet the demand to meet our population growth.

From: Suzanne Whatley [mailto: [REDACTED]]
Sent: Wednesday, April 28, 2021 8:13 AM
To: CapExSouth <CapExSouth@txdot.gov>
Subject: IH 35 Expansion

Hi,

I'm writing to voice my opposition to an above ground expansion of IH35 due to noise pollution and air pollution.

Please consider adding the new lanes underground.

Thank you,

Suzanne Whatley
Austin, TX

From: I-35 Capital Express South Public Hearing [mailto:capexsouth@txdot.gov]

Sent: Sunday, May 23, 2021 8:32 PM

To: CapExSouth <CapExSouth@txdot.gov>

Subject: New comment for I-35 Capital Express South Public Hearing

State

Select One

Comments

This project is a total waste of our tax dollars unless the managed lanes have variable tolling (like on MoPac); otherwise these are just HOV lanes and won't fix anything from a traffic perspective. Build the right project (tolled managed lanes) or don't waste our tax dollars!!! HOV lanes don't work.

F.

Figures

Handouts



I-35 CAPITAL EXPRESS SOUTH PROJECT FACT SHEET



Why improvements are needed

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

Program overview

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

About Capital Express South

The Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 from US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast. 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 also includes improving bicycle and pedestrian accommodations along I-35 frontage roads and addressing safety and mobility.



Timeline*

The environmental study and schematic design development process will be from 2019-2021. An Open House was held in Oct. 2019. A Public Hearing will be held Spring 2021. Final design is anticipated by 2022. Construction could begin 2022.

**Timeline subject to change.*

Estimated construction cost: \$300 million

Contact information and updates

For additional project information, please contact:

Susan Fraser, P.E.
Mobility35 Program Manager
TxDOT Austin District
(512) 832-7128
Susan.Fraser@txdot.gov

For media inquiries, please contact:

Diann Hodges
TxDOT Southwest Communications Director
TxDOT Austin District
512-832-7027
Diann.Hodges@txdot.gov

For additional information visit:

my35capex.com

April 2021

PROYECTO I-35 CAPITAL EXPRESS SOUTH



HOJA DE DATOS



Por qué se necesitan mejoras

I-35 a través de Austin es [una de las carreteras más congestionadas de Texas](#). I-35 sirve como el pilar de la red de transporte local, regional y nacional. La falta de movilidad en 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 aumentado la congestión en el área.

Descripción del Programa

El Programa I-35 Capital Express consiste de tres proyectos (Norte, Central y Sur). El proyecto Norte propone agregar un carril administrado sin peaje en cada dirección a lo largo de I-35 desde SH 45 Norte hasta US 290 Este. El proyecto Central propone agregar dos carriles administrados sin peaje en cada dirección a lo largo de I-35 desde US 290 Este hasta SH 71/Ben White Boulevard.

Resumen del Capital Express South

El proyecto Capital Express South propone agregar dos carriles administrados sin peaje en cada dirección a lo largo de I-35 desde SH 71/Ben White Boulevard hasta SH 45 Sureste. Los carriles administrados se proponen en áreas de alta congestión donde la servidumbre de tránsito es limitada. Estos carriles están diseñados para proporcionar una ruta menos congestionada comparado con los carriles adyacentes de uso general durante las horas pico para los vehículos que califican. Los carriles administrados controlan el acceso mediante la imposición de restricciones de uso. El proyecto también incluye mejorar el alojamiento para bicicletas y peatones a lo largo de la vía de servicio de la I-35 y mejoras adicionales de seguridad y movilidad.



Cronograma*

El proceso de desarrollo del estudio ambiental y del diseño esquemático será del 2019 al 2021. Se llevó a cabo una reunión de puertas abiertas en octubre del 2019. Se llevará a cabo una audiencia pública en la primavera del 2021. El diseño final está previsto para el 2022. La construcción podría comenzar en 2022.

*El cronograma está sujeto a cambios.

Costo de construcción estimado: \$300 millones

Información de contacto y actualizaciones

Para información adicional, comuníquese con:
Susan Fraser, P.E.
Mobility35 Program Manager
TxDOT Austin District
512-832-7128
Susan.Fraser@txdot.gov

Para consultas de la prensa, comuníquese con:
Diann Hodges
TxDOT Southwest Communications Director
TxDOT Austin District
512-832-7027
Diann.Hodges@txdot.gov

Para obtener información adicional, visite: my35capex.com

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
 - 2019 Public Meeting Documentation
 - 2020 Virtual Stakeholder Meeting Summary Report
 - University of Texas Center for Transportation Research – Environmental Justice Assessment
 - University of Texas Center for Transportation Research – Operational Analysis
 - University of Texas Center for Transportation Research – Traffic Safety Evaluation
 - Water Resource Documentation
 - Historic Resources Documentation
 - Hazardous Materials Initial Site Assessment
 - Biological Resources Documentation
 - Archeological Background Study and Addendum
 - Air Quality Assessment Technical Reports

Presentation



mobility CAPITAL AREA 

Virtual Public Hearing Pre-Recorded Presentation

I-35 Capital Express South Project
From: SH 71/Ben White Blvd. to SH 45SE
Tuesday, April 27, through Wednesday, May 26, 2021
CSJs: 0015-13-007 & 0016-01-113

April 27, 2021

Brad Wheelis, Public Hearing Officer

SLIDE 1 – Welcome Slide

Welcome to the virtual public hearing for the TxDOT Austin District's Capital Express South project. TxDOT is proposing improvements to I-35 from SH 71/Ben White Boulevard to SH 45 Southeast in Travis County.

Virtual Public Hearing Option 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 South project 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.

FACT 2

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

FACT 3

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

FACT 4

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

FACT 5

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.

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

For more information, visit www.cdc.gov/COVID19

© 2020 CDC

SLIDE 2 – Virtual Public Hearing Option 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 in conjunction with an optional in-person hearing offered on April 27, 2021 by appointment only 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 Proposed Schedule
- 6 Public Comment Process
- 7 Adjournment

I-35 Capital Express South Project Public Hearing

April 27, 2021

3

SLIDE 3 – 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 May 26, 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 live 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 South Project Public Hearing

April 27, 2021

4

SLIDE 4 – NEPA (MOU Statement)

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 South project. Notices for this hearing were published on the TxDOT website and appeared in the Austin American Statesman on April 11th, El Mundo on April 15th, and Community Impact on April 22nd, 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 provide input
4. Develop a record of public participation

I-35 Capital Express South Project Public Hearing

April 27, 2021

5

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 provide input. And;
4. Develop a record of public participation.

How to Provide Feedback

All feedback must be provided by Wednesday, May 26, 2021 to be included in the official record.



EMAIL

CapExSouth@txdot.gov



MAIL

Matthew Cho, 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) 501-5451

For general questions about the presentation or the project, please contact Matthew Cho, P.E. at Matthew.Cho@TxDOT.gov or (512) 865-7945. 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 May 26, 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. April 27, 2021 until 11:59 p.m. on Wednesday, May 26, 2021. Please call (512) 501-5451 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 South Project Public Hearing

April 27, 2021

7

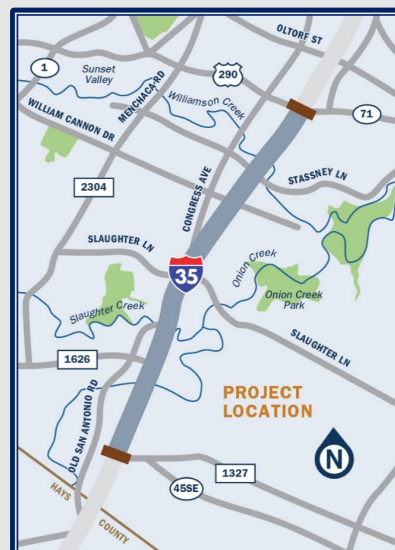
SLIDE 7 – Viewing Design Schematic and Environmental Documentation

This virtual public hearing, and additional project information such as the project plans 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 South Project - Location, Need and Purpose

- **Project Limits**
 - I-35 from SH 71/Ben White Boulevard to SH 45 Southeast
- **What are the problems being addressed? (Project Need)**
 - Safety
 - Congestion
 - Mobility
- **What are we trying to do? (Project Purpose)**
 - Increase safety and mobility on I-35 for the traveling public



I-35 Capital Express South Project Public Hearing

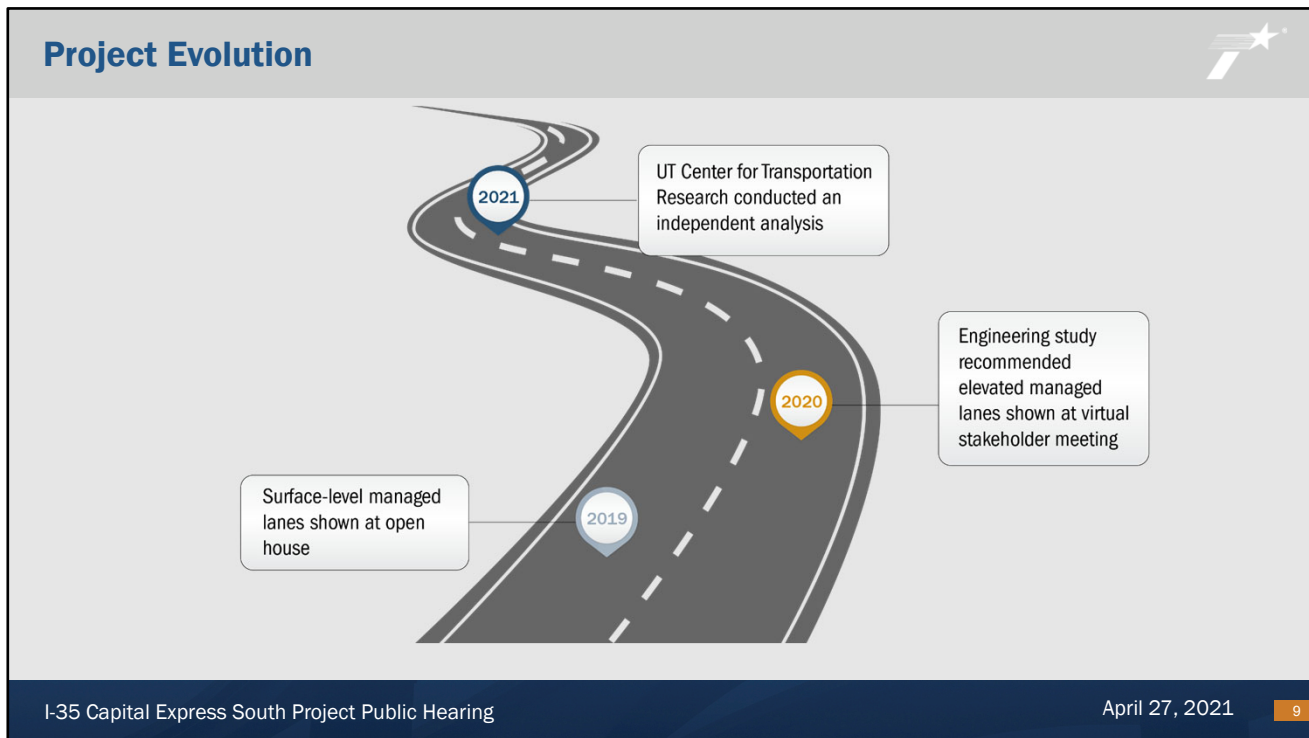
April 27, 2021

8

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

The I-35 Capital Express South project spans eight miles of I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

The purpose of the proposed project is to increase safety and mobility on I-35 for the traveling public. The I-35 Capital Express South project is needed because the capacity of I-35 between SH 71 and SH 45SE is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility and reduced safety.



Slide 9 – I-35 Capital Express South Project History

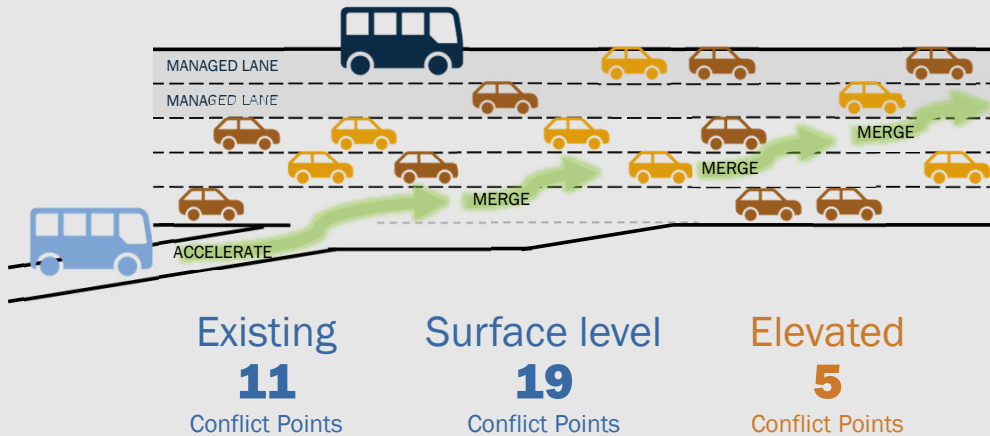
Now let's talk about the proposed project's evolution. In 2019 an open house was held to present the proposed project to the public which included adding surface-level managed lanes to I-35. Following this meeting in 2020 an additional engineering study required by the Federal Highway Administration was conducted which recommended the addition of intersection bypass lanes and elevated I-35 managed lanes to improve operation and safety within the project limits. These recommendations were incorporated into the proposed build alternative and presented at a virtual stakeholder meeting in December 2020.

In 2021, in response to public feedback, TxDOT asked the University of Texas at Austin, Center for Transportation Research to perform an independent analysis to evaluate and compare the surface-level managed lanes, elevated managed lanes and the no-build alternative.

Elevated vs. Existing and Surface-level Conflict Points



Conflict points are where vehicles' paths merge, diverge or cross.



I-35 Capital Express South Project Public Hearing

April 27, 2021

10

Slide 10 – Elevated vs. At-Grade Conflict Points

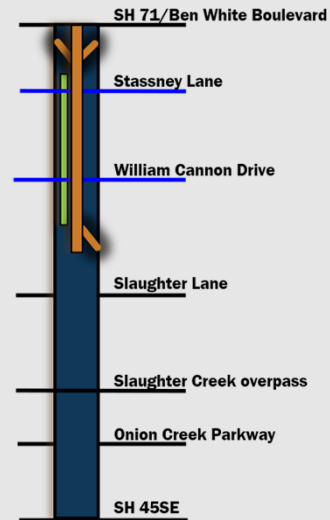
Overall, the Center for Transportation Research study found that the elevated managed lanes would have a greater reduction in conflict points, lower crash rates, lower severe crash rates and would provide a higher potential safety cost benefits than the surface-level managed lanes. It is for these reasons, the proposed build alternative including elevated managed lanes was carried forward for further analysis in the Draft EA along with the no-build alternative.

This study can be found on the virtual public hearing website.

I-35 Capital Express South Project – Proposed Build Alternative

■ Mobility and safety improvements include:

- Adding two non-tolled managed high-occupancy vehicle lanes in each direction
 - 7.6 miles from SH 71/Ben White Blvd. to SH 45SE
 - Improves transit operations and mobility
- Improving/adding bicycle and pedestrian paths
 - Approximately 13 miles of new shared-use paths in addition to 3 miles of recently constructed shared-use paths
- Reconstructing bridges
- Addressing safety and mobility
 - Adds 1.7 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



I-35 Capital Express South Project Public Hearing

April 27, 2021

11

Slide 11 – I-35 Capital Express South Project Description

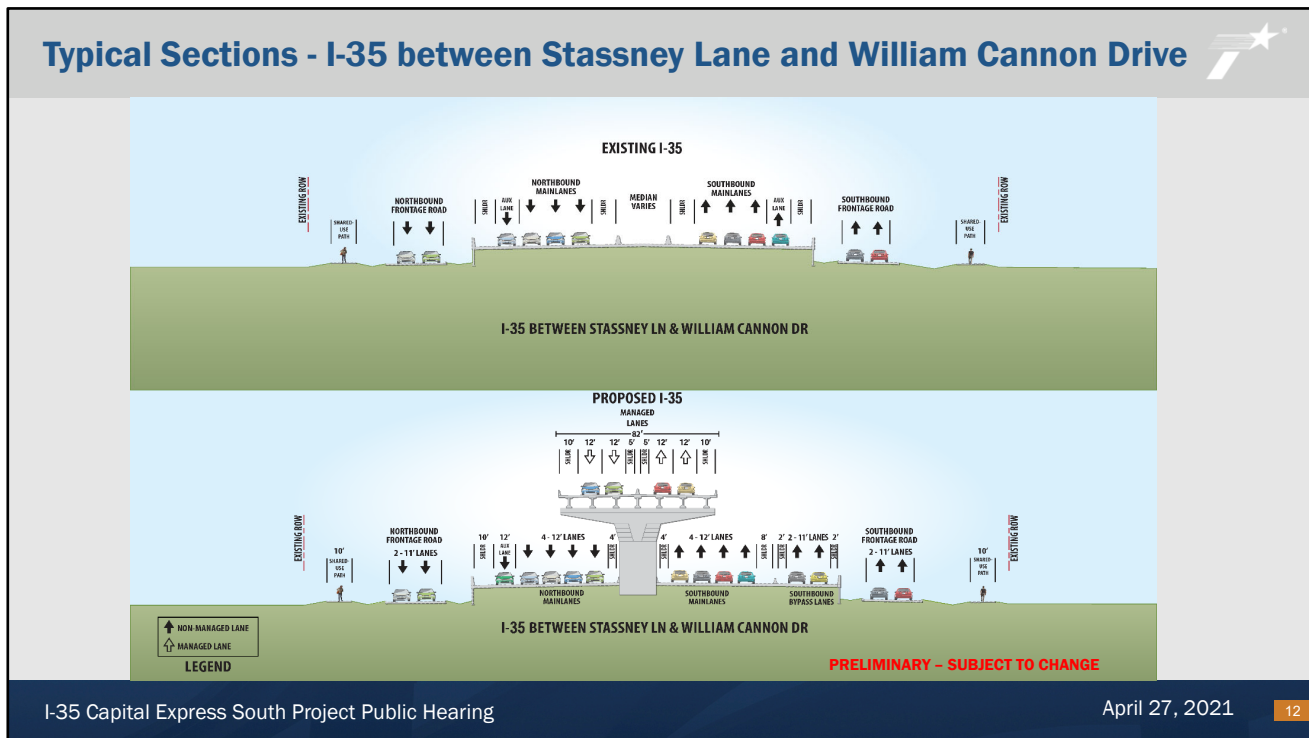
The proposed build alternative would add two managed high-occupancy vehicle lanes in each direction along 7.6 miles of I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. These improvements would provide a reliable route for transit and others who utilize the HOV lanes. The image to the right shows the proposed I-35 elevated managed lanes between SH 71 and Slaughter, shown in orange. This section provides benefits, such as: direct managed lane connections to and from SH 71 and Ben White Boulevard and from the northbound entrance from Slaughter Lane; direct managed lane connections that eliminate weaving across the mainlanes; wider travel lanes and shoulders which reduce crashes by 10% and 50%, respectively; and the southbound bypass lane system from north of Stassney Lane to south of William Cannon Drive, shown in green, which removes major merging and weaving operations from the mainlanes and reduces through-traffic at intersections.

This project also proposes to improve bicycle and pedestrian accommodations along I-35 frontage roads by adding approximately 13 miles of new shared-use paths in addition to 3 miles of recently constructed shared-use paths.

This project would reconstruct bridges and would additionally address safety and mobility throughout the corridor by:

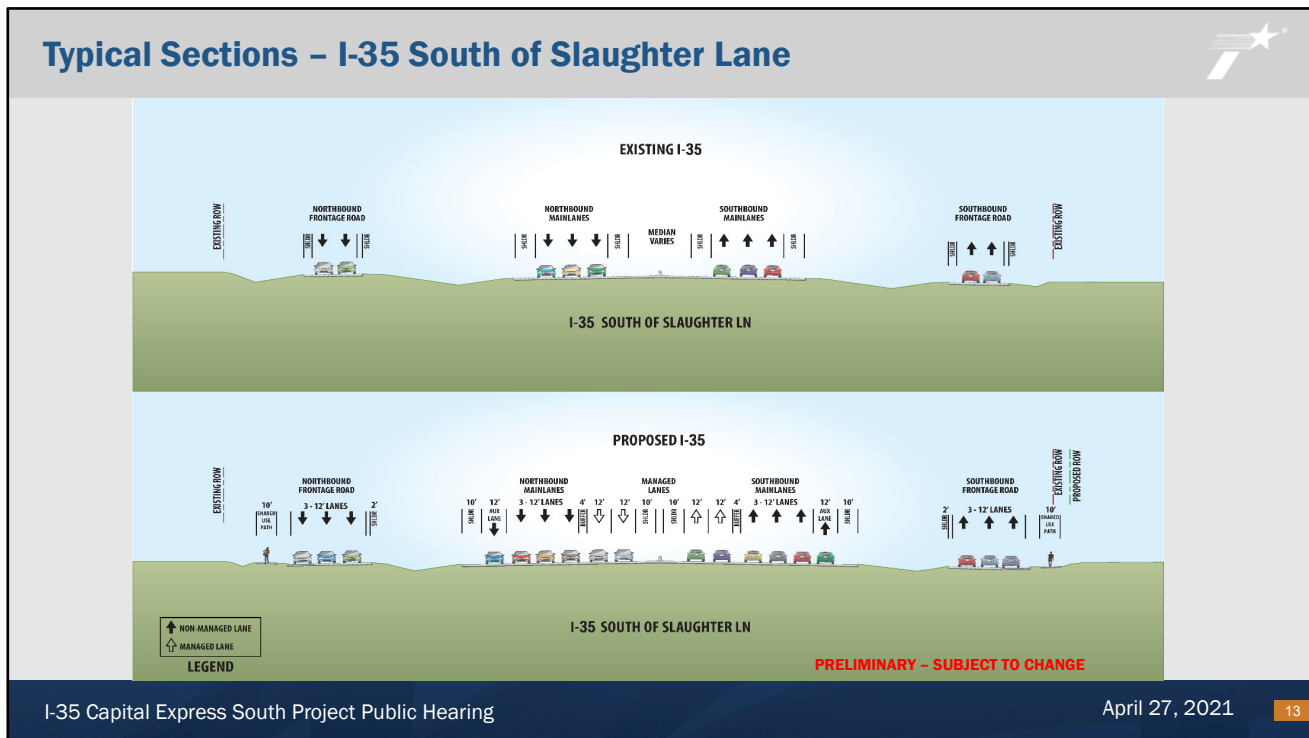
- Adding 1.7 miles of intersection bypass lanes for safer and faster access to/from the mainlanes and to benefit local and regional mobility
- Eliminating 5 direct mainlane merges and;
- Improving east/west connections over or under I-35

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



Slide 12 – I-35 Capital Express South Existing and Proposed Typical Section

On this slide, we see a typical cross-section of I-35 between Stassney Lane and William Cannon Drive, facing south. The top image depicts the existing conditions of I-35 along this stretch of the corridor. The bottom image shows the proposed configuration at the same location, which would include two elevated managed lanes in both directions; four mainlanes in both directions; one northbound extended entrance lane; two southbound bypass lanes; two frontage road lanes in both directions; and shared-use paths on both sides.



Slide 13 – I-35 Capital Express South Existing and Proposed Typical Section

Here, we see a typical cross-section along I-35 from Slaughter Lane to SH 45 Southeast, facing south. The top image depicts the existing conditions of I-35 along this stretch of the corridor. The bottom image shows the proposed configuration at the same location, which would include two at-grade managed lanes in both directions; one extended entrance lane in both directions; one additional frontage road lane along northbound I-35; and shared-use paths on both sides of I-35.

Utility Adjustments



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

I-35 Capital Express South Project Public Hearing

April 27, 2021

14

SLIDE 14 – Utility Adjustments

Utility adjustments and relocations throughout the corridor are required prior to construction.

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

Environmental Overview

- 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:



AIR QUALITY



COMMUNITY IMPACTS



HAZARDOUS
MATERIAL SITES



HISTORICAL & ARCHEOLOGICAL
RESOURCES



INDIRECT & CUMULATIVE
IMPACTS



LAND USE &
PARKLAND



THREATENED &
ENDANGERED SPECIES



TRAFFIC NOISE



VEGETATION &
WILDLIFE



WATER RESOURCES

SLIDE 15 – Environmental Review / Impacts Addressed

The environmental study conducted for this project complies with the National Environmental Policy Act.

An Environmental Assessment (or EA) was prepared for the proposed project. A copy of the Draft EA and technical reports are available for public review on the virtual public hearing website. The environmental study identified and assessed potential impacts due to the proposed project to the natural and human environment including the resources listed on this slide.

We will highlight a few of these studies in the subsequent slides.

Environmental Overview – Community Impacts Assessment



- According to the Community Impacts Assessment, the proposed project is not anticipated to result in negative impacts to access, travel patterns or community cohesion
 - The proposed project would reduce travel times, increase safety and improve bike/ped facilities
 - The proposed project would not affect, separate, or isolate any distinct neighborhoods, ethnic groups or other specific groups
- The requirements of Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, are satisfied
 - No disproportionately high and adverse impacts to minority or low-income populations are anticipated

I-35 Capital Express South Project Public Hearing

April 27, 2021

16

SLIDE 16 – Environmental Overview - Community Impacts

A Community Impacts Assessment was completed in accordance with TxDOT's Community Impacts, Environmental Justice, Limited English Proficiency and Title VI Compliance guidance and is available for review on the virtual public hearing website.

According to the Community Impacts Assessment, the proposed project is not anticipated to result in negative impacts to access and travel patterns for the immediate community.

Mobility and safety would be enhanced for all users of the Capital Express South, including emergency vehicles, bicycles, and pedestrians, due to the increased capacity and operational efficiency of the general purpose mainlanes, managed lanes and improved shared-use paths.

-The proposed project would not affect, separate or isolate any distinct neighborhoods, ethnic groups or other specific groups as I-35 is an existing roadway.

-The requirements of Executive Order (EO), Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, are satisfied.

-No disproportionately high and adverse impacts to minority or low-income populations are anticipated as a result of the proposed project.

An independent study conducted in 2021 by University of Texas at Austin, Center for Transportation Research confirmed the outcome of the analysis of the community impacts assessment presented in the Draft EA and this presentation. The addition of 13-miles of SUP would improve upon existing pedestrian and bike access across the I-35 corridor (east and west). Many of the shared-use paths intersect with existing pedestrian routes, the proposed project would provide further connections to this infrastructure, expanding connectivity within the project corridor. This study is available on the virtual public hearing website.

Environmental Overview – Traffic Noise Analysis



- A traffic noise analysis was conducted
- The proposed project would result in traffic noise impacts to 30 representative receivers
- Noise barriers were feasible and reasonable at three locations and, therefore, are being proposed for incorporation in the project:
 - Bridges at Asher Apartments (2 representative receivers)
 - Park at Estancia Apartments
- A noise workshop will be held prior to construction

I-35 Capital Express South Project Public Hearing

April 27, 2021

17

SLIDE 18 – 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 30 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 three 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 Overview – Proposed Traffic Noise Barriers



I-35 Capital Express South Project Public Hearing

April 27, 2021

18

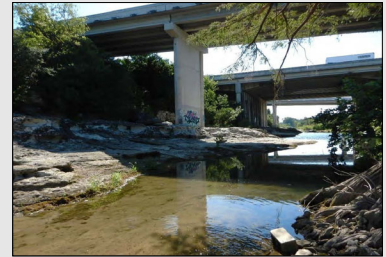
SLIDE 19-Traffic Noise (Noise Receivers)

These maps illustrate the noise barriers that are proposed for incorporation into the project at Bridges at Asher Apartments (which includes two impacted receivers) and the Park at Estancia Apartments.

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



- Four potential Waters of the U.S. (WOUS) were identified within the project area and one wetland:
 - Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek
 - One non-WOUS unnamed wetland
- Impacts to WOUS would be authorized through a U.S. Army Corps of Engineers Nationwide Permit 14 without a Preconstruction Notification (PCN)
- During construction, impacts to WOUS would be minimized to the extent practical



Downstream view of Onion Creek



Ephemeral tributary to Williamson Creek

I-35 Capital Express South Project Public Hearing

April 27, 2021

19

SLIDE 20 – Waters of the U.S./Wetlands

Four potential Waters of the U.S. were identified within the project area and one wetland. They include Williamson Creek, Boggy Creek, Slaughter Creek, Onion Creek and one non-water of the U.S. unnamed wetland. Impacts to Waters of the U.S. would be authorized through a US Army Corps of Engineers Nationwide Permit 14 without a preconstruction notification. During construction, impacts to each of these potential Waters of the U.S. and wetland would be minimized to the extent practical.

The water resources documentation is available on the virtual public hearing website.

Environmental Overview 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 South Project Public Hearing

April 27, 2021

20

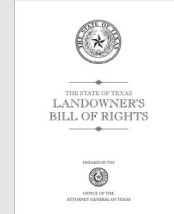
SLIDE 21 – Environmental Overview Conclusion

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 13 acres of new ROW
- **Displacements**
 - There are no residential or commercial property displacements

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	
4001.	Definitions.
4002.	Effect upon property acquisition.
4003.	Additional appropriations for moving costs, relocation benefits and other expenses incurred in acquisition of lands for National Park System; waiver of benefits.
4004.	Certification.
4005.	Displaced persons not eligible for assistance.
4021.	Declaration of findings and policy.
4022.	Moving and related expenses.
SUBCHAPTER 2—UNIFORM RELOCATION ASSISTANCE	



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

I-35 Capital Express South Project Public Hearing

April 27, 2021

21

SLIDE 22 – Proposed Right of Way & Displacements

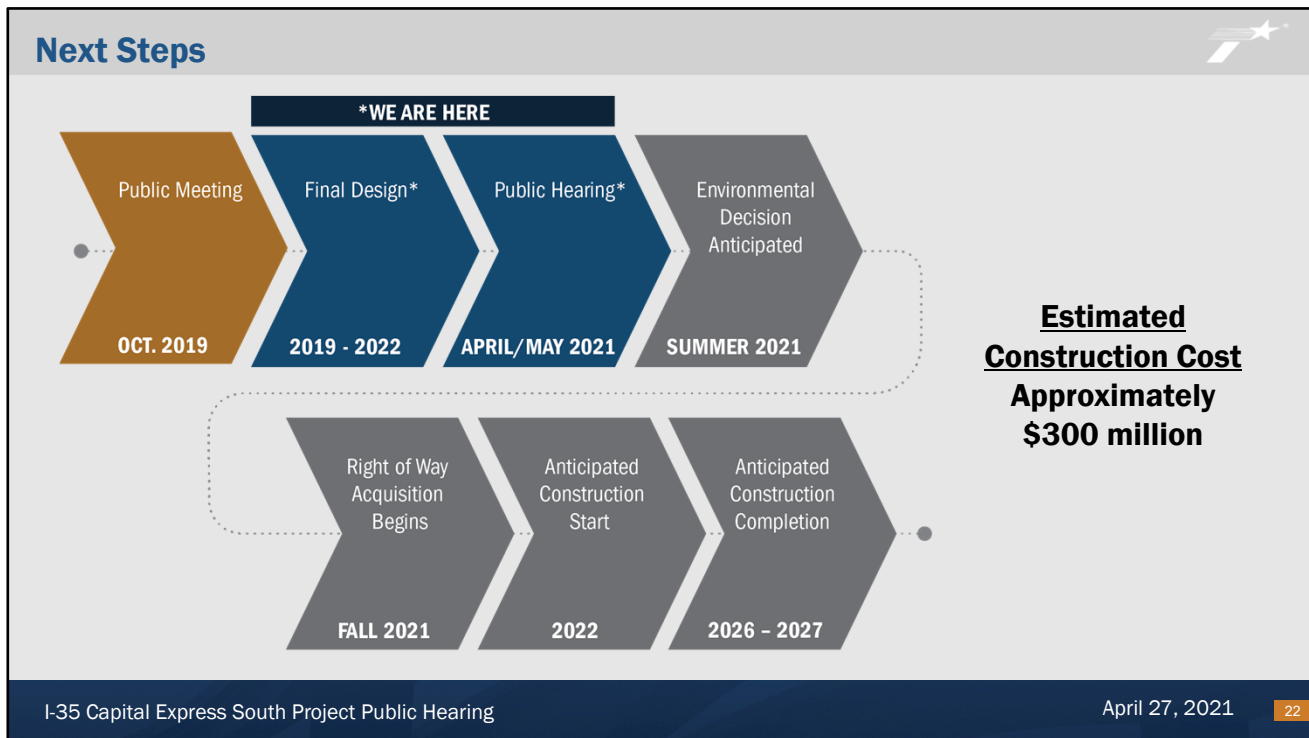
Let's talk about the right of way acquisition process.

- The proposed project would require the acquisition of approximately 13 acres of additional right of way
- The proposed project would not displace any residential or non-residential properties

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 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, please call the TxDOT Austin District Office at (512) 766-3472.



SLIDE 23 – Next Steps

TxDOT hosted an open house for the project on October 17, 2019. In 2020, public feedback was incorporated into the project design, and the project team conducted additional analysis to improve mobility and safety. In December 2020, a virtual stakeholder meeting was held. Currently, we are in the process of holding the public hearing for this project to complete the environmental study with the review of the draft EA. The public comment period will last from April 27 to May 26, 2021.

An environmental decision is anticipated in Summer 2021, with final design expected in 2022, right-of-way acquisition should begin in Fall 2021, and construction in 2022. The anticipated completion of construction is between 2026 and 2027. Construction is anticipated to be phased.

The estimated construction cost for the I-35 Capital Express South project is 300 million dollars.

How to Provide Feedback

All feedback must be provided by Wednesday, May 26, 2021 to be included in the official record.



EMAIL

CapExSouth@txdot.gov



MAIL

Matthew Cho, 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) 501-5451

For general questions about the presentation or the project, please contact Matthew Cho, P.E. at Matthew.Cho@TxDOT.gov or (512) 865-7945. The public may email at any time in the project development process to ask questions about the project.

SLIDE 24 – How to Provide Feedback

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 South 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 April 27, 2021 and will be available until 11:59 p.m. on Wednesday, May 26, 2021. Please call (512) 501-5451 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 comments no later than May 26, 2021. As noted earlier, the responses to your comments submitted during the comment period will be included in the official record. Once completed, this report will be posted to the MyCapEx.com. Again, we appreciate your understanding with this comment process.

Thank you



Thank you for participating!



I-35 Capital Express South Project Public Hearing

April 27, 2021

24

SLIDE 25 – “Thank You” / Hearing is now Adjourned

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



 **m**obility**** 
CAPITAL AREA

Audiencia Pública Virtual Presentación Pre-Grabada

Proyecto I-35 Capital Express Sur
De: SH 71/Ben White Blvd. hasta el SH 45 SE
Del martes 27 de abril a las 9 a.m. hasta el miércoles 26 de mayo, 2021
CSJs: 0015-13-007 & 0016-01-113

27 de abril, 2021

Bienvenidos a la audiencia pública virtual para el proyecto Capital Express South de TxDOT Austin District. TxDOT propone mejoras a la I-35 desde la intersección SH 71/Ben White Boulevard hasta la carretera SH 45 Sureste en el condado de Travis.

Opción de Audiencia Pública Virtual en Respuesta a la Salud Pública

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

Esta audiencia pública virtual y la página de internet del proyecto Capital Express Sur proveen la misma información como si fuera una audiencia en vivo:

- Información del Proyecto
- Tiempo Estimado del Proyecto
- Proceso para Presentar Comentarios
- Contactos Clave

COVID 19 Comparte datos sobre el COVID-19

Conoce los datos sobre la enfermedad por coronavirus (COVID-19) para evitar la divulgación de rumores.

DATO 1 Las enfermedades pueden afectar a cualquiera, sin importar su raza o etnia. Las personas de ascendencia asiática, como los chino-estadounidenses, no son más propensas a contraer COVID-19 que cualquier otro estadounidense. Infórmele a las personas que ser de ascendencia asiática no aumenta el riesgo de tener ni de propagar el COVID-19, y ayude a luchar contra el miedo.

DATO 2 Algunas personas poseen un riesgo mayor de contraer COVID-19. Aquellos que han estado en contacto con una persona infectada de COVID-19 o que viven o han estado recientemente en un área donde hay propagación del virus se encuentran en mayor peligro de exposición.

DATO 3 Una persona que haya estado en cuarentena o aislamiento y que haya sido liberada no representa ningún riesgo de infección para otros. Para obtener información actualizada sobre el COVID-19, visite la página web del Centro para el Control y Prevención de Enfermedades (Centers for Disease Control, CDC).

DATO 4 Puede ayudar a combatir el COVID-19 al conocer los síntomas y las señales:

- Fiebre
- Tos
- Dificultad para respirar

 Busque atención médica si:

- Desarrolla síntomas
- Ha estado en contacto con una persona infectada de COVID-19 o si vive o ha estado recientemente en un área donde hay propagación de COVID-19.

DATO 5 Hay recomendaciones sencillas que puede seguir para mantener su salud y la de otros.

- Lave sus manos con frecuencia usando agua y jabón por al menos 20 segundos, especialmente después de sonarse la nariz, toser o estornudar, de ir al baño, y antes de comer o preparar alimentos.
- Evite tocarse los ojos, la nariz y la boca sin las manos limpias.
- Quedese en casa si está enfermo.
- Cubra su tos y sus estornudos con un pañuelo y luego deséchelo en la basura.

Para obtener más información: www.cdc.gov/COVID19

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

2

Debido al brote de COVID-19, junto con nuestro compromiso de proteger la salud pública, TxDOT está llevando a cabo esta audiencia pública de manera virtual junto con una audiencia en persona opcional que se va a llevar a cabo el 27 de abril del 2021 con cita previa solo para minimizar el contacto en directo con los participantes.

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 complementarios se pueden encontrar en el sitio web de la audiencia pública virtual.

Agenda de la Audiencia Pública Virtual



- 1 Bienvenida
- 2 Resumen del Proyecto
- 3 Resumen Ambiental
- 4 Derecho de Vía y Desplazamientos Propuestos
- 5 Calendario Propuesto
- 6 Proceso de Comentarios Públicos
- 7 Clausura

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

3

Mi nombre es Brad Wheelis y me gustaría darles la bienvenida y agradecerles por participar en esta audiencia pública virtual que estará disponible hasta el 26 de mayo del 2021. Soy el Oficial de Información Pública del Distrito de Austin.

En esta presentación cubriremos las siguientes áreas:

- Una descripción general del proyecto;
- Una descripción ambiental;
- Propuesta de servidumbre de tránsito y desplazamientos;
- La línea de tiempo propuesta y el desarrollo del proyecto;
- El proceso de comentarios públicos: nuevamente, esto será un poco diferente a nuestras audiencias públicas en vivo y lo explicaré más adelante y luego,
- Conclusión.

Además, dado que se trata de una presentación virtual pregrabada, podrá pausar, regresar 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, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo 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 de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

4

Antes del 16 de diciembre del 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 del 2014, el Departamento de Transporte de Texas asumió la responsabilidad de la FHWA de revisar y aprobar ciertos documentos ambientales asignados por NEPA. Este acuerdo se renovó el 9 de diciembre del 2019. Este proceso de revisión y aprobación se aplica a este proyecto propuesto.

Esta audiencia pública virtual se proporciona para compartir información y para invitar al público a proveer retroalimentación con respeto al proyecto propuesto para la I-35 Capital Express South. Los avisos para esta audiencia se publicaron en el sitio web de TxDOT y aparecieron en el Austin American Statesman el 11 de abril, El Mundo el 15 de abril y el Community Impact el 22 de abril del 2021. El aviso también se envió por correo a los propietarios adyacentes, personas interesadas y funcionarios 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 del estatus y recomendaciones del proyecto
2. Descripción del proyecto al público para que pueda determinar cómo pueden ser afectados
3. Proveer al público la oportunidad de dar su opinión
4. Desarrollar un registro de participación pública

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

5

El propósito de esta audiencia pública es:

1. Informar al público sobre el estado del proyecto y las recomendaciones del proyecto.
2. Explicar el proyecto para que el público pueda determinar cómo pueden verse afectados.
3. Brindar al público la oportunidad de proveer su opinión. Y;
4. Desarrollar un registro de participación pública.

¿Cómo pueden proveer sus comentarios?



Todos los comentarios deben ser recibidos para miércoles 26 de mayo, 2021 .



POR CORREO ELECTRÓNICO

CapExSouth@txdot.gov



POR CORREO

Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703



POR INTERNET

My35CapEx.com

- Complete la forma en línea
- Descargue la forma de comentarios y envíela por correo o correo electrónico



COMENTARIOS VERBALES POR

MENSAJE DE VOZ
(512) 501-5451

Si usted tiene preguntas generales acerca de la presentación o el proyecto, por favor comuníquese con: Matthew Cho, P.E. al correo electrónico Matthew.Cho@TxDOT.gov o llamando al (512) 865-7945. El público puede enviar correos electrónicos en cualquier momento durante el proceso de desarrollo del proyecto para hacer preguntas al respecto.

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

6

TxDOT se compromete a continuar con nuestros esfuerzos para obtener retroalimentación del público sobre este proyecto. Entendemos que este formato de audiencia pública virtual es un poco diferente, así que tomaremos unos minutos y explicaremos el proceso para proveer 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 en el sitio web My35 Capital Express (como se muestra en esta diapositiva). Todos los comentarios escritos deben recibirse o enviarse con correspondencia pagada y sellada antes del 26 de mayo del 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 audiencias públicas en vivo. La opción de testimonio verbal está disponible desde las 9 a.m. 27 de abril del 2021 hasta las 11:59 p.m. el miércoles 26 de mayo del 2021. Llame al (512) 501-5451 y deje un mensaje de voz con su comentario durante este 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.

Visualización del Diseño Esquemático y la Documentación Ambiental



- Página de Internet:
 - My35CapEx.com
- La información presentada en esta página de internet es igual a la mostrada en este video.

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

7

Esta audiencia pública virtual y la información adicional del proyecto, como los planes del proyecto y la documentación ambiental, se publican para ver y descargar 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 Sur – Ubicación, Necesidad y Propósito

- **Límites del Proyecto**
 - I-35 desde el SH 71/Ben White Boulevard hasta el Suroeste del SH 45
- **¿Cuáles son los problemas que están siendo abordados? (Necesidades del Proyecto)**
 - Seguridad
 - Congestión
 - Movilidad
- **¿Qué estamos tratando de hacer? (Propósito del Proyecto)**
 - Incrementar la seguridad y movilidad en la I-35 para el público



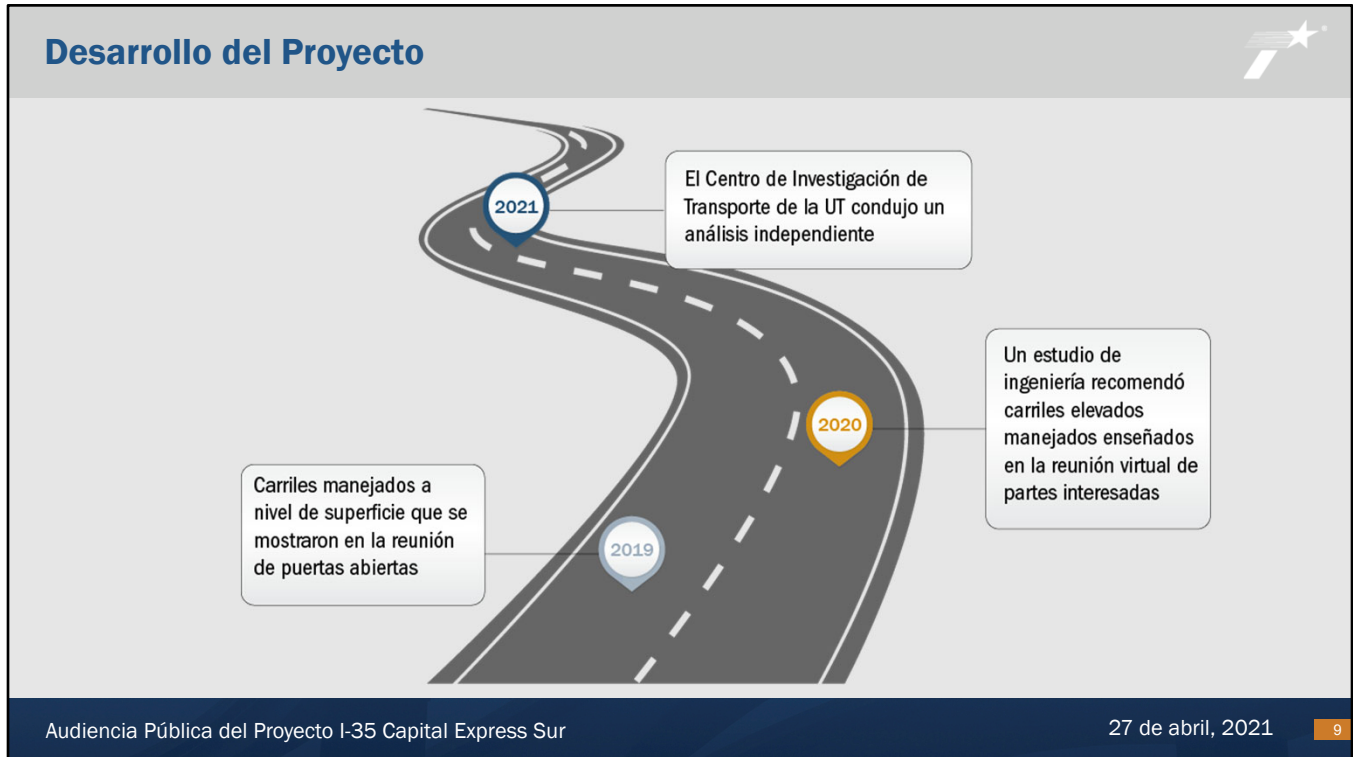
Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

8

El proyecto I-35 Capital Express South se extiende a lo largo de ocho millas de la I-35 desde la intersección de SH 71/Ben White Boulevard hasta la carretera SH 45 Sureste

El propósito del proyecto propuesto es aumentar la seguridad y la movilidad en la I-35 para el público viajero. El proyecto I-35 Capital Express South es necesario porque la capacidad de la I-35 entre SH 71 y SH 45SE es inadecuada para satisfacer los volúmenes de tráfico actuales y futuros, lo que genera congestión, movilidad y seguridad reducidas.



Ahora hablemos de la evolución del proyecto propuesto. En el 2019 se llevó a cabo una jornada de audiencias públicas para presentar el proyecto propuesto a la comunidad, que incluyó agregar carriles administrados a nivel superficie a la I-35. Después de esta reunión en el 2020, se llevó a cabo un estudio de ingeniería adicional requerido por la Administración Federal de Carreteras que recomendó la adición de carriles de desvío en las intersecciones y carriles elevados administrados por la I-35 para mejorar la operación y la seguridad dentro de los límites del proyecto. Estas recomendaciones se incorporaron a la alternativa de construcción propuesta y se presentaron en una reunión virtual con personas interesadas en diciembre del 2020.

En el 2021, en respuesta a los comentarios del público, TxDOT le pidió al Centro de Investigación del Transporte de la Universidad de Texas en Austin que realizara un análisis independiente para evaluar y comparar los carriles administrados a nivel superficie, los carriles administrados elevados y la alternativa de no construcción.

Puntos de Conflicto en Elevados vs. Existentes y a Nivel de Superficie



Puntos de conflicto es dónde los carriles de los vehículos se unen, divergen o se cruzan.



Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

10

El estudio del Centro de Investigación del Transporte de la Universidad de Texas en Austin encontró que la alternativa de construcción propuesta con carriles elevados administrados probablemente tendría una reducción en los puntos de conflicto. Los puntos de conflicto son áreas donde los conductores tienen que interactuar entre sí, como en las entradas, salidas y áreas de tejido. Como se ve en la información que nos proporcionaron, esta reducción de los puntos de conflicto generalmente conduce a una reducción de posibles choques y a una mejora de seguridad. El estudio identificó que la alternativa de construcción propuesta tendría una reducción del 28 por ciento en el total de choques en comparación con la alternativa de no construcción, mientras que los carriles administrados a nivel superficie solo tendrían una reducción del 8 por ciento. También se prevé que la alternativa de construcción propuesta probablemente tenga 23 choques graves menos por año. Por último, el estudio evaluó los posibles beneficios de costos de seguridad y descubrió que la construcción de carriles de desvío en las intersecciones y carriles de administración elevados ahorraría \$20 millones por año en costos potenciales relacionados con la seguridad.

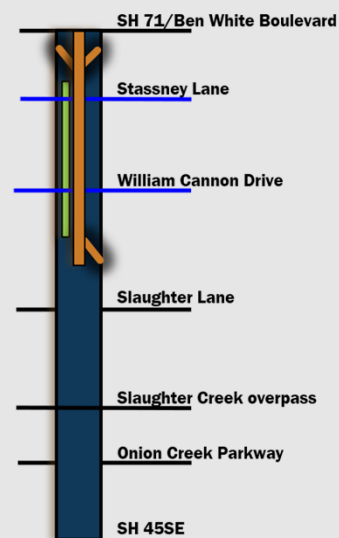
En general, el estudio del Centro de Investigación del Transporte encontró que los carriles administrados elevados tendrían una mayor reducción en los puntos de conflicto, tasas de choques e índices de choques severos más bajos y proporcionarían beneficios de costos de seguridad potenciales más altos que los carriles administrados a nivel de superficie. Es por estas razones, que la alternativa de construcción propuesta que incluye carriles administrados elevados obtuvo un análisis más detallado en la Propuesta EA junto con la alternativa de no construcción.

Este estudio se puede encontrar en el sitio web de la audiencia pública virtual.

Proyecto I-35 Capital Express Sur - Propuesta de Construcción Alternativa

Las mejoras de movilidad y seguridad incluyen:

- Agregar dos carriles de alta ocupación vehicular en cada dirección sin costo
 - 7.6 millas desde SH 71/Ben White Blvd. hasta el Suroeste del SH 45
 - Mejorar y agregar las operaciones de tránsito y movilidad
- Mejorar/agregar caminos para peatones y bicicletas
 - Aproximadamente 13 millas de un nuevo camino compartido como complemento a las 3 millas recientemente construidas de camino compartido
- Reconstrucción de puentes
- Solucionar la seguridad y movilidad
 - Agregar 1.7 millas en carriles de desviación de intersección para un acceso más rápido y seguro a/desde los carriles principales y para beneficiar la movilidad local y regional
 - Elimina 5 líneas directas principales que se unen
 - Mejorar las conexiones Este/Oeste por arriba y por debajo del I-35



Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

11

La alternativa de construcción propuesta agregaría dos carriles administrados para vehículos de alta ocupación en cada dirección a lo largo de 7.6 millas de la I-35 desde la intersección con la SH 71/Ben White Boulevard hasta la carretera SH45 Sureste. Estas mejoras proporcionarían una ruta confiable para el transporte público y otras personas que utilizan los carriles HOV. La imagen de la derecha muestra los carriles administrados elevados de la I-35 propuestos entre la SH 71 y Slaughter, que se muestran en color naranja. Esta sección brinda beneficios, tales como: conexiones de carriles administrados directo desde y hacia la carretera SH 71 y Ben White Boulevard y desde la entrada en dirección norte desde Slaughter Lane; conexiones directas de carriles administrados que eliminan el tejido a través de los carriles principales; carriles de circulación y acotamientos más anchos que reducen los choques en un 10% y un 50%, respectivamente; y el sistema de carriles de desvío en dirección sur desde el norte de Stassney Lane hasta el sur de William Cannon Drive, que se muestra en verde, lo que elimina las principales operaciones de unión y zigzag de los carriles principales y reduce el tráfico en las intersecciones.

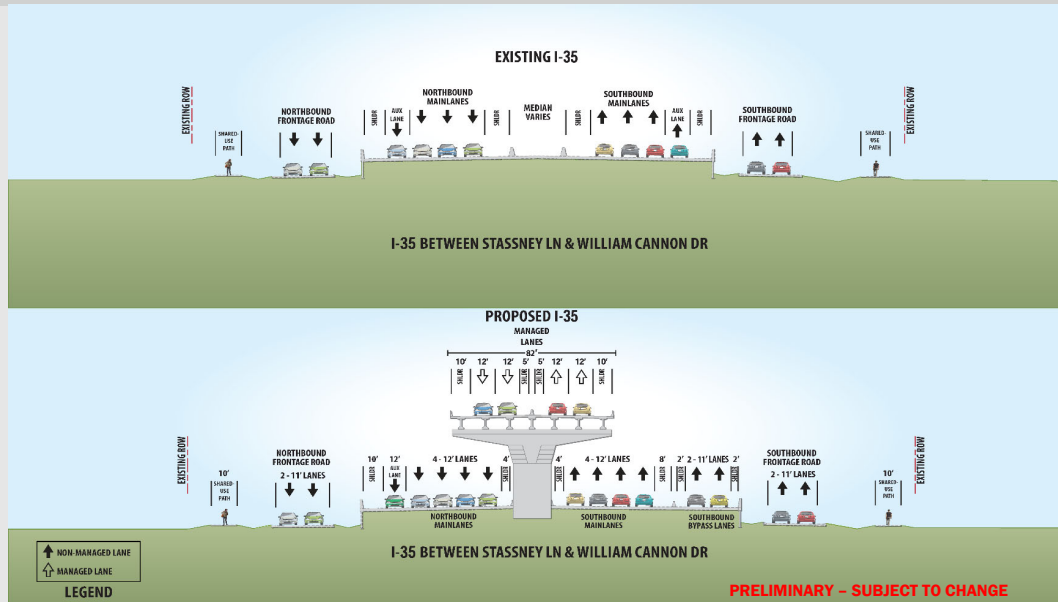
Este proyecto también propone mejorar las rutas para bicicletas y peatones a lo largo de las carreteras secundarias de la I-35 agregando aproximadamente 13 millas de nuevos caminos de uso compartido además de 3 millas de caminos de uso compartido recientemente construidos.

Este proyecto reconstruiría puentes y además abordaría la seguridad y la movilidad en todo el corredor al:

- Agregar 1.7 millas de carriles de desvío de intersección para un acceso más seguro y rápido hacia y desde los carriles principales y para beneficiar la movilidad local y regional
- Eliminando 5 fusiones directas a los carriles centrales y;
- Mejorando las conexiones este y oeste por encima o por debajo de la I-35

Los planes del proyecto se pueden ver en el sitio web virtual de audiencias públicas.

Secciones Típicas- I-35 entre Stassney Lane y William Cannon Drive

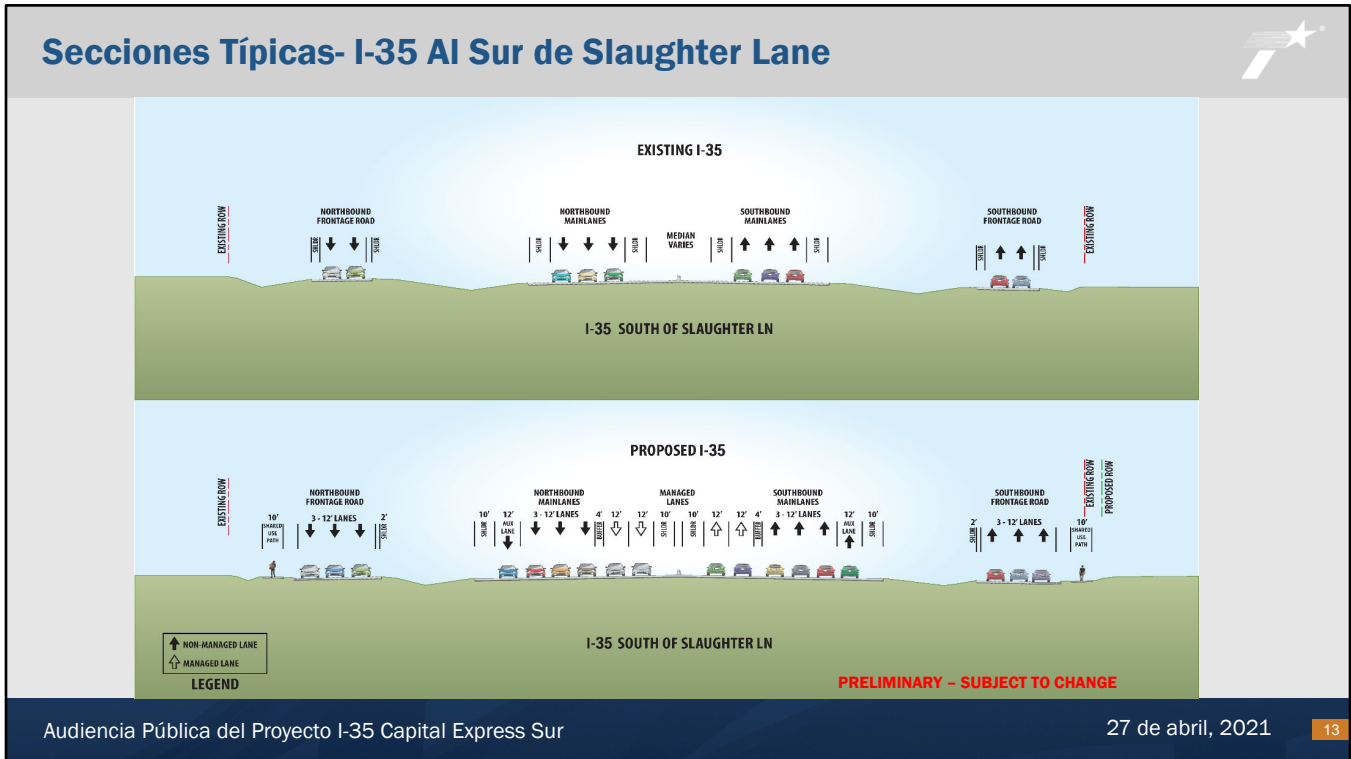


Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

12

En esta diapositiva, vemos una sección transversal típica de la I-35 entre Stassney Lane y William Cannon Drive, mirando hacia el sur. La imagen superior muestra las condiciones existentes de la I-35 a lo largo de este tramo del corredor. La imagen inferior muestra la configuración propuesta en la misma ubicación, que incluiría dos carriles administrados elevados en ambas direcciones; cuatro calles principales en ambas direcciones; un carril de entrada extendido hacia el norte; dos carriles de circunvalación en dirección sur; dos carriles frontales en ambas direcciones; y caminos de uso compartido en ambos lados.



Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

13

Aquí, vemos una sección transversal típica a lo largo de la I-35 desde Slaughter Lane hasta la SH 45 Sureste, mirando al sur. La imagen superior muestra las condiciones existentes de la I-35 a lo largo de este tramo del corredor. La imagen inferior muestra la configuración propuesta en la misma ubicación, que incluiría dos carriles administrados a nivel en ambas direcciones; un carril de entrada extendido en ambas direcciones; un carril de camino lateral adicional a lo largo de la I-35 en dirección norte; y caminos de uso compartido a ambos lados de la I-35.

Ajustes De Servicios Públicos



- Ajustes y reubicación de servicios públicos son necesarios en todo el corredor antes de la construcción
- Ajustes de servicios públicos ocurrirán antes de la construcción de la carretera
- Los ajustes y reubicación de cualquier servicio público serán manejados de manera que no ocurra ninguna interrupción sustancial

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

14

Se requieren ajustes y reubicaciones de los servicios públicos en todo el corredor antes de la construcción.

Los ajustes y la reubicación de los servicios públicos se gestionarían de modo que no se produzcan interrupciones sustanciales en los servicios públicos.

Descripción Ambiental



- La Evaluación del Borrador Ambiental fue preparado para este proyecto en cumplimiento con la Ley Nacional de Política Ambiental (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 Sur

27 de abril, 2021

15

El estudio ambiental realizado para este proyecto cumple con la Ley Nacional de Política Ambiental.

Se preparó una Evaluación Ambiental (o EA) para el proyecto propuesto. Una copia de la propuesta inicial de la EA y los informes técnicos están disponibles para revisión pública en el sitio web virtual de audiencias públicas. El estudio ambiental identificó y evaluó los impactos potenciales del proyecto propuesto en el medio ambiente natural y humano, incluidos los recursos enumerados en esta diapositiva.

Destacaremos algunos de estos estudios en las diapositivas siguientes.

Descripción Ambiental – Evaluación de Impactos Comunitarios



- De acuerdo con la Evaluación de Impactos Comunitarios, no se espera que el proyecto propuesto resulte en impactos negativos en el acceso, los patrones de viaje o la cohesión de la comunidad.
 - El proyecto propuesto reduciría los tiempos de viaje, aumentaría la seguridad y mejoraría las instalaciones para bicicletas/peatones
 - El proyecto propuesto no afectaría, separaría ni aislaría ningún vecindario, grupo étnico u otros grupos específicos.
- Se cumplen los requisitos de la Orden Ejecutiva (EO) 12898, Acciones Federales para Abordar la Justicia Ambiental en Poblaciones Minoritarias y Poblaciones de Bajos Ingresos.
 - No se anticipan impactos desproporcionadamente altos y adversos para las minorías o las poblaciones de bajos ingresos.

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

16

Se completó una Evaluación de Impactos en la Comunidad de acuerdo con la guía de Impactos en la Comunidad, Justicia Ambiental, Dominio Limitado del inglés y Cumplimiento del Título VI de TxDOT y está disponible para su revisión en el sitio web de la audiencia pública virtual.

De acuerdo con la Evaluación de Impactos en la Comunidad, no se prevé que el proyecto propuesto resulte en impactos negativos en los patrones de acceso y viaje de la comunidad inmediata.

La movilidad y la seguridad mejorarían para todos los usuarios de Capital Express South, incluidos los vehículos de emergencia, bicicletas y peatones, debido a la mayor capacidad y eficiencia operativa de los carriles principales de propósito general, carriles administrados y caminos mejorados de uso compartido.

El proyecto propuesto no afectaría, separaría ni aislaría ningún vecindario, grupo étnico u otro grupo específico, ya que la I-35 es una carretera existente.

Se cumplen los requisitos de la Orden Ejecutiva (EO), Acciones federales para abordar la justicia ambiental en poblaciones minoritarias y poblaciones de bajos ingresos.

No se anticipan impactos desproporcionadamente altos y adversos para las minorías o las poblaciones de bajos ingresos como resultado del proyecto propuesto.

Un estudio independiente realizado en el 2021 por la Universidad de Texas en Austin, Centro de Investigación del Transporte, confirmó el resultado del análisis de la evaluación de impactos comunitarios presentado en la propuesta inicial de la EA y esta presentación. La adición de 13 millas de SUP mejoraría el acceso existente para peatones y bicicletas a través del corredor I-35 (este y oeste). Muchos de los caminos de uso compartido se cruzan con rutas peatonales existentes, el proyecto propuesto proporcionaría más conexiones a esta infraestructura, expandiendo la conectividad dentro del corredor del proyecto. Este estudio está disponible en el sitio web virtual de audiencias públicas.

Descripción Ambiental – Análisis de Ruido del Tráfico



- Se realizó un análisis de ruido del tráfico
- El proyecto propuesto resultaría en impactos de ruido del tráfico en 30 receptores representativos
- Las barreras de ruido fueron viables y razonables en tres ubicaciones y, por lo tanto, se propone su incorporación al proyecto:
 - Puentes en los Apartamentos Asher (2 receptores representativos)
 - Parque en los Apartamentos Estancia
- Se llevará a cabo una jornada de ruido antes de la construcción.

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

17

Se realizó un análisis del ruido del tráfico de acuerdo con las pautas para el análisis y la reducción del ruido del tráfico en las carreteras de TxDOT y está disponible para su revisión en el sitio web de audiencia pública virtual.

El proyecto propuesto tendría como resultado impactos de ruido de tráfico en 30 receptores representativos. Las barreras contra el ruido son la medida de reducción del ruido más comúnmente utilizada 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 tres ubicaciones, por lo que se propone la incorporación de barreras contra el ruido 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 principios asociados con una propuesta de reducción del ruido. Un folleto que describe este proceso llamado “Folleto de construcción de barreras al ruido del tráfico” está disponible en el sitio web de la audiencia pública virtual.

Descripción Ambiental – Barreras de Ruido Propuestas



Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

18

Estos mapas ilustran las barreras de ruido que se propone incorporar al proyecto en Bridges at Asher Apartments (que incluye dos receptores impactados) y Park at Estancia Apartments.

Descripción Ambiental – Aguas de U.S./Tierras húmedas



Se identificaron cuatro posibles Aguas de los U.S. (WOUS) dentro del área del proyecto y un pantano:

- Williamson Creek, Boggy Creek, Slaughter Creek, y Onion Creek
- Un pantano sin nombre que no pertenece a WOUS
- Los impactos a WOUS se autorizarían a través del Cuerpo de Ingenieros del Ejército de U.S con un Permiso Nacional 14 sin una Notificación Previa de Construcción (PCN)
- Durante la construcción, los impactos a WOUS se minimizarían en la medida de lo práctico.



Vista descendiente de Onion Creek



Afluente Efímero de Williamson Creek

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

19

Se identificaron cuatro posibles Espacios de Aguas de los Estados Unidos dentro del área del proyecto y un arroyo. Incluyendo Williamson Creek, Boggy Creek, Slaughter Creek, Onion Creek y un arroyo no acuático sin nombre. Los impactos en las aguas de los Estados Unidos se autorizarían a través del Permiso nacional No. 14 del Cuerpo de Ingenieros del Ejército de los Estados Unidos sin una notificación previa a la construcción. Durante la construcción, los impactos a cada uno de estos espacios de aguas y los arroyos se minimizarían en la medida de lo posible.

La documentación sobre los recursos hidráulicos está disponible en el sitio web de la audiencia pública virtual.

Conclusión de la Descripción Ambiental



Con base en los hallazgos en el borrador de la EA y los reportes técnicos, la implementación del proyecto propuesto no resultaría en un impacto significativo en el medio ambiente humano o natural bajo NEPA. Por lo tanto, hallazgo de impacto no significativo es recomendado.

Con base en los hechos que se encontraron en la propuesta inicial 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 identificar como una investigación con resultados sin impactos significativos.

Derecho de Vía y Desplazamientos Propuestos

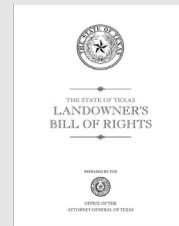
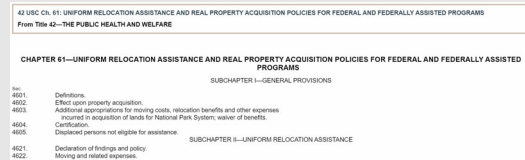


■ Servidumbre de tránsito

- Aproximadamente 13 acres de nuevo servidumbre de tránsito

■ Desplazamientos

- No hay desplazamientos de propiedad residencial o comercial



Por favor visite www.txdot.gov para más información sobre la Ley Uniforme y el Programa de Asistencia de Reubicación del TxDOT

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

21

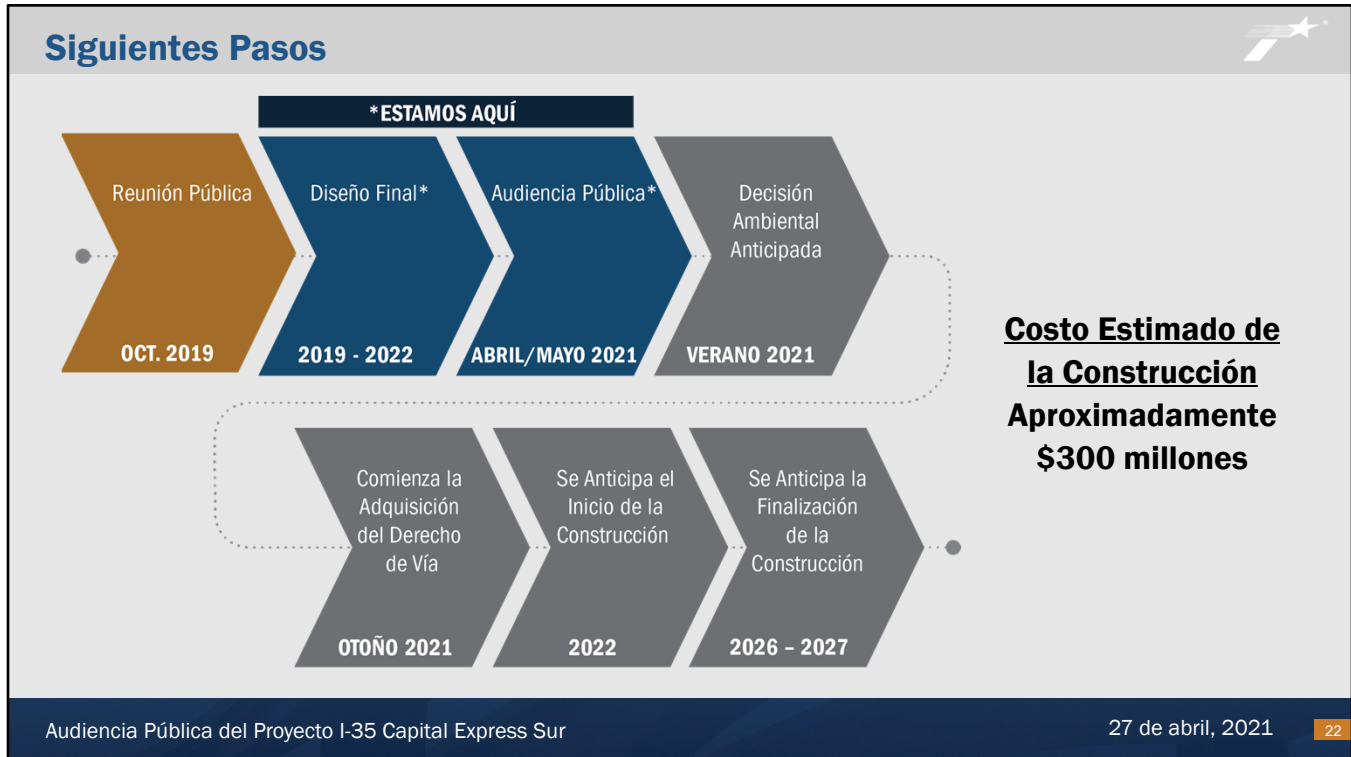
Hablemos del proceso de adquisición de servidumbre de tránsito .

- El proyecto propuesto requeriría la adquisición de aproximadamente 13 acres de servidumbre de tránsito adicional.
- El proyecto propuesto no desplazaría ninguna propiedad residencial o no 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 Ley Uniforme.

Los folletos, incluidos tres folletos titulados "La compra del servidumbre de tránsito", "Asistencia para la reubicación" y la "Declaración de derechos del propietario", están disponibles para usted en el sitio web de la audiencia pública virtual. Estos documentos contienen información detallada sobre el proceso y los requisitos para tasación y negociaciones, así como información detallada para informarle de sus derechos como propietario. En todos los casos, el propietario será reembolsado por cualquier gasto incidental razonable necesariamente incurrido al transferir el título de la propiedad adquirida al Estado.

Si tiene preguntas, llame a la Oficina del Distrito de Austin de TxDOT al (512) 766-3472.



TxDOT organizó una jornada de reuniones públicas para el proyecto el 17 de octubre del 2019. En el 2020, la retroalimentación del público se incorporó al diseño del proyecto y el equipo del proyecto realizó un análisis adicional para mejorar la movilidad y la seguridad. En diciembre del 2020, se llevó a cabo una reunión virtual con personas interesadas. Actualmente, estamos en proceso de realizar la audiencia pública de este proyecto para completar el estudio ambiental con la revisión de la propuesta inicial de la EA. El período de comentarios públicos durará del 27 de abril al 26 de mayo del 2021.

Se anticipa una decisión ambiental en el verano del 2021, y el diseño final se espera en el 2022, la adquisición del derecho de paso debe comenzar en el otoño del 2021 y la construcción en el año 2022. Se estima que se complete la construcción el proyecto anticipadamente entre los años 2026 y 2027. Se anticipa que la construcción será escalonada.

El costo de construcción estimado para el proyecto I-35 Capital Express South es de 300 millones de dólares.

¿Cómo pueden proveer sus comentarios?



Todos los comentarios deben ser recibidos para el miércoles 26 de mayo, 2021 .



POR CORREO ELECTRÓNICO

CapExSouth@txdot.gov



POR CORREO

Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703



POR INTERNET

My35CapEx.com

- Complete la forma en línea
- Descargue la forma de comentarios y envíela por correo o correo electrónico



COMENTARIOS VERBALES POR

MENSAJE DE VOZ
(512) 501-5451

Si usted tiene preguntas generales acerca de la presentación o el proyecto, por favor comuníquese con: Matthew Cho, P.E. al correo electrónico Matthew.Cho@TxDOT.gov o llamando al (512) 865-7945. El público puede enviar correos electrónicos en cualquier momento durante el proceso de desarrollo del proyecto para hacer preguntas al respecto.

Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

23

Resumamos 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 South (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 27 de abril del 2021 y estará disponible hasta las 11:59 p.m. el miércoles 26 de mayo del 2021. Llame al (512) 501-5451 y deje un mensaje de voz con su comentario durante este período de 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 es asegúrese de enviar sus comentarios escritos y verbales a más tardar el 26 de mayo del 2021. Como se señaló anteriormente, las respuestas a sus comentarios enviados durante el período de comentarios se incluirán en el registro oficial. Una vez completado, este informe se publicará en MyCapEx.com. Nuevamente, agradecemos su comprensión con este proceso de comentarios.

Gracias



¡Gracias por su participación!



Audiencia Pública del Proyecto I-35 Capital Express Sur

27 de abril, 2021

24

¡Gracias por su participación! Y por favor, manténgase seguros. Con esto concluye la presentación y se da por terminada esta audiencia pública virtual.

Exhibits

Welcome

I-35 Capital Express South Project

I-35 from SH 71/Ben White Boulevard to SH 45 SE

Public Hearing

Tuesday, April 27, 2021
TxDOT South Travis Area Office
9725 S. I-35, Austin, TX 78744

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

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



■ Project Limits:

- I-35 from SH 71/Ben White Boulevard to SH 45 SE

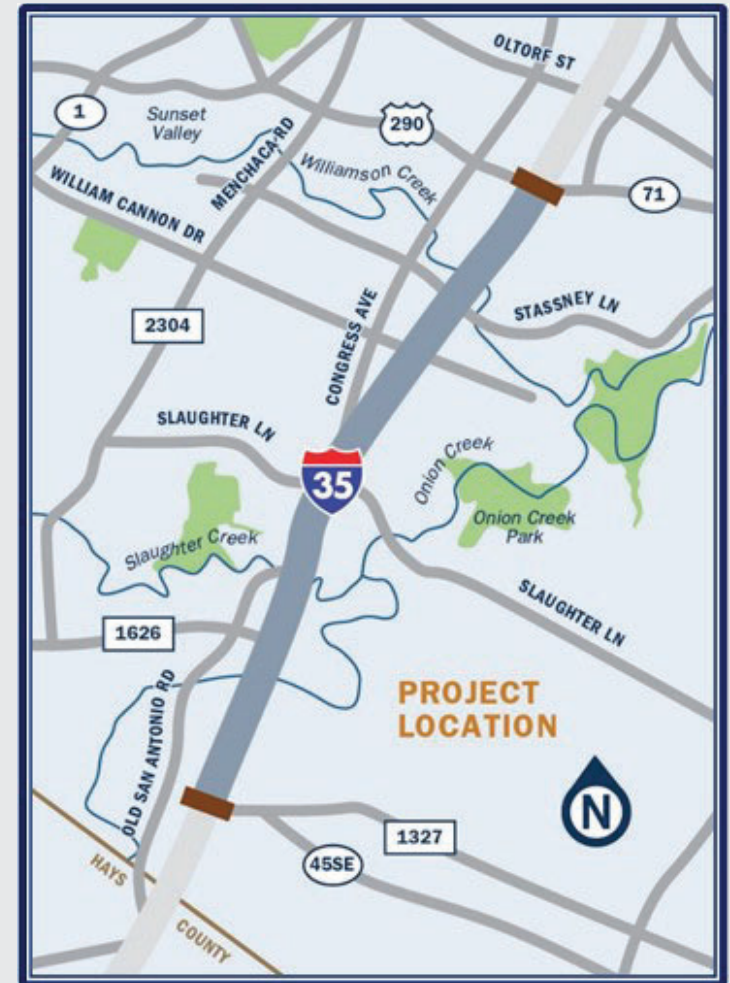
■ What are the problems being addressed?

(Project Need)

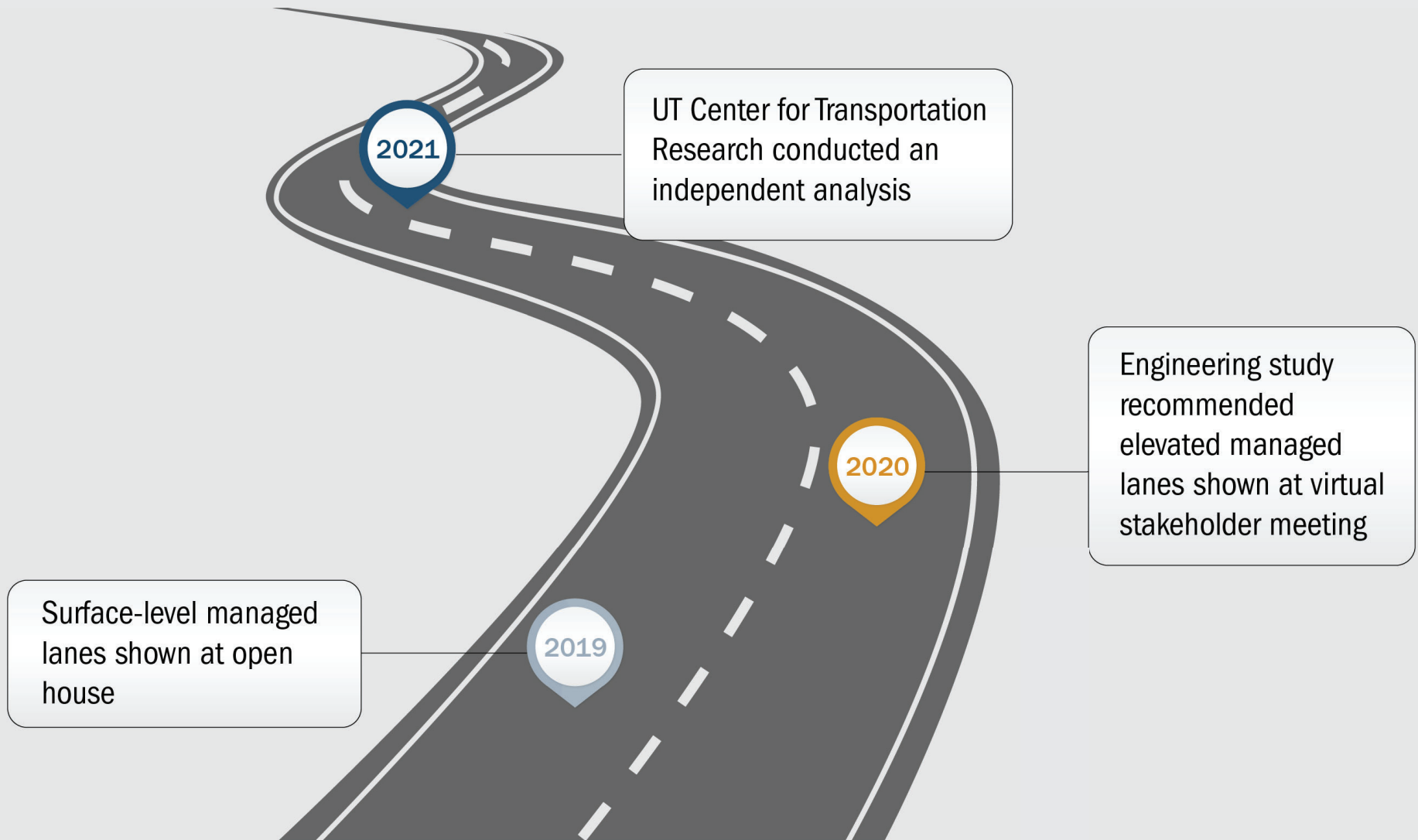
- Safety
- Congestion
- Mobility

■ What are we trying to do? (Project Purpose)

- Increase safety and mobility on I-35 for the traveling public



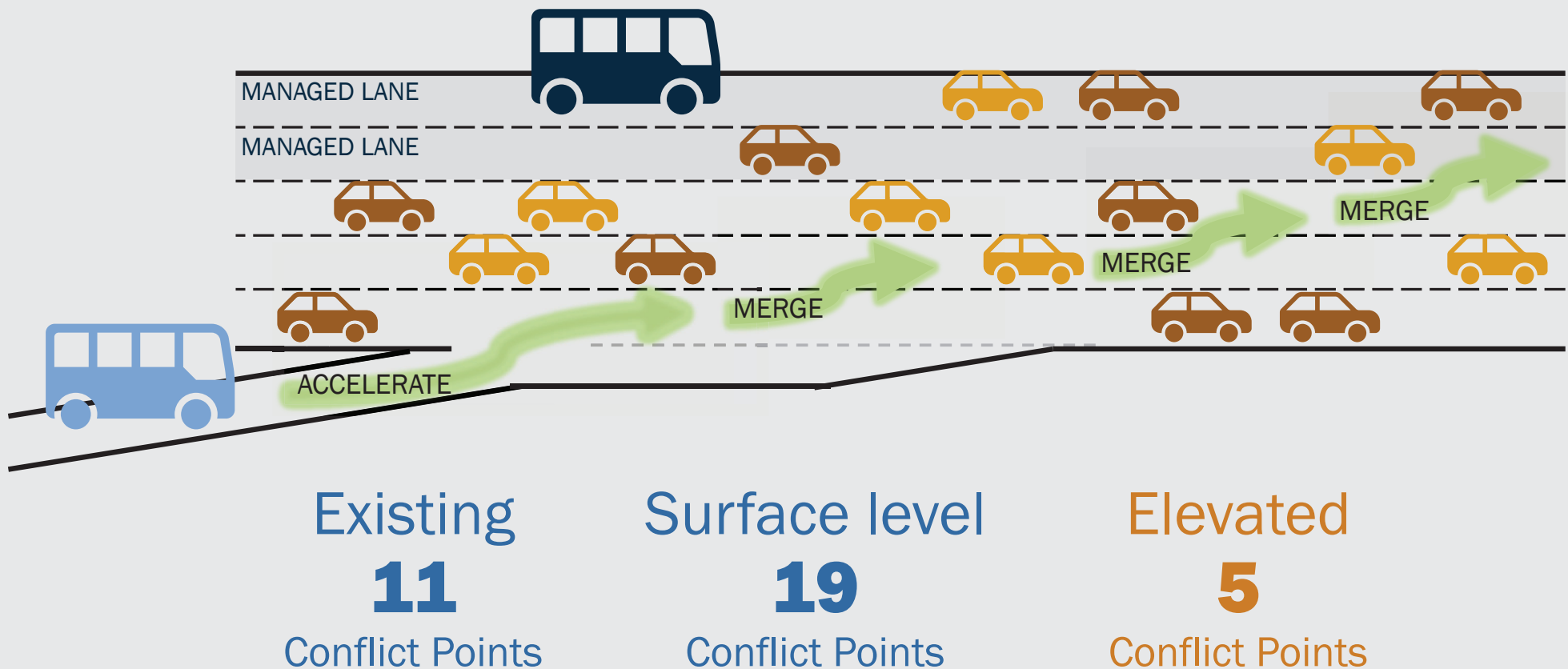
Project Evolution



Elevated vs. Existing and Surface-level Conflict Points



Conflict points are where vehicles' paths merge, diverge or cross.

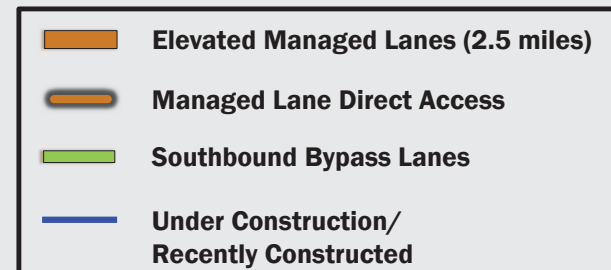
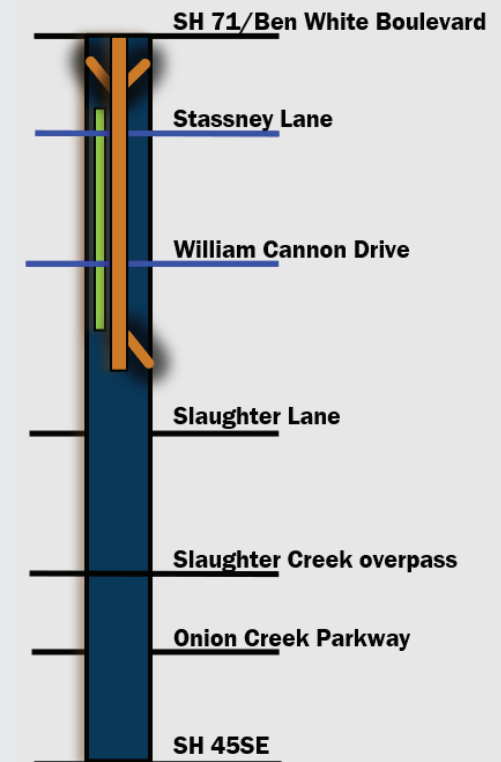


I-35 Capital Express South – Proposed Build Alternative

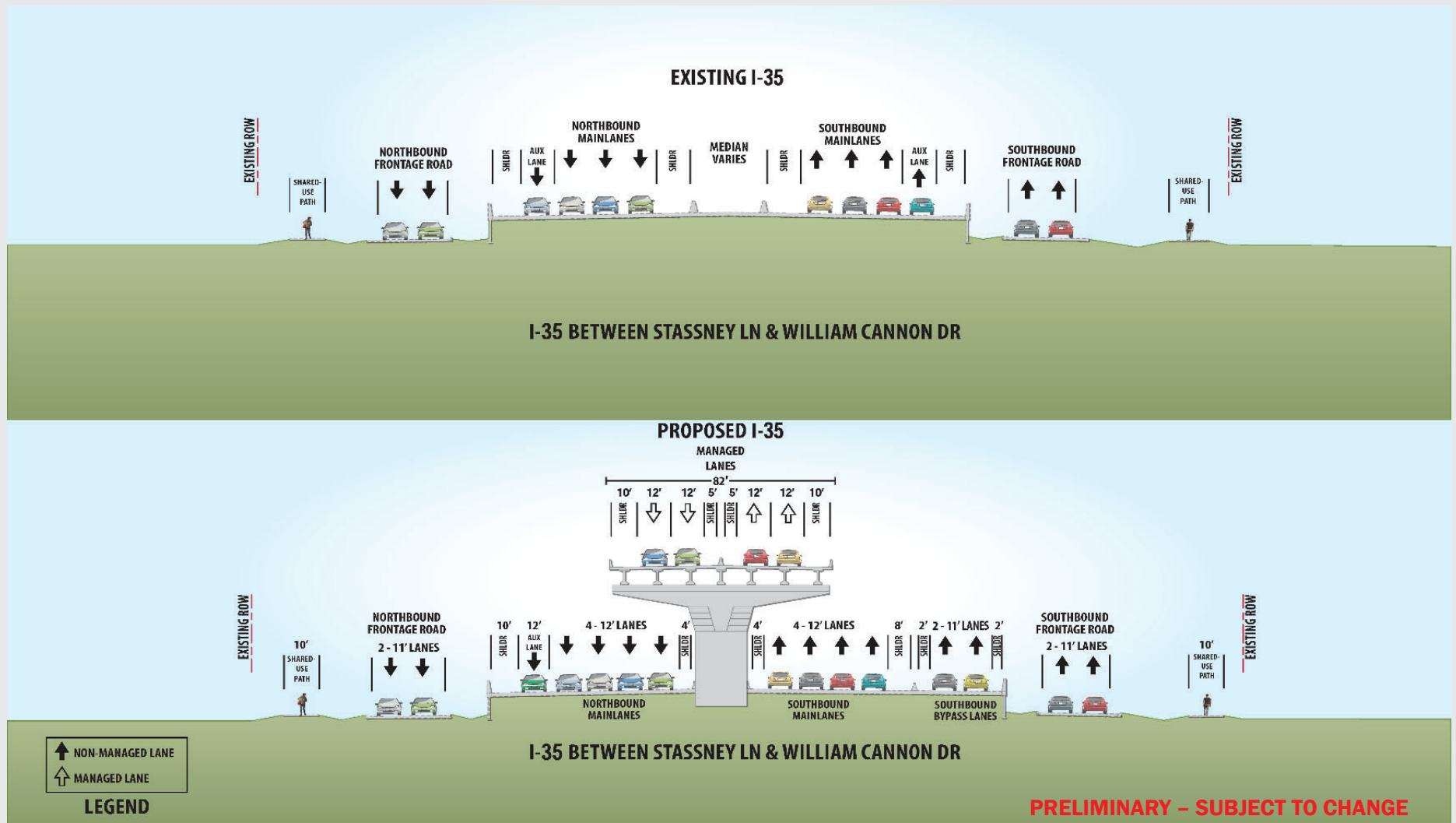


■ Mobility and safety improvements include:

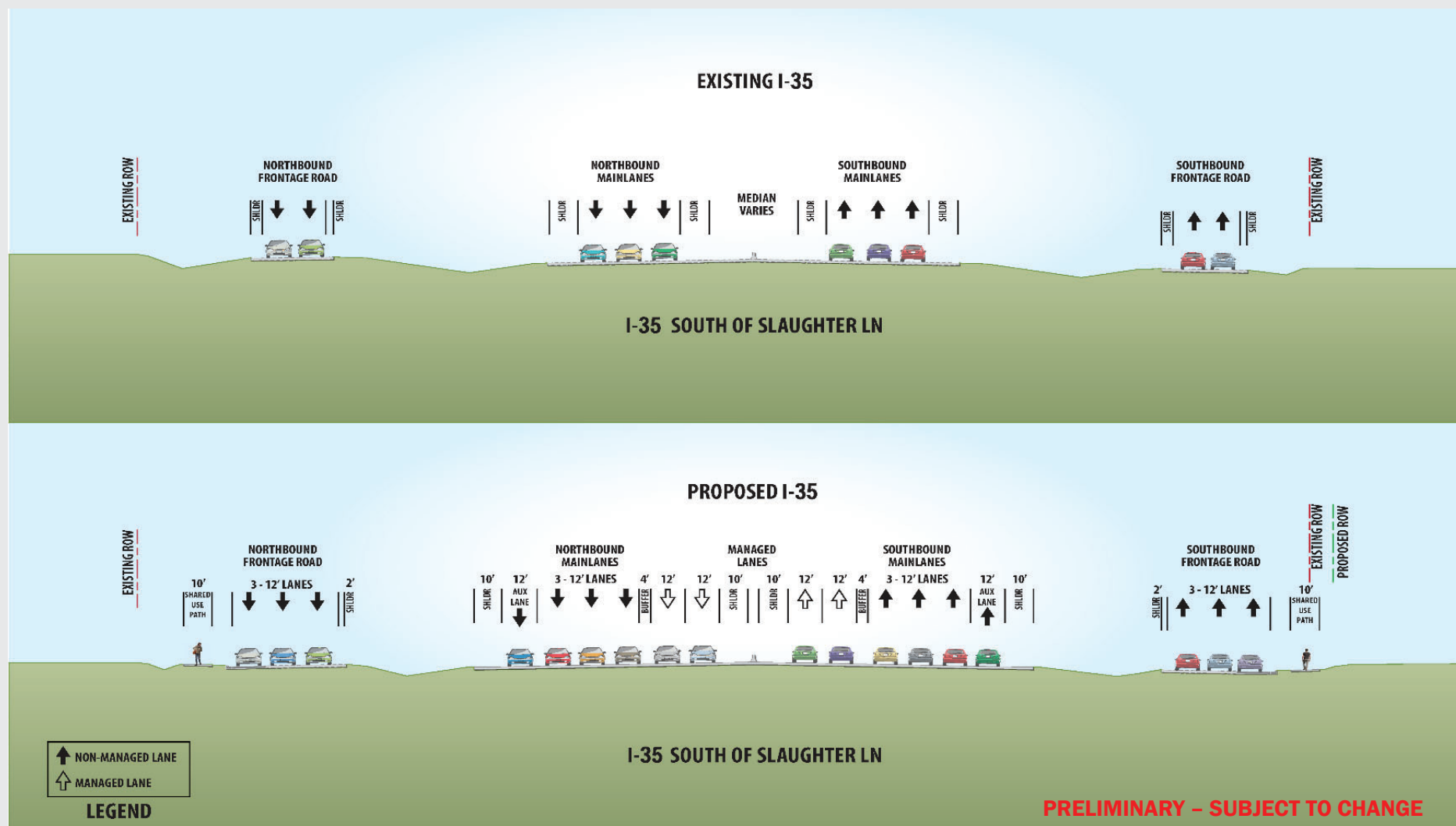
- Adding two non-tolled managed high-occupancy vehicle lanes in each direction
 - 7.6 miles from SH 71/Ben White Blvd. to SH 45SE
 - Improves transit operations and mobility
- Improving/adding bicycle and pedestrian paths
 - Approximately 13 miles of new shared-use paths in addition to 3 miles of recently constructed shared-use paths
- Reconstructing bridges
- Addressing safety and mobility
 - Adds 1.7 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



Typical Sections – I-35 between Stassney Lane and William Cannon Drive



Typical Sections – I-35 South of Slaughter Lane



Environmental Overview



- 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:



AIR QUALITY



COMMUNITY IMPACTS



**HAZARDOUS
MATERIAL SITES**



**HISTORICAL & ARCHEOLOGICAL
RESOURCES**



**INDIRECT & CUMULATIVE
IMPACTS**



**LAND USE &
PARKLAND**



**THREATENED &
ENDANGERED SPECIES**



TRAFFIC NOISE



**VEGETATION &
WILDLIFE**



WATER 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.

Environmental Overview – Community Impacts Assessment

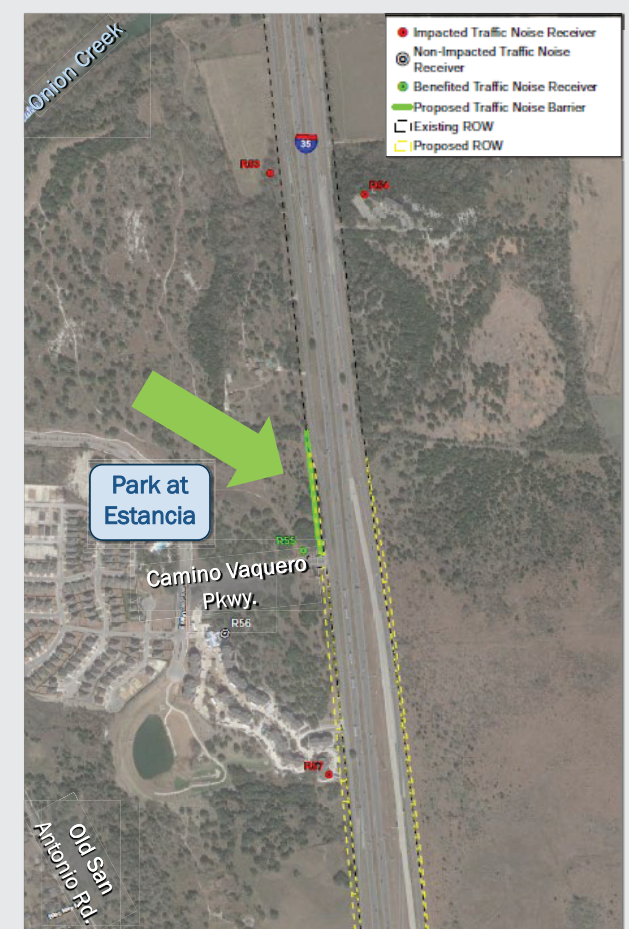
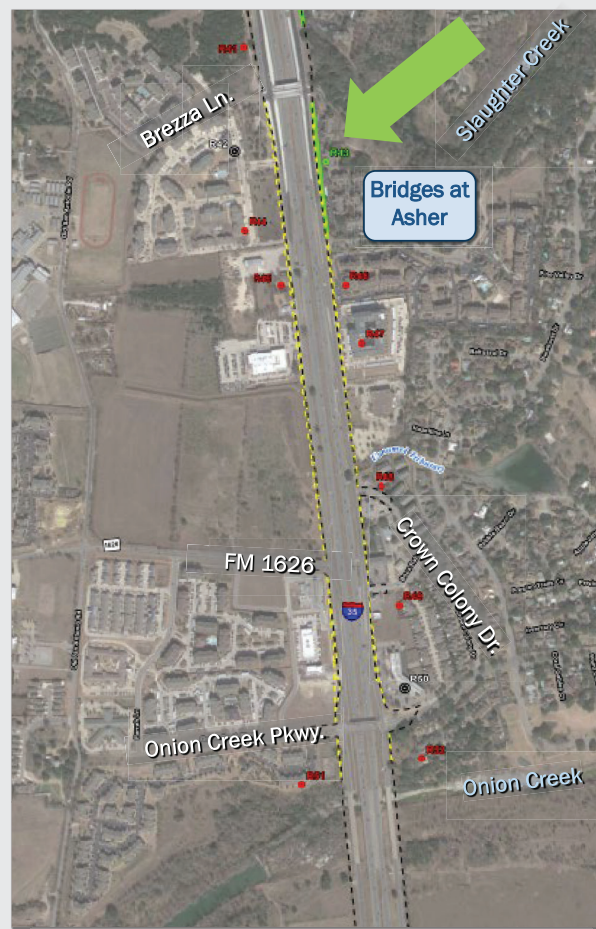
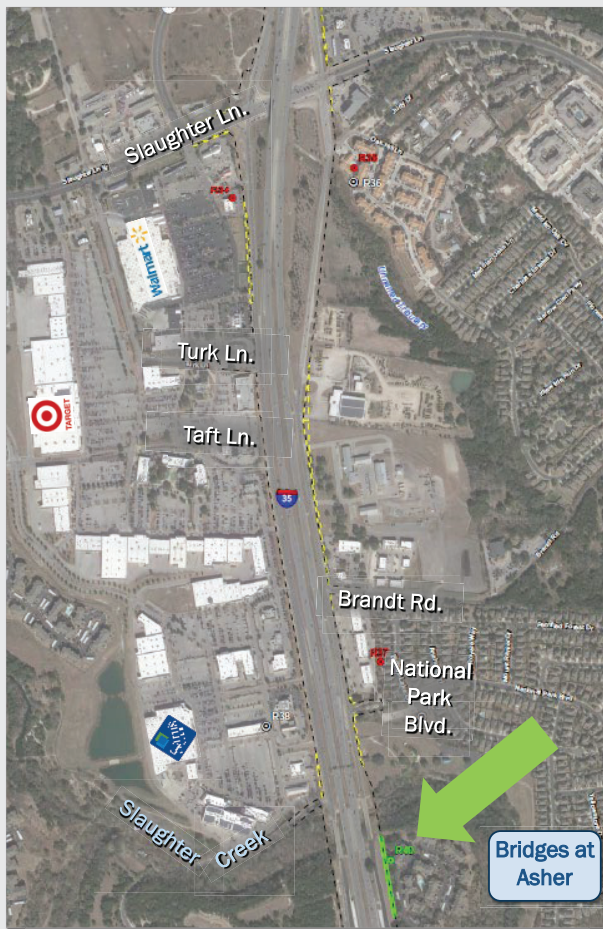


- According to the Community Impacts Assessment, the proposed project is not anticipated to result in negative impacts to access, travel patterns or community cohesion
 - The proposed project would reduce travel times, increase safety and improve bike/ped facilities
 - The proposed project would not affect, separate, or isolate any distinct neighborhoods, ethnic groups or other specific groups
- The requirements of Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, are satisfied
 - No disproportionately high and adverse impacts to minority or low-income populations are anticipated

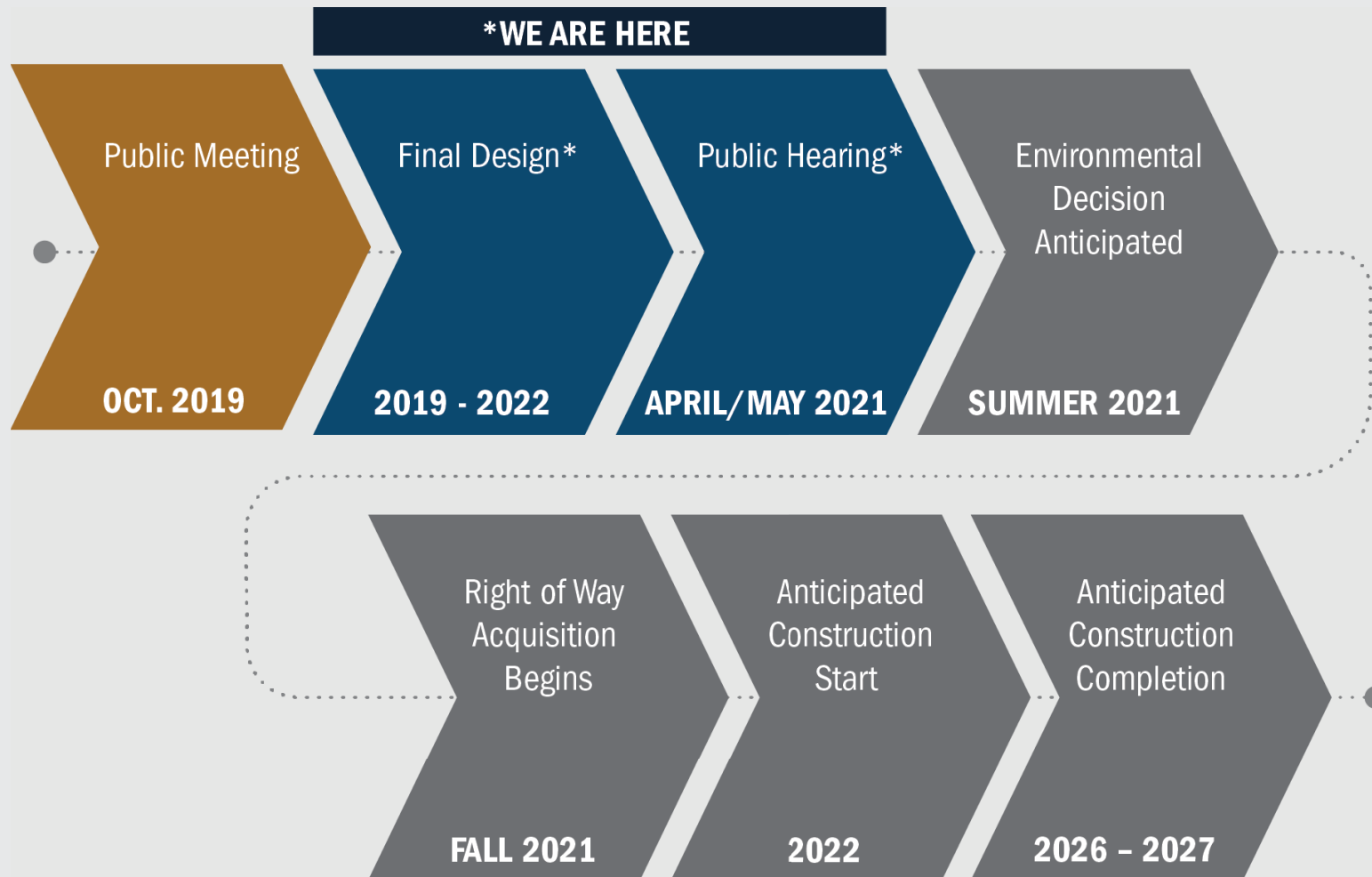
Environmental Overview - Traffic Noise (Proposed Noise Barriers)



- A traffic noise analysis was conducted
- Noise barriers were feasible and reasonable at three impacted receivers and, therefore, are being proposed for incorporation in the project:
 - Bridges at Asher Apartments (2 representative receivers)
 - Park at Estancia Apartments
- A noise workshop will be held prior to construction



Next Steps

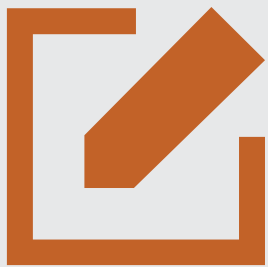


**Estimated
Construction Cost
Approximately \$300
million**

How to Provide Feedback



All comments must be provided by Wednesday, May 26, 2021 to be included in the official hearing record.



EMAIL

CapExSouth@txdot.gov



MAIL

Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703



ONLINE

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



VERBAL COMMENT BY VOICEMAIL

(512) 501-5451

For general questions about the presentation or the project, please contact Matthew Cho, P.E. at Matthew.Cho@TxDOT.gov or (512) 865-7945. The public may email at any time in the project development process to ask questions about the project.

Project Design Schematic

ROLL 1 OF 7

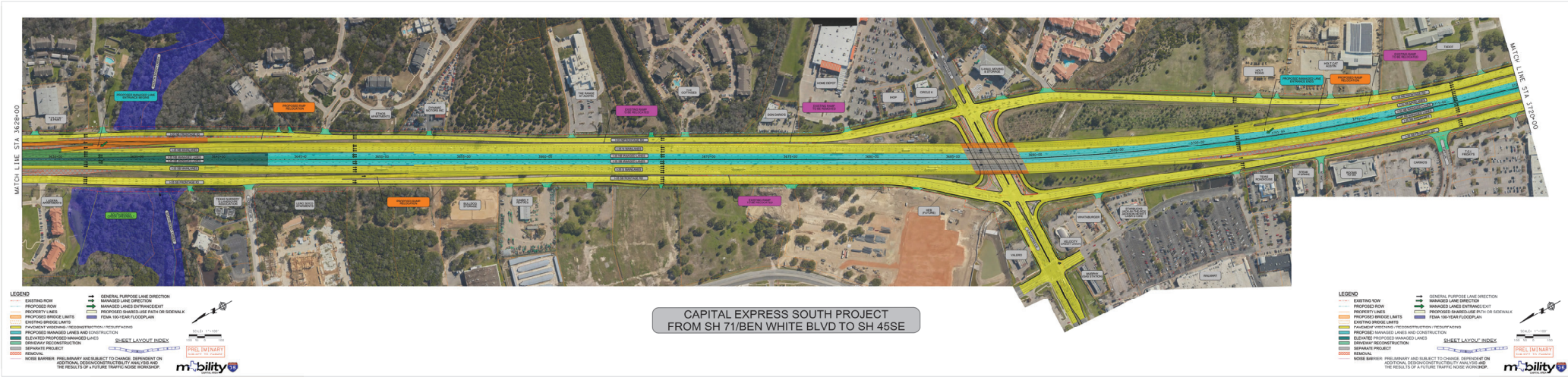


Roll 2 of 7



I-35 Capital Express South Project Design Schematic
Roll 3 of 7

ROLL 3 OF 7

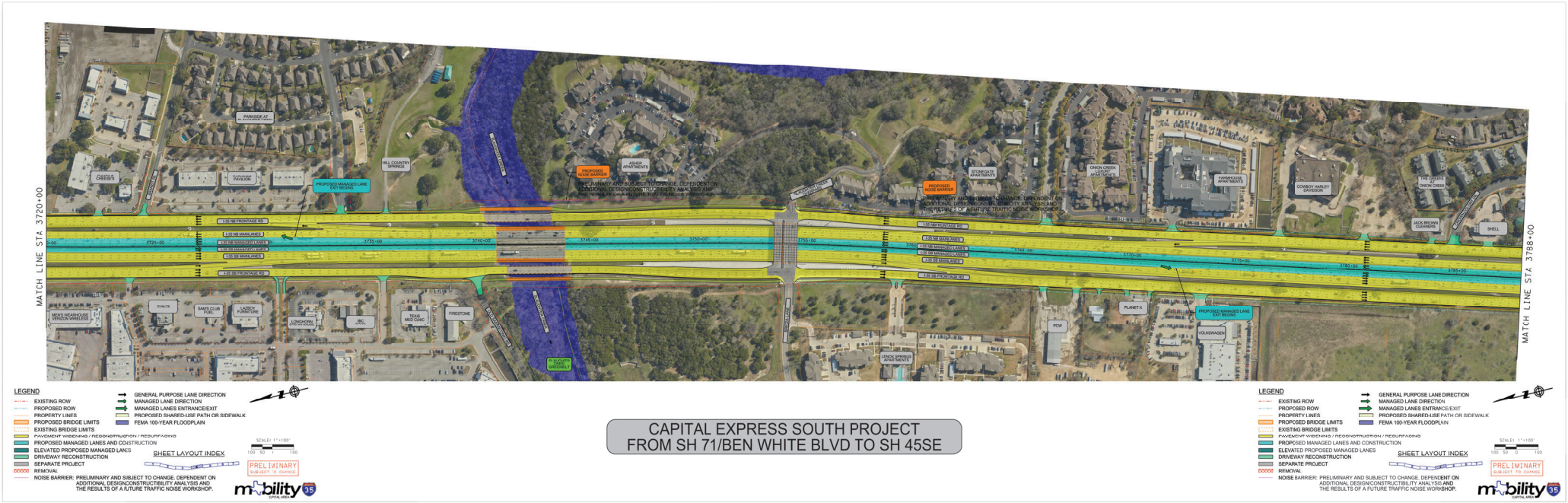


ROLL 3 OF 7

I-35 Capital Express South Project Design Schematic
Roll 4 of 7

ROLL 4 OF 7

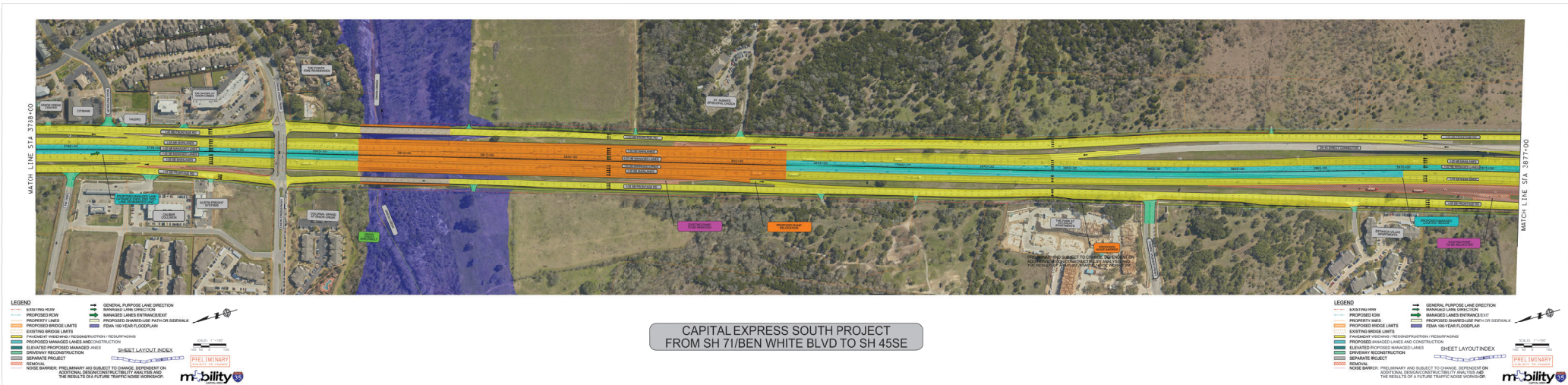
ROLL 4 OF 7



I-35 Capital Express South Project Design Schematic
Roll 5 of 7

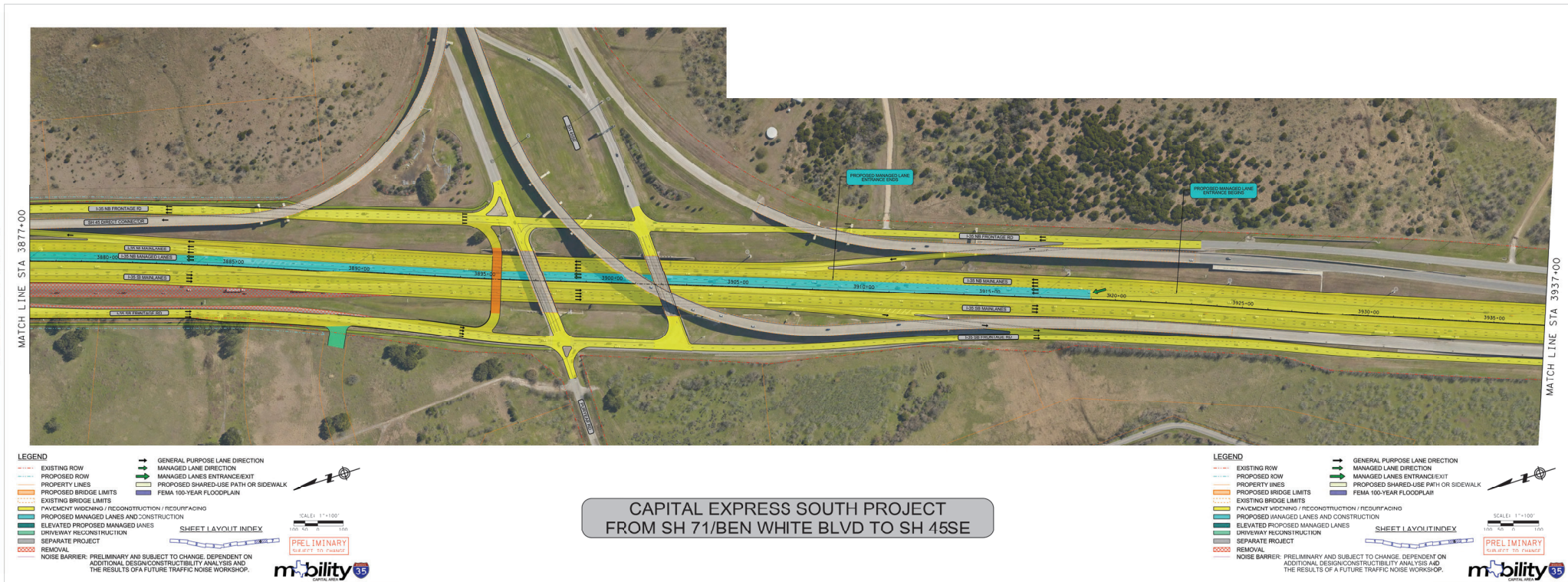
ROLL 5 OF 7

ROLL 5 OF 7



I-35 Capital Express South Project Design Schematic
Roll 6 of 7

ROLL 6 OF 7



ROLL 6 OF 7

I-35 Capital Express South Project Design Schematic
Roll 7 of 7

ROLL 7 OF 7

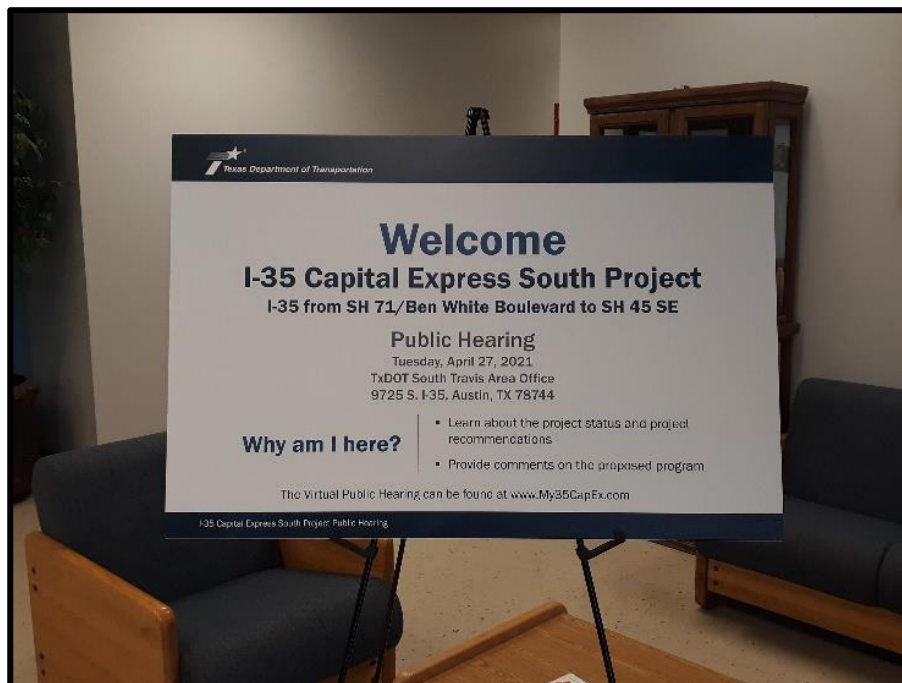


ROLL 7 OF 7

Photographs

I-35 Capital Express South Project
In-Person Option Public Hearing - April 27, 2021
TxDOT South Travis/Hays County Area Office
9725 S. I-35, Austin, TX 78744



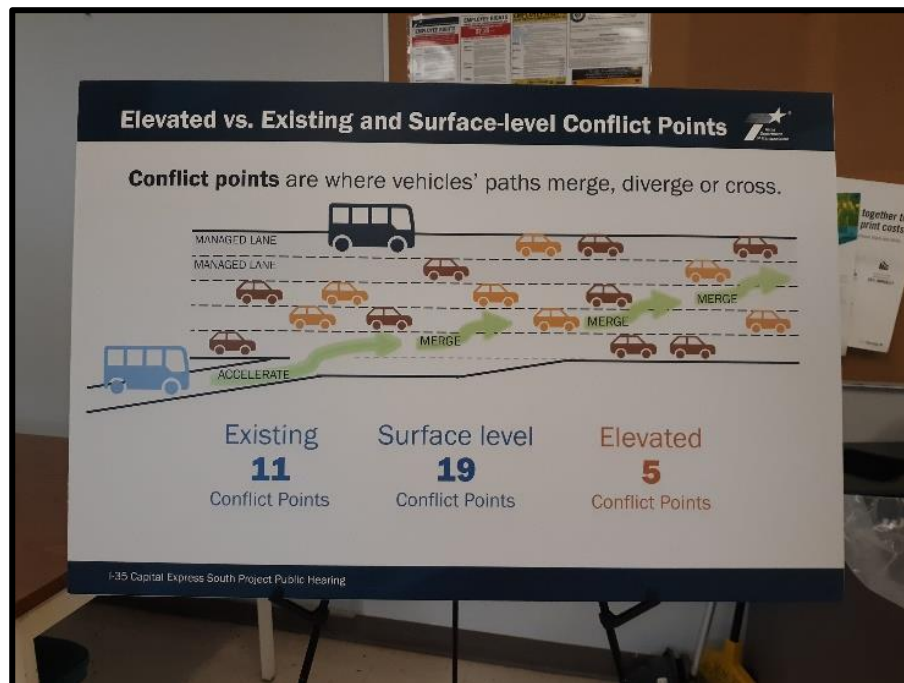
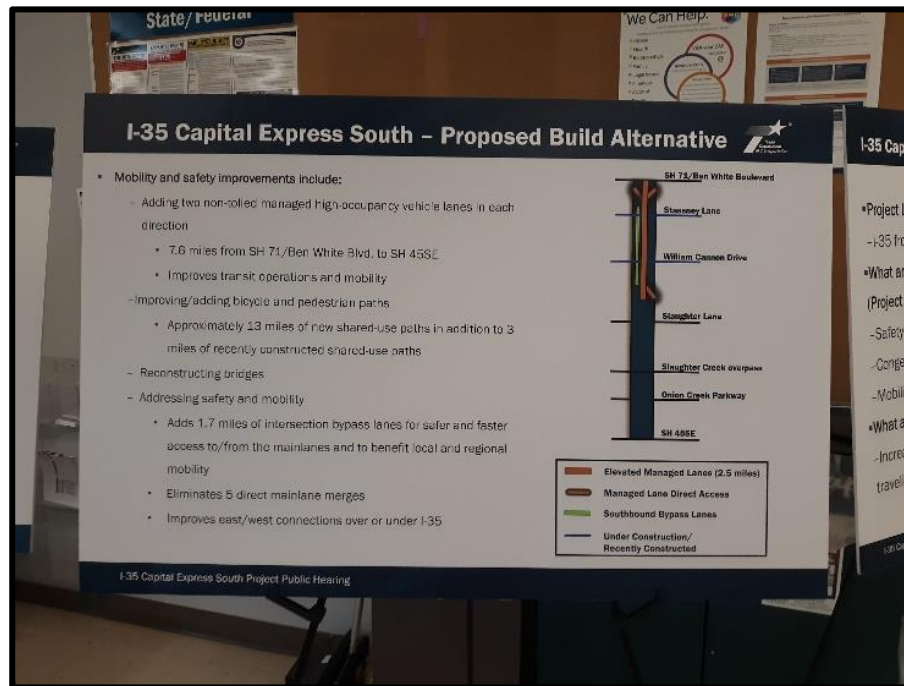


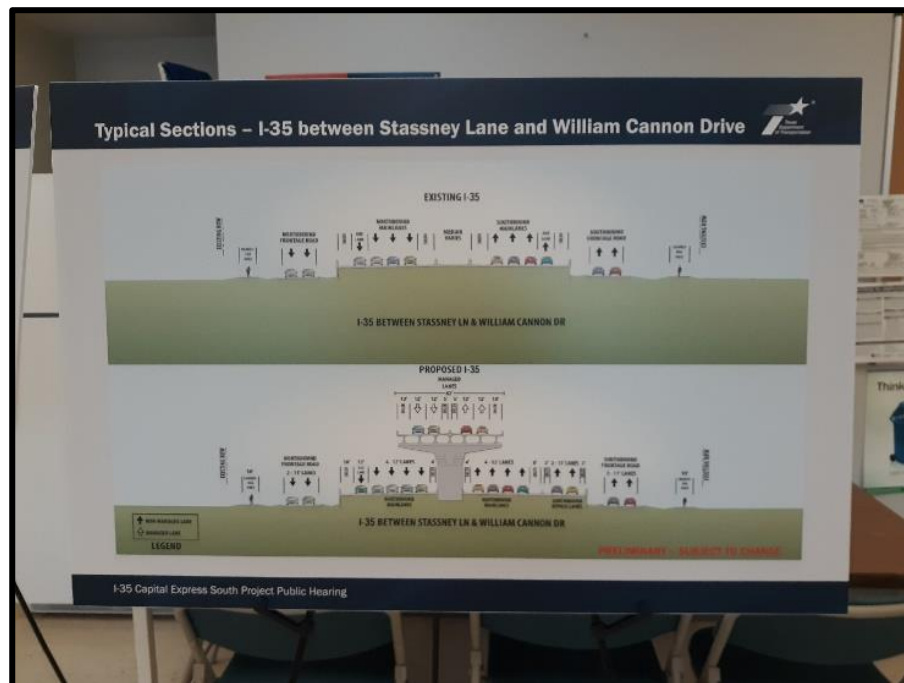
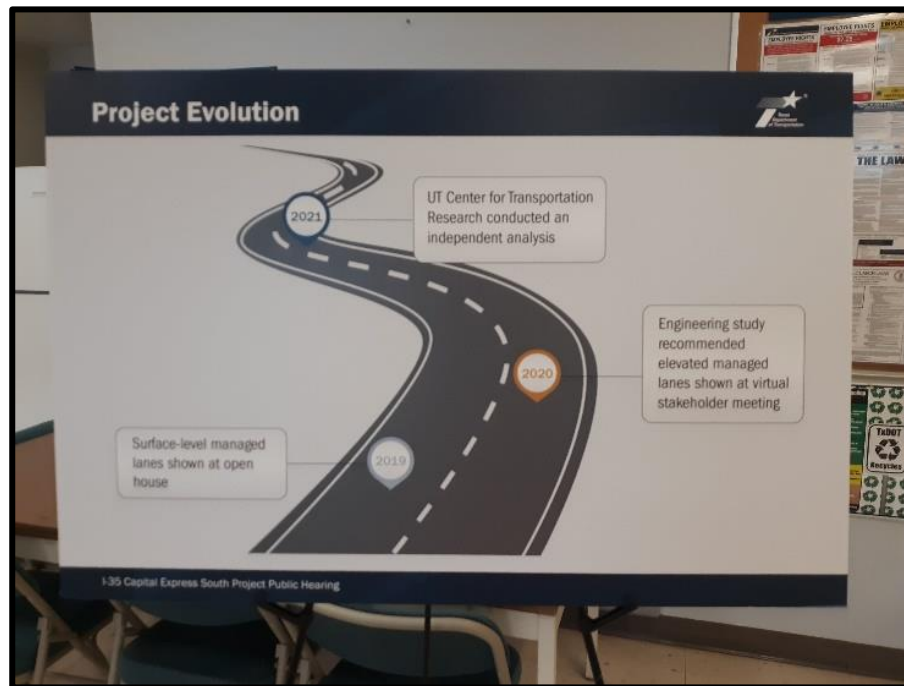


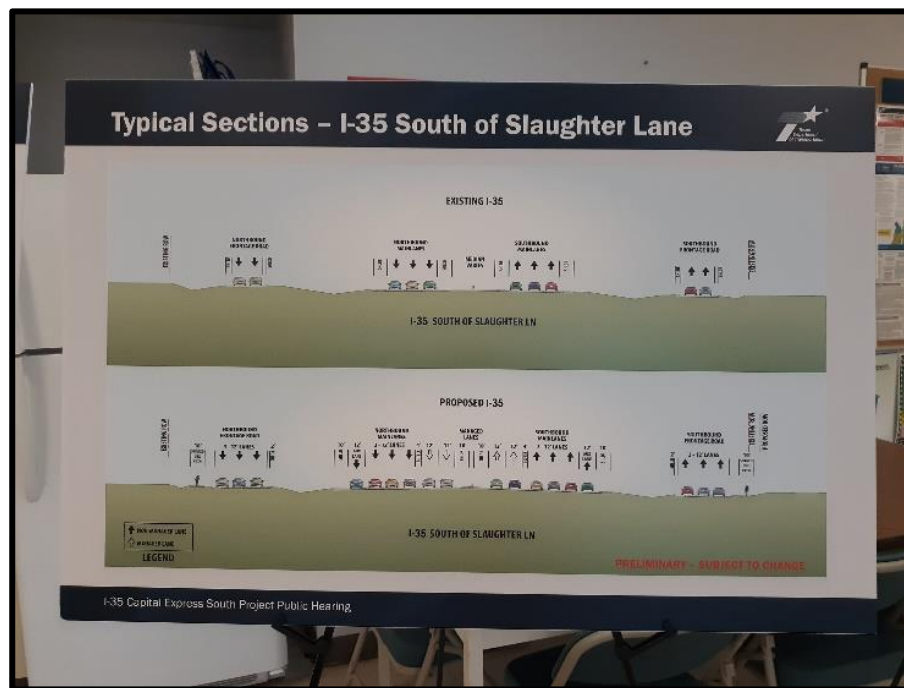
I-35 Capital Express South Project Location, Need and Purpose

- **Project Limits:**
 - I-35 from SH 71/Ben White Boulevard to SH 45 SE
- **What are the problems being addressed? (Project Need)**
 - Safety
 - Congestion
 - Mobility
- **What are we trying to do? (Project Purpose)**
 - Increase safety and mobility on I-35 for the traveling public

I-35 Capital Express South Project Public Hearing







Environmental Overview

- 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:


AIR QUALITY	COMMUNITY IMPACTS	HAZARDOUS MATERIAL SITES	HISTORICAL & ARCHEOLOGICAL RESOURCES	INDIRECT & CUMULATIVE IMPACTS
LAND USE & PARKLAND	THREATENED & ENDANGERED SPECIES	TRAFFIC NOISE	VEGETATION & WILDLIFE	WATER 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 South Project Public Hearing

Environmental Overview – Community Impacts Assessment



- According to the Community Impacts Assessment, the proposed project is not anticipated to result in negative impacts to access, travel patterns or community cohesion
 - The proposed project would reduce travel times, increase safety and improve bike/ped facilities
 - The proposed project would not affect, separate, or isolate any distinct neighborhoods, ethnic groups or other specific groups
- The requirements of Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, are satisfied
 - No disproportionately high and adverse impacts to minority or low-income populations are anticipated

I-35 Capital Express South Project Public Hearing

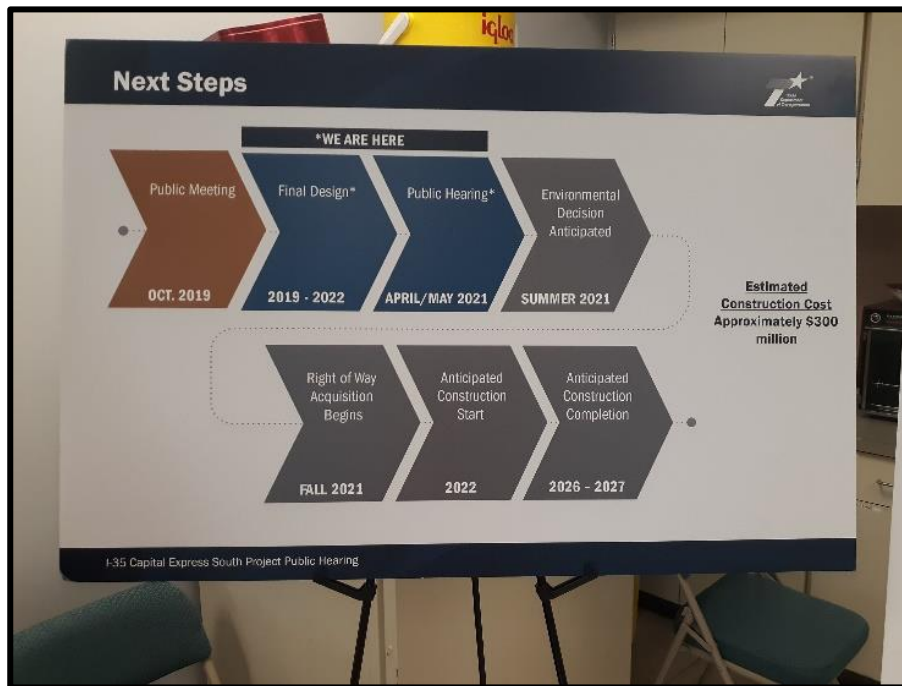
Environmental Overview - Traffic Noise (Proposed Noise Barriers)

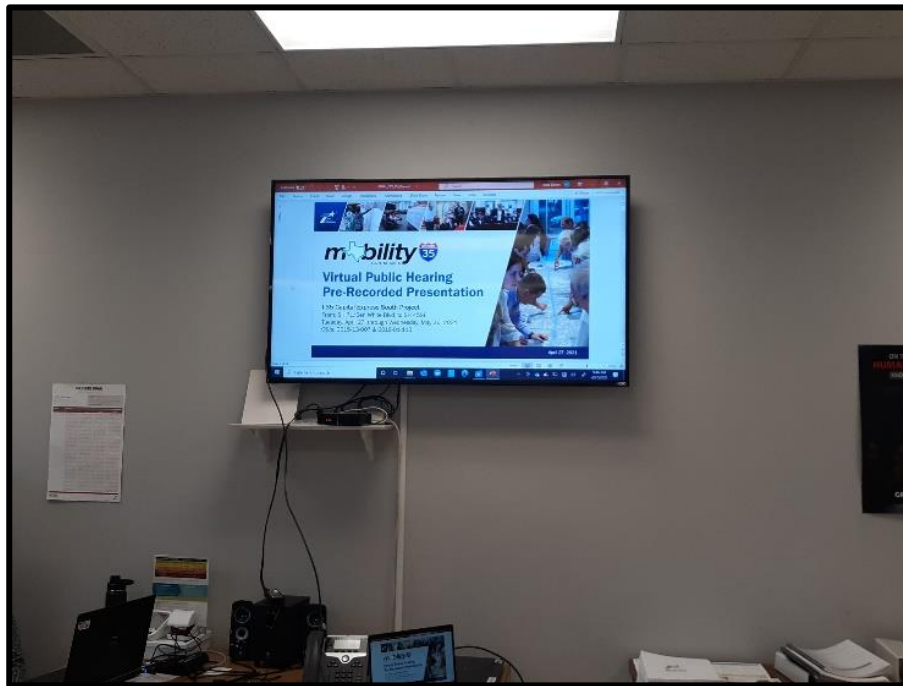


- A traffic noise analysis was conducted
- Noise barriers were feasible and reasonable at three impact receiver locations and, therefore, are being proposed for incorporation in the project:
 - Bridges at Asher Apartments (2 representative receivers)
 - Park at Estancia Apartments
- A noise workshop will be held prior to construction

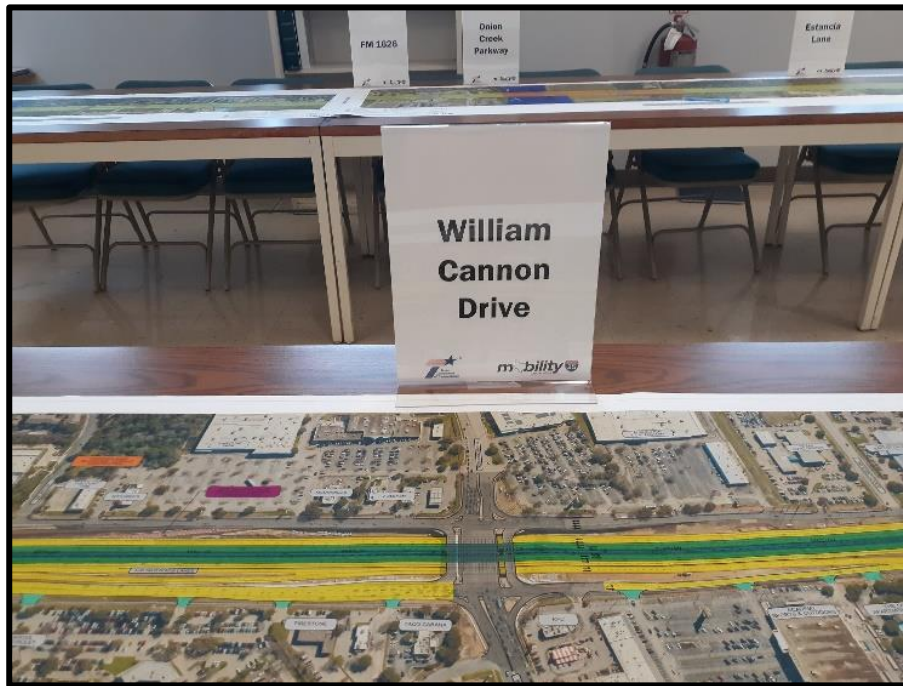


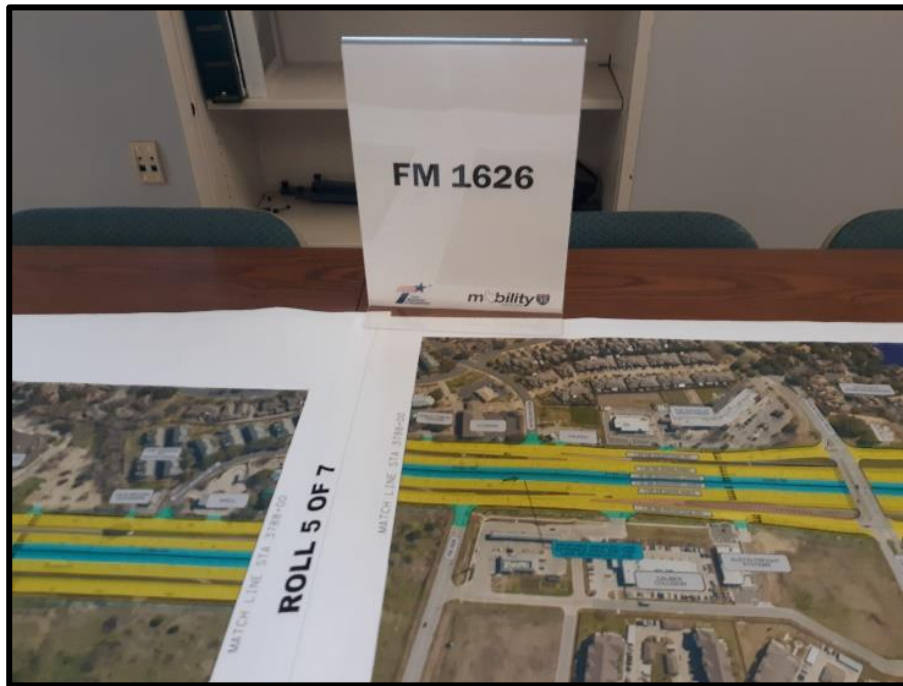
I-35 Capital Express South Project Public Hearing







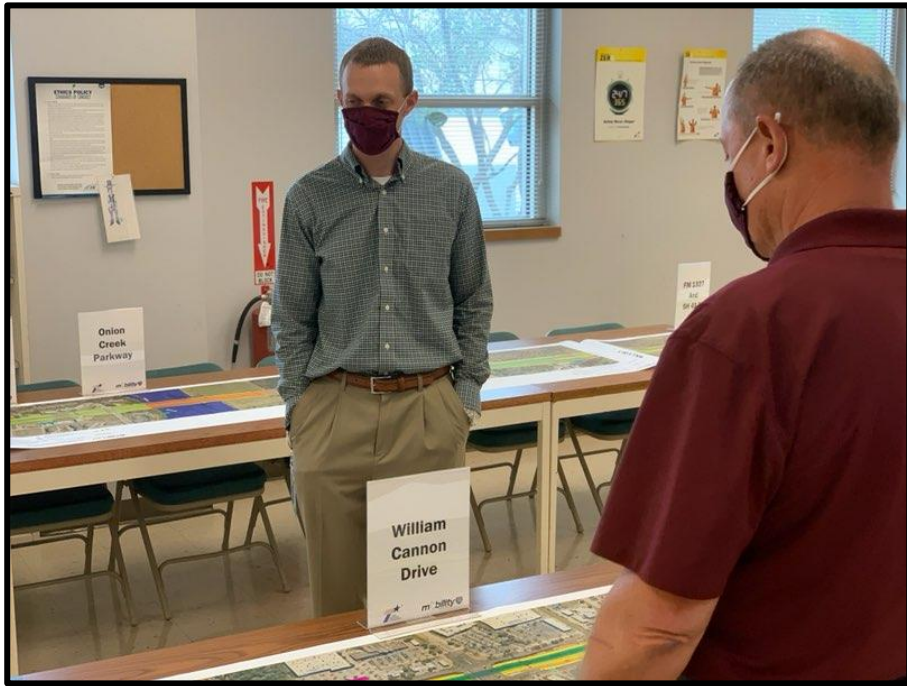












G.

Virtual Public Hearing



Official Meeting Feedback Period: April 27 - May 26 | [Learn More About I-35 Capital Express Program](#)

01 Welcome

02 Project Presentation and Information

03 Environmental Overview

04 Submit a Comment

05 Información en español

RECEIVE UPDATES

Name

Email Address

Sign Up →



@TxDOTAustin

¡Recordatorio! HOY es la fecha final para comentar sobre el proyecto I-35 Capital Express South. ¡Tómese un momento...

<https://t.co/j1MLorjEI>

26 May

Welcome to the Virtual Public Hearing

The I-35 Capital Express South project virtual public hearing will be hosted from Tuesday, April 27 through Wednesday, May 26, 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 South project.

Click through the numbered tabs to experience the I-35 Capital Express South 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 Wednesday, May 26, 2021**, to be included in the official record. We will continue to provide opportunities for community feedback throughout the project design period.

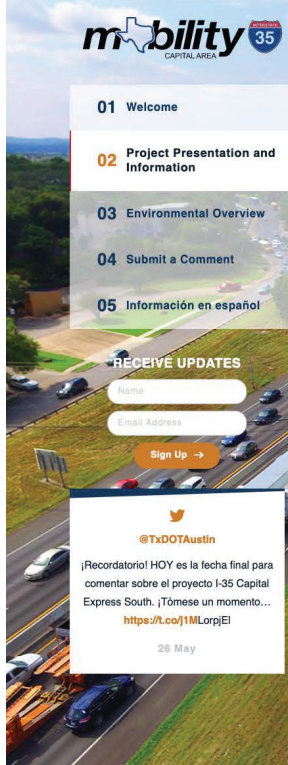
[Sign up for program news and updates.](#)

Next: **2. Project Presentation and Information** →



Copyright 2021 Texas Department of Transportation | [Google Translate](#) | [My35 Main Site](#)

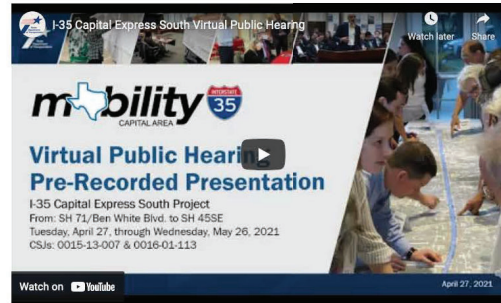
The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.



Project Presentation and Information

The I-35 Capital Express South project spans eight miles of I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction and improve safety and mobility throughout the corridor. The project will also reconstruct bridges, 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.



[Download the Presentation \(PDF\)](#)

[Download the Fact Sheet \(PDF\)](#)

PROJECT INFORMATION

Project Layout

[View Online](#)

[Download PDF \(40 MB\)](#)

Building Barriers to Traffic Noise Brochure

[English Version \(PDF\)](#)

[Spanish Version \(PDF\)](#)

State Purchase of Right of Way

[English Version \(PDF\)](#)

[Spanish Version \(PDF\)](#)

Landowner's Bill of Rights

[English Version \(PDF\)](#)

[Spanish Version \(PDF\)](#)

Relocation Assistance

[English Version \(PDF\)](#)

[Spanish Version \(PDF\)](#)

[Next: 3. Environmental Overview →](#)

01 Welcome

02 Project Presentation and Information

03 Environmental Overview

04 Submit a Comment

05 Información en español

RECEIVE UPDATES

Name

Email Address

Sign Up →



@TxDOTAustin

¡Recordatorio! HOY es la fecha final para comentar sobre el proyecto I-35 Capital Express South. ¡Tómese un momento...
<https://t.co/j1MLorjEI>

26 May

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 (84.3 MB)

Technical Reports/Forms/Public Involvement Documentation

- Community Impacts Assessment Technical Report (PDF)
- Archeological Background Study and Addendum (PDF)
- Historic Resources Documentation (PDF)
- Water Resources Documentation (PDF)
- Biological Resources Documentation (PDF)
- Air Quality Assessment Technical Reports (PDF)
- Hazardous Materials Initial Site Assessment (PDF)
- Traffic Noise Analysis Technical Report (PDF)
- Capital Express South – October 2019 Public Meeting Summary (PDF)
- Capital Express South – December 2020 Virtual Stakeholder Meeting Summary (PDF)

Center for Transportation Research Independent Review

In 2021, the Center of Transportation Research (CTR) at the University of Texas performed an independent assessment on the safety and operational benefits being proposed by the I-35 Capital Express South project. They also identified potential impacts to low-income and minority communities adjacent to the project. The reports compared existing conditions with both the surface-level managed lane and elevated managed lane alternatives.

The CTR report showed that the elevated alternative improved safety and traffic operations of the corridor as compared to the surface-level alternative. This study confirmed that the elevated alternative would not affect, separate or isolate any distinct neighborhoods, ethnic groups or other specific groups as I-35 is an existing roadway. **Below, are additional findings of the report:**

- Elevated managed lanes could reduce conflict points by up to 81%
- Elevated managed lanes could reduce total crashes by 28%
- Elevated managed lanes could result in 23 less severe crashes per year
- Elevated managed lanes could save more than \$20 million in property damage and medical costs associated with crashes
- Elevated managed lanes could alleviate congestion on the local streets, such as South Congress Avenue and South First Street.

Download the Reports



CTR – Operational Analysis (PDF)



CTR – Traffic Safety Evaluation (PDF)



CTR – Environmental Justice Assessment (PDF)

Next: 4. Submit a Comment →

Copyright 2021 Texas Department of Transportation | [Google Translate](#) | [My35 Main Site](#)

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 40 U.S.C. 327 and a memorandum of understanding dated Dec. 9, 2010, and executed by FHWA and TxDOT.

- 01 Welcome
- 02 Project Presentation and Information
- 03 Environmental Overview
- 04 Submit a Comment**
- 05 Información en español

RECEIVE UPDATES

[Sign Up →](#)


@TxDOTAustin

¡Recordatorio! HOY es la fecha final para comentar sobre el proyecto I-35 Capital Express South. ¡Tómese un momento...
<https://t.co/f1MLorpiE>

26 May

Submit a Comment

Please fill out the form below to provide us your feedback on the I-35 Capital Express South project. Comments received by **Wednesday, May 26, 2021**, will be included in the official meeting record.



[Download Comment Form](#)

Other Ways to Provide Feedback

Email Us



CapExSouth@txdot.gov

Write to Us

I-35 Capital Express
 South Project
 Attn: Matthew Cho, P.E.
 1608 W. 6th Street
 Austin, TX 78703

Comment Online



[View Form Below](#)

Leave Verbal Comment by Voicemail



(512) 501-5451

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 →](#)

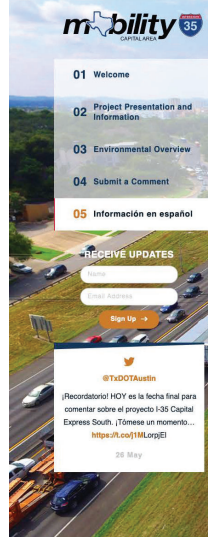
This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request, it must be submitted separately.

[Next: 5. Información en español →](#)



Copyright 2021 Texas Department of Transportation | [Google Translate ▾](#) | [My35 Main Site](#)

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.



Información en español

El proyecto I-35 Capital Express South se extiende a lo largo de ocho millas de la I-35 desde SH 71/Ben White Boulevard hasta SH 45 Southeast. El proyecto propone agregar dos carriles administrados sin peaje para vehículos de alta ocupación en cada dirección y mejorar la seguridad y la movilidad en todo el corredor. El proyecto también reubicará puentes, agregará caminos para peatones y bicicletas, y hará mejoras adicionales de seguridad y movilidad dentro de los límites del proyecto.

Los carriles administrados, como los carriles para vehículos de alta ocupación (HOV), son carriles dentro de una carretera que están reservados 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 períodos 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.

Audiencia pública virtual I-35 Capital Express South

Todos los comentarios deben ser recibidos para miércoles 26 de mayo, 2021.

POR CORREO ELECTRÓNICO
Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703
CapExSouth@txdot.gov

POR CORREO
Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703

POR INTERNET
No se puede comentar la forma en línea. Presione el botón de comentarios y envíelos por correo electrónico.

COMENTARIOS VERBALES POR MENSAJE DE VOZ
(812) 501-5451

Si usted tiene preguntas generales acerca de la presentación o el proyecto, por favor comuníquese con: Matthew Cho, P.E., al correo electrónico Matthew.Cho@txdot.gov o llamando al (812) 865-7845. El público puede enviar correos electrónicos en cualquier momento durante el proceso de desarrollo del proyecto para hacer preguntas de respuesta.

Watch on **YouTube** I-35 Capital Express S. 27 de abril, 2021

Presentación

Hoja Informativa

Diseño del Proyecto:

- ▶ **Folleto de Construcción de Barreras al Ruido del Tráfico**
- ▶ **La Compra de la Servidumbre de Tránsito**
- ▶ **Asistencia de Reubicación**
- ▶ **Declaración de Derechos del Propietario de la Tierra**

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 <https://capex.com>. El estudio ambiental identificó y evaluó los posibles impactos del proyecto propuesto al medio ambiente natural y humano.

La Evaluación del Borrador Ambiental fue preparada para este proyecto en cumplimiento con la Ley Nacional de Política Ambiental (NEPA). El estudio ambiental identificó y evaluó los impactos potenciales al medio ambiente natural y humano, que incluyen:



Evaluación Ambiental Borrador (84.3 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 Históricos**
- ▶ **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**
- ▶ **Capital Express South – Resumen de la Reunión Pública de octubre del 2019**
- ▶ **Capital Express South – Resumen de la Reunión Virtual de Partes Interesadas de diciembre del 2020**

Revisión Independiente del Centro de Investigación de Transporte:

En el 2021, el Centro de Investigación de Transporte (CTR) de la Universidad de Texas realizó una evaluación independiente sobre los beneficios operativos y de seguridad propuestos por el proyecto I-35 Capital Express South. También identificaron impactos potenciales en las comunidades minoritarias y de bajos ingresos adyacentes al proyecto. El informe comparó las condiciones existentes tanto con la alternativa de carril administrado a nivel como con la alternativa de carril administrado elevado propuestas.

El informe del CTR mostró que la alternativa elevada mejoró las operaciones de seguridad y tráfico del corredor en comparación con la alternativa a nivel. El informe encontró que, mientras las poblaciones minoritarias y de bajos ingresos viven en los lados este y oeste del proyecto, los carriles elevados no causaron una barrera adicional. A continuación, se encuentran hallazgos adicionales del informe:

- ▶ Los carriles administrados elevados podrían reducir los puntos de conflicto por 81%.
- ▶ Los carriles administrados elevados podrían reducir el total de choques por 28%.
- ▶ Los carriles administrados elevados podrían resultar en 23 choques menos severos.
- ▶ Los carriles administrados elevados podrían ahorrar más de \$20 millones en daños a la propiedad y costos médicos asociados con choques.
- ▶ Los carriles administrados elevados podrían aliviar la congestión en las calles locales, como South Congress Avenue y South First Street.

Centro de Investigación de Transporte de la Universidad de Texas – Análisis Operacional (PDF)

Centro de Investigación de Transporte de la Universidad de Texas – Evaluación de la seguridad vial (PDF)

Centro de Investigación de Transporte de la Universidad de Texas – Evaluación de la Justicia Ambiental (PDF)

Proporcionar un comentario

Por favor complete el formulario a continuación para enviarnos sus comentarios sobre el proyecto I-35 Capital Express South. Los comentarios recibidos hasta el **miércoles 26 de mayo de 2021** se incluirán en el registro oficial de la reunión.

Formulario de comentario

Otras formas de proporcionar comentarios

Correo electrónico
I-35 Capital Express South Project
Attn: Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703
CapExSouth@txdot.gov

Correo
I-35 Capital Express South Project
Attn: Matthew Cho, P.E.
1608 W. 6th Street
Austin, TX 78703

En línea
Ver formulario

Buzón de voz
(812) 501-5451

Virtual Public Hearing Website Analytics

Website Analytics Report

Capital Express South - Public Hearing

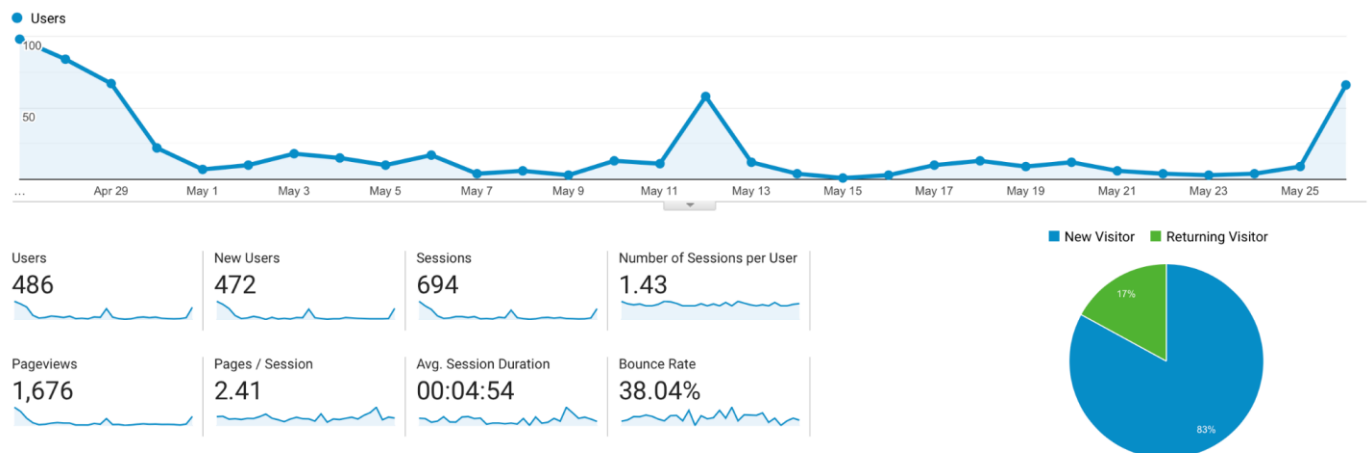
capexsouth.mobility35openhouse.com

This is a high-level view of analytics for the Capital Express virtual public scoping meeting. The data shown reflects 4/27/2021 to 5/26/2021.

Key Takeaways

Page Views/Sessions

- **Total Pageviews** - 1,676
- **Total Unique Pageviews** - 1,290
- **Total Users** - 486
- **Total Number of Sessions** - 679
- **Avg Session Duration** - 04:54m
- **Avg Time on Page** - 03:17m
- **Bounce Rate** - 38.04%



Page Data

The data below shows the number of views for the main pages of the site. For context, *unique pageviews* are not counting repeated views of the page. *Average time on Page* shows which pages the users stayed on the longest and gives a nod to the engaging content.

For this website, people spent the most time on the Project Presentation, Spanish, and Submit a Comment pages. The Homepage and Project Presentation pages were the most viewed.

Page ?	Pageviews ?	Unique Pageviews ?	Avg. Time on Page ?	Entrances ?	Bounce Rate ?	% Exit ?
	1,676 % of Total: 100.00% (1,676)	1,290 % of Total: 100.00% (1,290)	00:03:17 Avg for View: 00:03:17 (0.00%)	682 % of Total: 100.00% (682)	38.04% Avg for View: 38.04% (0.00%)	40.69% Avg for View: 40.69% (0.00%)
1. /	774 (46.18%)	585 (45.35%)	00:01:20	574 (84.16%)	35.02%	36.95%
2. /project-presentation-information/	458 (27.33%)	365 (28.29%)	00:08:04	52 (7.62%)	43.94%	51.75%
3. /environmental-overview/	192 (11.46%)	132 (10.23%)	00:02:27	22 (3.23%)	55.00%	24.48%
4. /submit-a-comment/	150 (8.95%)	121 (9.38%)	00:03:52	14 (2.05%)	85.71%	40.00%
5. /thank-you/	37 (2.21%)	34 (2.64%)	00:01:47	0 (0.00%)	0.00%	67.57%
6. /view-information-in-spanish/	37 (2.21%)	25 (1.94%)	00:03:58	1 (0.15%)	0.00%	32.43%
7. /updates-thank-you/	7 (0.42%)	7 (0.54%)	00:01:11	0 (0.00%)	0.00%	28.57%

[Click here to see a larger version.](#)

User Behavior

The diagram below showcases how users moved through the website and where in the user journey they left the website (number of drop-offs) or completed their journey.



[Click here to see a larger version.](#)

Acquisition

From our data, we're also able to see how users get to the site.

- The highest number of visitors came to the site through a referral. The second highest way visitors got to the website was by directly visiting the site.
- The majority of users who came to the site from a referral came from my35capex.com
- From a social media perspective, Facebook drove the most traffic.

Default Channel Grouping	Acquisition			Behavior		
	Users ? ↓	New Users ?	Sessions ?	Bounce Rate ?	Pages / Session ?	Avg. Session Duration ?
	486 % of Total: 100.00% (486)	472 % of Total: 100.00% (472)	694 % of Total: 100.00% (694)	38.04% Avg for View: 38.04% (0.00%)	2.41 Avg for View: 2.41 (0.00%)	00:04:54 Avg for View: 00:04:54 (0.00%)
1. Referral	247 (49.40%)	227 (48.09%)	402 (57.93%)	26.37%	2.78	00:06:30
2. Direct	217 (43.40%)	212 (44.92%)	250 (36.02%)	54.80%	1.92	00:02:32
3. Social	31 (6.20%)	30 (6.36%)	37 (5.33%)	54.05%	1.81	00:03:28
4. Organic Search	5 (1.00%)	3 (0.64%)	5 (0.72%)	20.00%	2.20	00:05:26

Source ?	Acquisition			Behavior		
	Users ? ↓	New Users ?	Sessions ?	Bounce Rate ?	Pages / Session ?	Avg. Session Duration ?
	247 % of Total: 50.82% (486)	227 % of Total: 48.09% (472)	402 % of Total: 57.93% (694)	26.37% Avg for View: 38.04% (-30.68%)	2.78 Avg for View: 2.41 (15.26%)	00:06:30 Avg for View: 00:04:54 (32.60%)
1. my35capex.com	168 (67.20%)	149 (65.64%)	305 (75.87%)	24.59%	2.83	00:07:03
2. kut.org	33 (13.20%)	32 (14.10%)	45 (11.19%)	42.22%	2.42	00:04:16
3. communityimpact.com	25 (10.00%)	24 (10.57%)	27 (6.72%)	22.22%	2.63	00:04:40
4. austinmonitor.com	12 (4.80%)	12 (5.29%)	12 (2.99%)	25.00%	2.75	00:01:48
5. audacy.com	3 (1.20%)	3 (1.32%)	3 (0.75%)	33.33%	1.00	00:00:57
6. dev.capexp.m-boy.com	1 (0.40%)	0 (0.00%)	2 (0.50%)	50.00%	8.00	00:21:01
7. flipboard.com	1 (0.40%)	1 (0.44%)	1 (0.25%)	0.00%	5.00	00:09:58
8. mailchi.mp	1 (0.40%)	1 (0.44%)	1 (0.25%)	0.00%	2.00	00:17:43
9. messages.google.com	1 (0.40%)	0 (0.00%)	1 (0.25%)	100.00%	1.00	00:00:00
10. msn.com	1 (0.40%)	1 (0.44%)	1 (0.25%)	0.00%	3.00	00:01:29

Continued on the next page.

Social Network ?	Acquisition			Behavior	
	Users ? ↓	New Users ?	Sessions ?	Bounce Rate ?	Pages / Session ?
	31 % of Total: 6.38% (486)	30 % of Total: 6.36% (472)	37 % of Total: 5.33% (694)	54.05% Avg for View: 38.04% (42.10%)	1.81 Avg for View: 2.41 (-25.02%)
1. Facebook	21 (65.62%)	20 (66.67%)	22 (59.46%)	59.09%	1.41
2. Twitter	10 (31.25%)	9 (30.00%)	14 (37.84%)	50.00%	2.29
3. LinkedIn	1 (3.12%)	1 (3.33%)	1 (2.70%)	0.00%	4.00

Audience

Below is a high-level view of the demographics (technology and location).

- **Desktop Users** - 358
- **Mobile Users** - 124
- **Tablet Users** - 4
- **Austin Users** - 261
- **Houston Users** - 24
- **San Antonio Users** - 15

Audience Takeaways:

- The majority of people visited the website on a desktop computer but there was also a good number of mobile visitors.
- From a geographic standpoint, the great majority of visitors were in Texas. However, there were visitors from out of state. (Wyoming and Washington being the highest number.)
- Visitors from Texas were from several parts of the state. However, the highest numbers were from Austin by far.

Device Category ?	Acquisition			Behavior		
	Users ? ↓	New Users ?	Sessions ?	Bounce Rate ?	Pages / Session ?	Avg. Session Duration ?
	486 % of Total: 100.00% (486)	472 % of Total: 100.00% (472)	694 % of Total: 100.00% (694)	38.04% Avg for View: 38.04% (0.00%)	2.41 Avg for View: 2.41 (0.00%)	00:04:54 Avg for View: 00:04:54 (0.00%)
1. desktop	358 (73.66%)	347 (73.52%)	534 (76.95%)	36.70%	2.52	00:05:20
2. mobile	124 (25.51%)	122 (25.85%)	156 (22.48%)	43.59%	2.03	00:02:59
3. tablet	4 (0.82%)	3 (0.64%)	4 (0.58%)	0.00%	2.75	00:20:44

Continued on the next page.

City ?	Acquisition			Behavior		
	Users ? ↓	New Users ?	Sessions ?	Bounce Rate ?	Pages / Session ?	Avg. Session Duration ?
	376 % of Total: 77.37% (486)	363 % of Total: 76.91% (472)	565 % of Total: 81.41% (694)	32.21% Avg for View: 38.04% (-15.32%)	2.52 Avg for View: 2.41 (4.22%)	00:05:18 Avg for View: 00:04:54 (8.21%)
1. Austin	261 (67.79%)	247 (68.04%)	421 (74.51%)	32.78%	2.59	00:05:36
2. Houston	24 (6.23%)	22 (6.06%)	27 (4.78%)	29.63%	2.07	00:03:59
3. San Antonio	15 (3.90%)	15 (4.13%)	16 (2.83%)	50.00%	1.69	00:02:06
4. Dallas	12 (3.12%)	12 (3.31%)	15 (2.65%)	26.67%	2.13	00:04:59
5. Round Rock	10 (2.60%)	9 (2.48%)	13 (2.30%)	23.08%	3.00	00:01:27
6. Pflugerville	7 (1.82%)	6 (1.65%)	7 (1.24%)	28.57%	2.43	00:11:45
7. San Marcos	6 (1.56%)	5 (1.38%)	7 (1.24%)	28.57%	2.57	00:02:39
8. Georgetown	5 (1.30%)	5 (1.38%)	7 (1.24%)	57.14%	1.57	00:00:27
9. Leander	5 (1.30%)	5 (1.38%)	5 (0.88%)	60.00%	2.20	00:02:40
10. Kyle	4 (1.04%)	4 (1.10%)	4 (0.71%)	25.00%	2.00	00:03:07
11. Arlington	2 (0.52%)	2 (0.55%)	2 (0.35%)	0.00%	1.50	00:10:52
12. Buda	2 (0.52%)	2 (0.55%)	2 (0.35%)	0.00%	4.00	00:26:19
13. New Braunfels	2 (0.52%)	1 (0.28%)	2 (0.35%)	50.00%	2.50	00:00:26
14. Bear Creek	2 (0.52%)	2 (0.55%)	2 (0.35%)	0.00%	3.50	00:01:59
15. Farmers Branch	2 (0.52%)	2 (0.55%)	2 (0.35%)	0.00%	3.50	00:06:20
16. Fulshear	2 (0.52%)	2 (0.55%)	2 (0.35%)	100.00%	1.00	00:00:00
17. The Woodlands	2 (0.52%)	2 (0.55%)	2 (0.35%)	100.00%	1.00	00:00:00
18. Bastrop	1 (0.26%)	1 (0.28%)	1 (0.18%)	0.00%	2.00	00:00:37
19. Bryan	1 (0.26%)	1 (0.28%)	1 (0.18%)	0.00%	4.00	00:09:26
20. Cedar Park	1 (0.26%)	0 (0.00%)	1 (0.18%)	100.00%	1.00	00:00:00

Video Tracking

We set up a tag that will fire off an event with a category of "Youtube" any time someone starts, pauses or completes a video. Interactions will be reported in the event "action" along with the percentage of completion when the event took place. Examples with explanations are listed below.

- Start - 0% (Means someone just started playing the video)



- Progress - 10% (Means the viewer watched 10% of the video)
- Complete - 100% (Means the viewer watched the entire video)
- Seek - 53% (Means the viewer fast forwarded in the video to 53%.)

If you are interested in further exploring, all the data can be found in Google Analytics under Events. I then recommend selecting Pages and selecting pages with videos. There is also an event/action called Click > Download that provides insights on visitors downloading materials.

Project Presentation Video (English)

- **Unique Video Views:** 102
 - The unique event takes into account that some users may have watched the video more than once and this only counts each person one time even if they watched the video more than once.
- **Watched the Entire Video:** 22
 - For this, we can really only see the number of users that got to the end of the video.
 - The user may have skipped around but did come to the end of the video.

Event Action ?	Total Events ?	Unique Events ?
	1,287 % of Total: 77.39% (1,663)	1,199 % of Total: 77.40% (1,549)
1. start - 0%	103 (8.00%)	102 (8.51%)
2. progress - 50%	45 (3.50%)	45 (3.75%)
3. progress - 10%	40 (3.11%)	40 (3.34%)
4. progress - 25%	39 (3.03%)	39 (3.25%)
5. progress - 75%	30 (2.33%)	30 (2.50%)
6. progress - 90%	24 (1.86%)	24 (2.00%)
7. complete - 100%	22 (1.71%)	22 (1.83%)
8. seek - 40%	17 (1.32%)	14 (1.17%)
9. seek - 16%	15 (1.17%)	13 (1.08%)
10. seek - 24%	15 (1.17%)	13 (1.08%)

Continued on the next page.

Project Presentation Video (Spanish)

- **Unique Video Views: 2**

Event Action ?	Total Events ?	Unique Events ?
	2 % of Total: 0.12% (1,663)	2 % of Total: 0.13% (1,549)
1. start - 0%	2(100.00%)	2(100.00%)

Comments

One way comments were collected was via a web form on the Submit a Comment page.

- **Total Comments Submitted: 43**
- **Submit a Comment Page**
 - Total Unique Pageviews: **121**
 - Avg Time on Page: **03:52**