Public Hearing Summary

MoPac (State Loop 1) Intersections
From North of Slaughter Lane to South of La Crosse Avenue
CSJ: 3136-01-015
Travis County
July 30, 2015

Texas Department of Transportation, 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 December 16, 2014, and executed by FHWA and TxDOT.

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CERTIFICATION OF PUBLIC HEARING

CSJ: 3136-01-015
MoPac (State Loop 1) from North of Slaughter Lane to South of La Crosse Avenue
Travis County

1. A public hearing was held on July 30, 2015.

2. The economic and social effects of the project's location, design and impact on the environment have been considered.

3. The statutory provisions of the Civil Rights Act of 1964 were considered in determining economic, social, and environmental effects.

4. The project is consistent with the goals and objectives of urban planning as promulgated by the community.

Lorena Echeverria de Misi

Lorena Echeverria de Misi, P.E.
Public Hearing Officer

8/5/2015

Date

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Introduction

The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) conducted a public hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue on Thursday, July 30, 2015. The hearing was held to solicit public input on the Draft Environmental Assessment (EA). The EA was made available for public review on June 30, 2015. Following the public hearing a virtual public hearing was available on www.MoPacSouth.com from July 31, 2015 through August 10, 2015. For more information about the project study area, purpose and need and the proposed improvements, please see the Final EA (November 2015).

Public Hearing Information

Date and Location

The public hearing was held on Thursday, July 30, 2015 in the cafeteria at Bowie High School, 4103 W. Slaughter Lane, Austin, TX 78749. Twenty directional signs were posted along both sides of West Slaughter Lane from MoPac to Brodie Lane to guide interested residents to the public hearing. Several signs were also posted along the school driveway and at the entrance. Signs were posted on the inside of the school along the hallway leading to the cafeteria to assist guests in finding the cafeteria. The open house portion of the public hearing was from 5:00 p.m. to 6:00 p.m. The public hearing began at 6:00 p.m. with a technical presentation followed by public testimony.

Notifications

A variety of methods were used to reach out to citizens, potentially affected property owners, businesses, local leaders and elected officials. These notifications included:

- Legal Ad
  A legal ad was published in the *Austin American-Statesman* on June 30, 2015.

- Postcard Invitations
  Postcard invitations were mailed on June 30, 2015 to 97 addresses for adjacent property owners potentially affected by the project.

- Electronic newsletter and emails
  An electronic newsletter was emailed on July 1, 2015 to inform the community about the public hearing. An email reminder went out on July 23, 2015 and a second email was distributed on August 3, 2015 to remind people who hadn't been able to attend the public hearing that all the exhibits and other materials were available online and that comments could be submitted through August 10, 2015. More than 1,300 subscribers received the e-newsletter and e-blasts.

- Letters
  Letters were emailed to 126 public and elected officials on July 15, 2015.

- Display Ad
  A display ad was published in the Community Impact Newspaper Southwest Edition on July 23, 2015.

- Fact Sheets and Post Card Invitations
  Fact sheets and post card invitations were distributed at these community events and stakeholder meetings in July 2015: Grey Rock Ridge and Circle C HOA on July 6, 2015; South Brodie Neighborhood Alliance, July 9, 2015; Circle C Food Trailer Night, July 10, 2015; and, Shady Hollow HOA Board, July 16, 2015.

- Business Outreach
  Fact sheets and post card invitations were distributed door to door to 38 businesses along Slaughter Lane between Sendera Mesa Drive on the east side of MoPac and Beckett Road on the west side of MoPac on July 15, 2015. The Austin Chamber of Commerce sent out two emails to its 3,000 members on July 14, 2015 and July 28, 2015 urging them to participate in the hearing and provide feedback.

- Electronic Message Boards
  Electronic message boards were placed on the north and southbound sides of MoPac. The TxDOT message boards advertised the meeting date, time and location. The boards displayed the hearing information from July 23, 2015 to July 30, 2015.

- Social media outreach
  Twitter was used to promote the meeting. The Mobility Authority tweeted eleven messages about the meeting between July 30, 2015 and August 5, 2015.

- Virtual Public Hearing
  For those who could not attend the public hearing, materials were included in a virtual public hearing for review and download from Thursday, July 31, 2015 to Monday, August 10, 2015.

- News Articles (print and online)
  Articles regarding the hearing appeared in the *Austin Chronicle*, July 3, 2015; Community Impact Newspaper, July 22, 2015; *Austin American-Statesman*, July 28, 2015; mystatesman.com, July 28, 2015; and KXAN-TV, July 28, 2015.

- Community Calendars and Newsletters
  Information about the public hearing and virtual public hearing was published by these organizations and community calendars: Circle C HOA newsletters, July 1, 2015, July 10, 2015 and July 28, 2015; the Circle C HOA website; Downtown Austin Alliance (DAA) newsletters, July 14 – 19, 2015, July 20 - 26, 2015 and July 28 - August 2, 2015; City of Austin (COA) Austin

Mobility newsletters, July 20, 2015 and July 27, 2015; downtownaustin.com, July 20, 2015; COA Next Door; austin.eventful.com; har.com; Austin City Council Dist. 10 Back on the Dias, August 7, 2015; and, Save Our Springs, July 29, 2015.

- News Release
  TxDOT issued a news release on July 23, 2015 to 50 media outlets.

- Website Postings
  TxDOT and the Mobility Authority posted information and details about the public hearing on their websites, www.txdot.gov under the hearings and meetings section and www.MoPacSouth.com/Intersections/.

Notifications are available for review in **Attachment A.**

Sign-in, Handouts, and Exhibits

Upon arrival at the public hearing, attendees were asked to sign-in to document attendance and were provided with a set of handouts that included:

- Speaker sign-up card (if they requested to make a public comment during the public hearing)
- Comment card
- DDI Fact Sheet
- MoPac Intersections Environmental Study Fact Sheet
- Virtual Public Hearing Flyer

Project display boards were exhibited to provide information about the proposed project. They included the following boards/maps:

- Project location
- Purpose and format of public hearing – "Why Am I Here?"
- Public hearing comments (verbal and written)
- Purpose and need of project
- Bike and pedestrian facilities
- Diverse native roadside
- Traffic noise and proposed barriers
- EA overview
- Project funding and schedule
- Artistic rendering of Slaughter Lane at MoPac
- Artistic rendering of La Crosse Avenue at MoPac
- Preliminary layout of the Build Alternative (shown on two long tables)

A looping video and layout depicting the DDI at MoPac/Slaughter Lane was also displayed along the wall in the cafeteria. The formal presentation screen was in the front of the cafeteria behind the speaker's podium and two smaller screens were located above the audience in the middle of the

cafeteria. Comment tables were provided in order to encourage public feedback. A copy of the Draft EA was also provided for review.

Copies of the hand-out materials are included in **Attachment B.** Display boards and maps are included in **Attachment C.** Photographs of the hearing are included in **Attachment D.**

Format

The open house portion of the public hearing was held from 5:00 p.m. to 6:00 p.m., during which time the public was able to review project display boards and discuss the proposed project and the Draft EA with project staff.

A formal presentation began at 6:00 p.m. Mr. Chris Bishop, the public information officer for TxDOT, Austin District, gave the introduction and officially opened the hearing. He introduced the local elected official who was present, Austin City Council Member Ellen Troxclair. Mr. Bishop then provided an overview of the hearing proceedings and the project. Mr. Jimmy Robertson, AICP and Mrs. Stephanie Messerli, P.E., AICP with Jacobs followed opening remarks with a technical and environmental presentation regarding the project. They discussed the project history, purpose and need, the proposed improvements, the alternatives considered, the build alternative, a summary of the environmental analysis, bike and pedestrian facilities, and best management practices.

After the presentation, Mr. Bishop described the schedule and next steps and began the public testimony portion of the public hearing. Attendees registered to speak were invited to make public comment. Mr. Bishop noted that responses to comments would be compiled in the public hearing summary report and comments would not be responded to at the hearing. Following the registered speakers comments, Mr. Bishop gave a final opportunity for the public to make testimony at the hearing.

Two court reporters were in attendance to provide an official transcript of the presentation. The first court reporter took individual verbal comments during the open house portion. The second court reporter took the presentation and public testimony.

A copy of the presentation is included in **Attachment E.** The public hearing transcript of the presentation, public testimony, and verbal comments is included in **Attachment F**.

Attendance

A total of 128 persons signed in at the hearing. Meeting sign-in sheets are included as **Attachment G**.

Public Comment and Response Summary

The public comment period on the proposed MoPac Intersections began on June 30, 2015 with the publication of the 30-day legal notice in the *Austin American-Statesman*. The Draft EA was made available for public review on June 30, 2015. Comments were invited by mail, email, and fax and online at www.MoPacSouth.com/Intersections/ and at the public hearing via written, verbal and public testimony. In addition to written comments received at the public hearing, written comments were also requested by mail, to the Central Texas Regional Mobility Authority, 3300 N. IH-35, Suite 300, Austin, TX 78705. During the hearing, attendees were asked to provide comments on comment forms (to leave at the hearing or mail in later), verbally to a court reporter, or by giving public testimony during the hearing proceedings. The comment period ending date was Monday, August 10, 2015.

Four hundred and nine (409) comments were received during the comment period. At the public hearing, twenty-four (24) people provided written comments, seven (7) people testified and four (4) people provided comments to a court reporter. Thirty-two (32) comment forms and one (1) letter were hand-delivered to the Mobility Authority, along with a 55-page petition. Two (2) additional letters were received by mail and one (1) comment was faxed. Three hundred and thirty-eight (338) comments were received via web mail.

All comments received during the comment period are included in **Attachment H.**

The verbatim comments are presented in **Table 1** and listed in alphabetical order by the commenter's last name. Each comment is assigned a unique number. The comments presented thirty-eight (38) common themes; unique responses were developed for each of these themes. The full text of each response is presented in the "Response" column of **Table 1** only one time and is thereafter referred to by a unique response number that correlates to the comment number. For example, Comment 1 is the first instance that pedestrian and bicycle facilities are discussed. The full text of the response to questions about pedestrian and bicycle facilities is found in the response column of Comment 1. This response is assigned the number "R1". All comments thereafter that discuss pedestrian and bicycle facilities will find "R1" in the response column. The R1 number is the reader's guide to find Comment 1 for the full text of the response.

<u>How to use Table 1</u>

Step 1: Find your comment by locating your last name;

Step 2: Does the response column next to your comment include text?

YES - this is the response to your question.

NO – go to Step 3.

Step 3: Does the response column next to your comment include a number(s) (e.g. R1)?

YES – the full text of the response to your question can be found by located the corresponding number in the "#" column (e.g. 1).

Table 1: Comment Summary Table

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
1		Lauren	07/30/15	Comment Form	The pedestrian crossings at the Slaughter Lane intersection are truly awful. The design sends the message that cars are the highest priority - it creates a very uninviting environment for anyone that is on foot or on a bike. Seems like an afterthought, and I think you are missing an opportunity to foster a system that supports individual mode choices that are not single occupancy vehicles, which would really help congestion. Adding capacity by expanding highways only creates more congestion. If we could build our way out of congestion, Houston would have done it with Katy Freeway. In fact, the Katy Freeway is more congestion now than after billions in expansions. This plan is simply moving Austin in the wrong direction.	The pedestrian crossings are inadequate; encourage individual mode choices rather than cars.	**Response: R1** As described in **Section 5.6** and illustrated in **Appendix B** of the Environmental Assessment (EA), the proposed pedestrian and bicycle amenities would include a new 10-foot wide shared use path within the right-of-way on the west side of MoPac from Slaughter Creek to La Crosse Avenue. These improvements in combination with existing and other pedestrian and bicycle facilities would provide a continuous connection between Slaughter Lane and La Crosse Avenue for pedestrians and cyclists. The grade separation at Slaughter Lane and MoPac would include sidewalks, crosswalks and bike lanes. Approaching the east and west sides of the intersection, the sidewalks would be located on the outside of the roadway. Through the divergent diamond interchange (DDI), the sidewalk facility would be located on the inside median. At each end of the DDI, pedestrians would cross to and from the median sidewalk with the aid of traffic yield and warning signs, pavement markings and crosswalks, and pedestrian islands. The project would provide striped bike lanes in both directions following the flow of vehicular traffic through the intersection. The grade separation at La Crosse Avenue and MoPac would provide sidewalks and signals on the outside of the roadway. Cyclists would cross the intersection using striped bike lanes. The proposed pedestrian and bicycle facilities would be safer and would provide better pedestrian and bicycle access than the existing condition. The preliminary design for the pedestrian and bicycle facilities complies with the U.S. Department of Transportation's *Policy Statement on Bicycle and Pedestrian Accommodations, Regulations and Recommendations*; Texas Department of Transportation's (TxDOT's) *Guidelines Emphasizing Bicycle and Pedestrian Accommodations*, and the City of Austin's *2014 Bicycle Master Plan* and *2009 Sidewalk Master Plan*. TxDOT and the Central Texas Regional Mobility Authority (Mobility Authority) engaged stakeholders with specific expertise and interest in pedestrian and bicycle access in the project area. Outreach included stakeholder meetings with Bike Austin (August 2013), the Hill Country Conservancy (August 2013), the Trail Foundation (September 2013 and April 2015) and several meetings with the City of Austin bicycle and pedestrian facility experts. A bicycle and pedestrian technical work group (TWG) convened in February 2015 with the charge of providing assistance in coordinating with the local bicycle community and collaborating on design details. A web meeting was held with the TWG on July 15, 2015 to discuss incorporation of design suggestions into the project. Other stakeholder involvement included the Urban Trails Program staff at the Public Hearing on July 30, 2015. The details of the pedestrian and bicycle facilities will be developed further during final design. TxDOT and the Mobility Authority will continue collaboration with interested stakeholders as the project moves forward.

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
2	Abkowitz	Mike	07/30/15	Public Testimony	I'm the Interim Executive Director of the Lady Bird Johnson Wildflower Center. Thank you for the opportunity to speak. The University of Texas Lady Bird Johnson Wildflower Center encompasses 279 acres at the southeast intersection of La Crosse Avenue and MoPac. The Center is a neighboring property that is impacted by the MoPac South, MoPac Intersections, and Southwest 45 projects. It is also a subcontract consultant for this property, providing expertise to TxDOT in the creation of ecological roadside on the MoPac South and Intersections projects. These three projects taken together will significantly impact people and the environment in this area. If done appropriately, these projects could create beautiful, ecologically rich roadsides that support wildlife, natural ecosystems, and the people living and working nearby. We want these projects to carry forward, supporting Lady Bird Johnson's vision to improve our roadsides with native wildflowers and grasses. The MoPac Intersections Project is a step in the right direction. It will potentially improve safety and access to drivers, pedestrians, and bikers at that intersection. The Wildflower Center welcomed 130,000 visitors last year and depends on admissions revenue. Safety is an important concern. We also appreciate TxDOT for the design that suppresses the lanes at La Crosse, which could help noise issues at that intersection. Still, much will need to be done to improve the landscapes at that intersection, particularly in light of (inaudible) species and major tree removals that will occur in the existing median. However, we have concerns that (inaudible) taken together will contribute to the increased traffic on MoPac South. Increased traffic on MoPac South may produce traffic noise and air pollution to the extent that it would jeopardize the viability of the Wildflower Center as a public botanic garden, wildlife haven, popular event center, popular recreation space, and planet research and conservation organization. There's no current plan to alleviate noise from La Crosse South to the connection with Southwest 45. MoPac is currently slated to remain at and above grade level there, which will lead to increased noise pollution, much more than any sound wall can alleviate. We recommend that this concern be identified and addressed in the project planning in a cumulative way so for the MoPac South, MoPac Intersections, and Southwest 45 projects and a solution be found to mitigate increased noise level from traffic.	Projects could help roadside ecology but concerned about the cumulative traffic impacts of SH 45SW, MoPac Intersections and MoPac South on noise pollution and air pollution. Noise walls not adequate to protect Wildflower Center. Much needs to be done on landscaping plans.	**Response: R2** A vegetation survey was conducted by the Lady Bird Johnson Wildflower Center (Wildflower Center) in 2013 to assess the vegetative resources that could be impacted by the proposed project. This survey noted 32 medium-sized trees (19-23 inches in diameter at breast height) and 15 large trees (equal to or greater than 24 inches in diameter at breast height) within the existing right-of-way. The survey also noted that the plant community in the right-of-way is dominated by an invasive grass (King Ranch bluestem); however there are some significant pockets of diverse remnant prairie communities within the median. The proposed project would require removal of the trees in the median (see **Section 5.13.1** of the EA). As noted in the EA, disturbed areas will be restored, re-graded and reseeded in accordance with TxDOT's *Vegetation Management Guidelines*, the *Executive Order 13112 on Invasive Species* and the *Executive Memorandum on Beneficial Landscaping*. Regionally native and non-invasive plants will be used in landscaping and revegetation. Best management practices will be implemented to provide temporary erosion control during construction and permanent erosion control after the project is complete. TxDOT has worked extensively with the Wildflower Center to develop a native seed mix for the project. They will also have an active role in the revegetation phase of the project and input on the long-term maintenance. In addition, they will be assisting in the development of the landscaping plans for each intersection. TxDOT intends to commit significant funds from the Green Ribbon project to plant and maintain robust landscape elements that reflect the values of the Wildflower Center. **Response: R2a** The traffic data used in the analyses for this project were sourced from the *Capital Area Metropolitan Planning Organization's (CAMPO) 2035* travel demand model and updated travel demand model that has been developed for the MoPac Intersections Project. The 2035 traffic assumes that all projects listed in the CAMPO's *2035 Plan* are built (including MoPac Intersections, MoPac South, SH 45SW and all other proposed transportation improvements such as transportation demand management projects and transit improvements). As such, the evaluation of traffic noise and air quality impacts rely on the cumulative traffic conditions resulting from the fully built out 2035 transportation network (see the *Air Quality Technical Memorandum* and the *Traffic Noise Technical Memorandum* for more details). CAMPO's *2040 Plan* was adopted in May 2015 and the MoPac Intersections Draft EA was published in June 2015. Based on the criteria defined in Federal Highway Administration's *Guidance for Metropolitan Transportation Plan Transition (between Plan years) and NEPA Document Requirements and*

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							Processing (June 2011), there are no significant changes between the *2035 Plan* and *2040 Plan;* and the EA for the MoPac Intersections Project is consistent with the new Metropolitan Transportation Plan (MTP). **Response: R2b** Congress has directed that federally-funded highway projects must flow from metropolitan and statewide transportation planning processes (pursuant to 23 United States Code (USC) 134-135 and 49 USC 5303-5306). Regulations require that the entire project described in the environmental decisional document shall be consistent with the MTP and the fiscally-constrained Statewide Transportation Improvement Program (STIP). For this project the MTP is the CAMPO's *2035 Plan* and the STIP is TxDOT's *2015-2018 STIP*. See **Section 4.0** in the Final EA. In order for a highway project to be considered fully developed for inclusion in the MTP and STIP it must connect logical termini, have independent utility and not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. The logical termini for the MoPac Intersections Project are the intersections of Slaughter Lane with MoPac and La Crosse Avenue with MoPac. These are rational end points for the transportation improvement because they sufficiently encompass the area needed to achieve the purpose of the project (reduce travel delay and enhance safety by improving intersection operations) and allow environmental issues to be analyzed on a sufficiently broad scope to ensure that the project would function properly without requiring additional improvements elsewhere. The MoPac Intersections Project has independent utility because the proposed improvements would function as a usable roadway and would not require implementation of any other project to operate. In addition, the project would not restrict the consideration of alternatives for other reasonably foreseeable transportation improvements. For these reasons, the MoPac Intersections Project is listed in the MTP and STIP as a stand-alone project with logical termini and independent utility and is analyzed as such in the EA. This project has been determined to have no substantial permanent direct or indirect impacts to any resources after mitigation; in accordance with TxDOT's policy this project was not analyzed in light of other past, present, and reasonably foreseeable future actions such as SH 45SW and MoPac South (see 40 CFR §1508.7 and 1508.8). Cumulative impacts are discussed in **Section 5.14.2** of the EA and in the *Indirect and Cumulative Impacts Technical Memorandum*. In addition, the cumulative effect of a project is understood through the use of traffic data. The traffic data used to design a project and to evaluate the potential traffic noise and air quality impacts of a proposed action, assumes that all reasonably foreseeable projects listed in the MTP are constructed (see

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							response R2a for more information about the use of traffic data). **Response: R2c** A qualitative air quality analysis was completed for the proposed project following TxDOT's Environmental Handbook for Air Quality (August 2014) and can be found in **Section 5.12.5** of the EA and *Air Quality Technical Memorandum*. No significant impacts to air quality were identified as a result of the proposed project. **Response: R2d** A traffic noise analysis was conducted and documented in **Section 5.12.6** of the EA and the *Traffic Noise Technical Memorandum (June 2015)*. The following noise abatement measures were considered: traffic management; alternation of horizontal and/or vertical alignments; acquisition of undeveloped property to act as a buffer zone; and the construction of noise barriers. Noise barriers were recommended because they met the requirement to be both reasonable (cost effective) and feasible (reduce noise levels). More natural means for noise attenuation, such as vegetation and earthen berms, were not considered for the following reasons: • Based on FHWA's Noise Policy, vegetation may not be used for noise abatement because studies have shown that vegetation must be a minimum of 100 feet thick, a minimum of 20 feet high and sufficiently dense (100 % opacity) to provide a 5 dB(A) reduction. Although vegetation may serve as a visual screen it is not feasible or reasonable. • Earthen berms were not recommended for this project due to space requirements, potential impacts to water movement and loss of vegetation. Incorporation of the noise barriers into final design is subject to a simple majority vote of the adjacent property owners. A traffic noise workshop and meetings were held with adjacent property owners, including the Wildflower Center, to solicit their vote. At these meetings, potential effects of the noise barriers were disclosed, such as visual changes and potential changes in air flow and light. The results of the vote are still pending. A Noise Workshop Summary Report documenting this process will be published at a later date. **Section 5.9** of the EA disclosed that the proposed noise barriers would be visible to both roadway users and adjacent roadway viewers. The aesthetic design of the proposed noise barriers would be the same as those being constructed for the MoPac Improvement Project (MIP) (north of Cesar Chavez Street). This design was proposed to allow for a sense of visual continuity

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							throughout the MoPac corridor. The noise barrier design being used on the MIP was selected through a context-sensitive solutions public involvement process.
3	Abkowitz	Mike	08/07/15	Letter	The University of Texas Lady Bird Johnson Wildflower Center would like to take this opportunity to provide comments based on our review of the 2015 Draft Environmental Assessment for the MoPac (State Loop 1) Intersections project. We are particularly concerned about the cumulative impacts of this project when combined with two other proposed projects, the MoPac South and the SH-45SW projects. The Wildflower Center encompasses 279 acres at the intersection of La Crosse Avenue and MoPac. It is a public botanic garden, wildlife haven, popular events center, outdoor recreational space, and nationally renowned native plant research and conservation organization. Last year, the Wildflower Center welcomed 130,000 visitors and currently depends on revenue from admissions, memberships and facility rentals to carry forth its mission. **Cumulative Impact of MoPac Intersections, MoPac South and SH-45SW Projects** – If implemented appropriately, the MoPac Intersections Project, MoPac South and SH-45SW projects could create ecologically rich roadsides that support wildlife, native ecosystems, and the people living and working nearby. Lady Bird Johnson's vision was to improve our roadsides with native wildflowers and grasses. These projects – just outside of her namesake Center's doorstep – could become an environmental model for how to do roads right in Texas and the U.S. However, if implemented piecemeal and inappropriately, these three projects will have cumulative adverse impact on the environment and the Wildflower Center's activities. Increased traffic noise, pollution and environmental degradation could threaten the viability of the Center as a tourist destination and event center. The projects could also negatively impact the Center's family education programs (in the Luci and Ian Family Garden proximal to MoPac) and the Center's native ecosystems that support Texas plants and animals. The MoPac Intersections project, as it stands with a La Crosse overpass and depressed lanes, is a step in the right direction. That option will potentially improve safety and access for drivers, pedestrians and bikers coming to the Wildflower Center and surrounding neighborhoods and attractions, including the Veloway and the forthcoming Violet Crown Trail. The depressed lanes could also help with highway noise issues at that intersection specifically. However, much will need to be done to improve the landscapes at the intersection, particularly in light of invasive species and major tree removals that will occur in the existing median to make way for depressed lanes there. It should be noted that the Wildflower Center is a subcontracted consultant that is providing ecological expertise to Jacobs Engineering and TxDOT on the MoPac South and Intersections projects. Center staff has performed ecological assessments of the impacted areas of MoPac South and Intersections projects and are currently working with Jacobs to develop a vegetative and landscape plan for the MoPac Intersections project.	The project provides an opportunity to improve the ecology of the roadsides and is a step in the right direction. However, the Wildflower Center is worried about noise and air pollution from increased traffic. The noise wall does not help them.	**See Responses: R2, R2a, R2b, R2c and R2d** **Response: R3** As described in **Section 5.11** of the EA, the proposed improvements would not result in permanent incorporation or temporary occupancy in any parkland nor would sever or alter access to these properties. However, the traffic noise analysis concluded that the project would result in noise impacts at Circle C Ranch Metropolitan Park and the Wildflower Center. As such, a Section 4(f) analysis was conducted to determine if there could be a "constructive use" of these parks. The definition of a constructive use of a Section 4(f) property, as it relates to noise impacts is codified in 23 CFR 774.15(e)(1). Specifically a constructive use occurs "when the projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility." There are no federal policies that define a constructive use as an economic impact. The traffic noise analysis concluded that the project would result in noise impacts at several receptors in Circle C Ranch Metropolitan Park (9 through 13); these receptor locations represent a small portion of trail that was built adjacent to MoPac. Due to its proximity to MoPac, this section of trail currently experiences traffic noise. The *Traffic Noise Technical Memorandum* and **Section 5.12.6** of the EA conclude that a noise abatement wall would be both feasible (would reduce the noise level to a specific threshold) and reasonable (cost effective) at this location. The noise impacts to the Circle C Ranch Metropolitan Park would be not be considered a constructive use of a Section 4(f) property because, (1) the affected park activities, features or attributes do not meet the definition of being "noise-sensitive facilities" and (2) because the proposed noise barrier would reduce the noise level at these locations beyond the existing conditions. Federal noise regulations are codified in 23 CFR 772. The noise abatement criteria defined in 23 CFR 772.5 sets objective absolute noise levels for varying land use categories. Category A includes "lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose." An example of a Category A site is the Tomb of the Unknown Solider at Arlington National Cemetery. The regulation further requires all highway agencies to submit justification to FHWA on a case-by-case basis for approval of Category A designation. A site must meet ALL of the following standards to be considered for Category A

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					There is great potential for improving the ecology of these roadside landscapes. However, we are concerned that the three proposed projects would cumulatively contribute to increased traffic on MoPac South. Increased traffic would produce traffic noise and air pollution to an extent that could jeopardize the existence of the Wildflower Center as a public amenity and research organization. There is no current plan to alleviate noise from La Crosse Avenue south to the connection with SH-45SW. MoPac is currently slated to remain at- and above-grade there, which will lead to increased noise and pollution. There are sound walls proposed for a short section near La Crosse as part of the Intersections project. According to information provided to us by TxDOT, the parts of the Wildflower Center that would be affected by the increased traffic noise are beyond the noise buffer that the sound wall would create. Therefore, upon completion of this project, the sound and traffic would be increased rather than decreased at the Wildflower Center. We recommend that this concern be identified and addressed in project planning in a cumulative way for the MoPac South, MoPac Intersections and the SW-45SW project, and a solution to be found to mitigate increased noise levels from greater traffic and increased truck access. These three projects taken together will also significantly impact the ecology of this area, but as stated above, there is an opportunity to improve the existing design using sound ecological principles. There must be an appropriate plan that decreases the invasion of non-native plants, improves adjacent landscapes with native plants, promotes wildlife populations (for example, pollinators), and improves water retention and quality. **Draft Environmental Assessment for MoPac (State Loop 1) Intersections** – As stated in the 2015 Draft Environmental Assessment, the Wildflower Center is considered a 4(f) property as codified in 23 CFR 774.15(e)(1). Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966, which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. The law, no codified in 49 U.S.C. § 303 and 23 U.S.C. §138, applies only to the U.S. Department of Transportation (U.S. DOT) and is implemented by the Federal Highway Administration (FHWA) and the Federal Transit Administration through the regulation 23 Code of Federal Regulations (CFR) 774. Federal Code includes protections for "noise-sensitive facilities" such as the Wildflower Center where serenity and quiet are significant attributes. "Constructive use" occurs when the projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility. As defined, constructive use is a type of indirect use in which a transportation project's proximity impacts (as opposed to direct impacts) are so severe that the protected activities, features or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. (See https://www.environment.fhwa.dot.gov/section4f/default.aspx. The Draft EA concluded that the project would not result in constructive use of		designation: (1) Is the site currently serene and quiet – the current noise level does not approach or exceed the Category A noise abatement criterion (57 decibels) during any period when serving its intended purpose. (2) Does the site currently serve an important public need – if there an important benefit of the public visiting or using the site due to its historical, religious, cultural or natural significance. (3) Is the preservation of serenity and quiet essential to serve the site's intended purpose – will the intended use of the site in the future (design year) continue to have historical, religious, cultural or natural significance. (4) Is the site frequently used (or frequently available for use by the public – the public can access the site during all times when it is available and able to serve its intended purpose). See http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#D2 for more details. Since noise levels currently exceed 57 decibels at the Wildflower Center, official designation as a Category A site is not possible. The traffic noise analysis for the MoPac Intersections Project concluded that the Wildflower Center demonstrates the attributes of a Category C site (active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, and televisions studios). See the *Traffic Noise Technical Memorandum* for more details. As described in the *Traffic Noise Technical Memorandum* and **Section 5.12.6** of the EA, eight representative locations (37 through 44) within the Wildflower Center were used to analyze the potential for traffic noise impacts. The traffic noise analysis concluded that the project would result in noise impacts at several receptors in the Wildflower Center (42, 43 and 44); these receptor locations represent a small portion of trail that was built adjacent to MoPac. Due to its proximity to MoPac, this section of trail currently experiences traffic noise. The *Traffic Noise Technical Memorandum* and **Section 5.12.6** of the EA conclude that a noise abatement wall would be both feasible (would reduce the noise level to a specific threshold) and reasonable (cost effective) at this location. Additional traffic noise analyses were conducted to help inform the Traffic

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					a section 4(f) property. It states specifically that the increase in traffic noise resulting from the project would not impact the majority of the Wildflower Center facilities. The only exception is a small portion of Center trail that is adjacent to MoPac and that "its [the trail] construction next to an existing roadway [MoPac] suggests that quiet and serenity is not a requirement for the use and enjoyment of its attributes." In March 2015, Wildflower Center and TxDOT Austin District staff met to discuss the results of the traffic noise analysis and potential ways to offset the increase in traffic noise that would be created by the proposed project. TxDOT staff explained that a noise barrier located in the area of greatest impact to the Wildflower Center (where the depressed median at the La Crosse intersection would return to grade level south of La Crosse) would reduce traffic noise for a certain distance from the barrier. However, we learned during the course of the meeting that the Wildflower Center facilities that would be most impacted by traffic noise are not located within the noise attenuating buffer zone that would be created by a noise barrier. The Center's main complex (entrance, courtyard, auditorium, visitors' gallery, store, café, library and observation tower) are located within 900 feet of the existing MoPac right-of-way. In addition, the recently built Luci and Ian Family Garden is within 440 feet of the existing MoPac right of way. The Luci and Ian Family Garden is currently not represented on aerial maps being used for this project. None of these facilities are located within the proposed noise barrier's buffer zone. Therefore, a noise barrier would not attenuate the significant noise impacts to the Wildflower Center facilities by the public would result in a corresponding decrease in revenue leading to economic losses. As a result, these impacts would constitute "constructive use" of Section 4(f) as codified in 923 CFR 774.15(e)(1). The significance of the location of the Wildflower Center in relation to redevelopment of South MoPac presents a unique opportunity that cannot be overstated. A principle component of Lady Bird Johnson's legacy is to encourage optimization of roadside beauty and ecological richness for everyone's well-being. With this project we urge TxDOT to go above and beyond in order to do for what's best for the Austin area and set a precedent for the State of Texas.		Noise Workshop. These studies included the analysis of seven additional receptors on the Wildflower Center property (the San Antonio Tower, the Theme Garden, outside the McDermott Learning Center, the woodland trail, and three receptors at the Luci and Ian Family Garden (Giant Birds' Nest, Metamorphosis Maze and the Woodland's Edge Picnic Area)). All seven receptor locations would experience a noise level of 56 decibels or less under the Build Alternative, which is below the 66 decibel threshold for an impact to a Category C site (see **Figure 1** at the end of **Table 1** for the location of the seven additional representative noise receiver sites).
4	Ahrens	Molly	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
5	Allen	Jennifer	07/30/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
6	Andrews	Mandy	07/24/15	Web Mail	I would like to voice my support in the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
7	Andrus	Craig	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
8	Archer	Brandy	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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9	Arias	Emmanuel	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
10	Armour	John	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
11	Ashlock	Stephen	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
12	Austin	Gene	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
13	Baca	Clayton	07/23/15	Web Mail	I am an Austin resident and live on the SW side of the City. I am in full support of the proposed road improvement Projects along MoPac at Slaughter and La Crosse Avenue to begin as soon as possible. As a commuter and someone who works Downtown, mobility around the City is a huge issue and Austin is severely behind the ball on advancing roadway improvements across the City as you probably already know. Frankly, I am in support of any roadway improvement Project that improves traffic flow and accessibility in and out of the City. The minority of the population that voice their opinion against roadway improvements in Austin always seem to play the environmental card when it comes to improving our City's traffic issue. Environmental impacts are an important topic and should be looked at closely, but what this small population doesn't consider (with an open mind) is the environmental impact of stopped or stalled traffic patterns during rush hour that long term is much more of an impact to their concern than the temporary timeline in constructing and improving roads.	Build Project	Comment Noted
14	Bagby	Gaines	07/22/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. As Austin's growth seems to continue over the decades, it is prudent to make sure that we provide as much mobility as possible for our children and their children, in this place we love. The freer we all are to move about using all modes of transportation, the better our lives will be.	Build Project	Comment Noted
15	Bailey	Scott	07/23/15	Web Mail	Build this as soon as possible!	Build Project	Comment Noted
16	Baker	Jay	07/30/15	Comment Form	Encourage you to consider more natural means for the sound walls including earthen berms with vegetation, or to create public art at points of interest.	Need more natural sound walls	**See Response 2d**
17	Barksdale	John	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
18	Barnett	Billie	08/05/15	Web Mail	Please reconsider making the right turn from Slaughter to MoPac north a physical non-stop on ramp or two lanes. the current setup is ridiculous and one cutoff away from a road rage incident	W Slaughter to north MoPac needs two	**Response: R18** The existing westbound Slaughter Lane does not have a dedicated right-turn lane at MoPac. Without this lane, current westbound traffic wishing to make

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						lanes	a right turn onto northbound MoPac must yield to MoPac through-traffic as well as left-turning traffic from eastbound Slaughter Lane to northbound MoPac. The MoPac Intersections Project would provide right-turning traffic (from westbound Slaughter Lane to northbound MoPac) with a dedicated right-turn lane at MoPac without requiring motorist to stop or yield. The grade separated intersection would also eliminate the need for this traffic to yield to MoPac through-traffic as MoPac through lanes would pass under Slaughter Lane and would be separated from the traffic at the intersection. Analysis indicated that the elimination of the MoPac through-traffic would reduce volumes enough such that one right-turn dedicated lane would provide sufficient capacity for this turning movement. Similarly, the grade separation at La Crosse Avenue and MoPac would eliminate the conflict between through-traffic and turning traffic and would allow for the optimization of signal timing (no need for a light cycle to allow through-traffic to pass). The traffic studies indicate that one turn lane from eastbound La Crosse Avenue to northbound MoPac would be sufficient.
19	Barr	Ray	07/23/15	Web Mail	Please vote to approve the intersection projects at Slaughter and La Crosse.	Build Project	Comment Noted
20	Barrett	Chad	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
21	Bartholomew	Steve	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
22	Beall	Ashley	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
23	Bedell	Stephen	07/30/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. It will be extremely beneficial to the area to improve safety and traffic congestion.	Build Project	Comment Noted
24	Bell	Justin	08/07/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
25	Bellocchio	Brenda	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise	**See Responses: R2a, R2b, R2d, and R3** **Response: R25** See response R2b regarding the reason why the projects are analyzed separately. • A possible connection from FM 1626 to I-35 is included in CAMPO's *2035 Plan* and *2040 Plan* for study. If such a connection is pursued in the future, it would be evaluated through a separate environmental study. Capital Metro has a future transit system plan, *Service Plan 2020*. The transit planning process includes public involvement to assess the transit needs within its service area and identify projects. See http://www.capmetro.org/sp2020/ for more information. Other projects such

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					eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	as the Lone Star Passenger Rail Project would offer another transit alternative along the I-35 corridor; this project is currently in the NEPA process (see http://eis.lonestarrail.com/ for more information). The use of the alternative commuting strategies, such as carpooling and telecommuting, is on the rise in Austin but it is incumbent upon the individual/employer to make use of them. The Metro Ride Share Program offered by Capital Metro is one of several options a commuter can use (http://www.capmetro.org/rideshare/). In addition, there are a variety of private transportation providers that offer ridesharing options (such as Uber, Lyft and Carma). **Response: R25a** Improvements to MoPac from Cesar Chavez Street to Slaughter Lane are being studied as part of a separate study; please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team. More information about the MoPac South Environmental Study can be found at: www.MoPacSouth.com/environmental/. **Response: R25b** SH 45SW was considered under a separate study which received a Record of Decision in March 2015 and is moving forward into final design. Please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Team. **Response: R25c** The proposed project would extend the existing MoPac mainlanes through both intersections by going under Slaughter Lane and La Crosse Avenue. The construction limits, which result in a total project length of 2.07 miles within the existing right-of-way, allow the intersection improvements to tie back into the existing MoPac facility north of Slaughter Lane and south of La Crosse Avenue. The FHWA regulations outline three general principles at 23 CFR 771.111(f) that are to be used to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall: 1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope; 2. Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and 3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

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							Logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts. The logical termini for the MoPac Intersections Project are the intersections of Slaughter Lane with MoPac and La Crosse Avenue with MoPac. These are rational end points for the transportation improvement because they sufficiently encompass the area needed to achieve the purpose of the project (reduce travel delay and enhance safety by improving intersection operations). The termini are rational end points for review of the environmental impacts because they allow environmental issues to be analyzed on a sufficiently broad scope to ensure that the project would function properly without requiring additional improvements elsewhere. The environmental analyses conducted for the MoPac Intersections Project cover a larger geographic area than the strict limits of the transportation improvements; sufficiently sized, resource-specific study areas were used to ensure compliance with the regulatory requirements specific to each resource and to sufficiently understand the full scope of the project's potential impacts. The MoPac Intersections Project has independent utility because the proposed improvements would function as a usable roadway and would not require implementation of any other project to operate. In addition, the project would not restrict the consideration of alternatives for other reasonable foreseeable transportation improvements. The analysis of indirect and cumulative impacts for the EA relies on TxDOT's policy *Environmental Handbook on Indirect and Cumulative Impact*, 2014 (http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/720-01-gui.pdf). According the TxDOT policy, indicators of indirect effects resulting from induced development may occur if the purpose or benefit of the project is economic development; if land in the project area is available and suitable for development/redevelopment; if the project adds capacity; and if the project substantially increases access or mobility. The MoPac Intersections Project would reduce travel delay and improve safety of the existing intersections but would not promote economic development in the area. Future population growth and corresponding increases in congestion are anticipated to occur throughout Travis and Hays counties. While the proposed operational improvements to the intersections would result in less congested, more efficient, and safer travel conditions, the MoPac Intersections Project would not create new opportunities for long-term growth or development that do not currently exist. There are small portions of the project area that could potentially be available for further development; however, the majority of land in and around the project area has already undergone development or is considered unlikely to develop due to its use as parkland or a preserve or due to its location within the 100-year floodplain. Therefore, development or

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							redevelopment within and surrounding the project area would not be likely to result from the proposed improvements. The MoPac Intersections Project would grade separate the intersections of Slaughter Lane at MoPac and La Crosse Avenue at MoPac but would not add any additional lanes to MoPac, Slaughter Lane or La Crosse Avenue beyond the intersections. The addition of on and off ramps and turning lanes at the intersections provides access and improves operations but does not constitute added capacity. The proposed project would not result in substantial changes in access or mobility compared to the current condition. In accordance with TxDOT policy, indirect effects as a result of induced growth are not anticipated so no further analysis is required. This project has been determined to have no substantial permanent direct or indirect impacts to any resources after mitigation; in accordance with TxDOT's policy this project was not analyzed in light of other past, present, and reasonably foreseeable future actions such as SH 45SW and MoPac South (see 40 CFR §1508.7 and 1508.8). However, given that the project is situated within an ecologically sensitive area, the potential for the Project to result in direct or indirect impact to groundwater and federally-listed endangered species was examined more thoroughly (see the *Indirect and Cumulative Impacts Technical Memorandum* for more details). The proposed project is not anticipated to result in direct or indirect impacts to at-risk resources (see the *Biological Resources Technical Memorandum*, *Water Resources Technical Memorandum* and *Additional Geologic Studies Technical Memorandum* for more details). Because the project would not result in adverse direct or indirect impact to these resources after mitigation strategies are applied, it is unlikely that the project would contribute to cumulative impacts to groundwater or endangered species in the Edwards Aquifer Barton Springs Zone. **Response: R25d** All highway illumination will be designed to conform to the latest edition of the TxDOT *Highway Illumination Manual*. Analyses will be conducted to determine the need for and extent of continuous illumination and safety lighting along ramps and at intersections. The decision-making procedures that govern highway illumination in Texas do contain provisions for addressing sky glow and light trespass issues, including consideration for alternative luminaires (e.g. LED) and glare shields.
26	Berger	Amanda	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
27	Berman	Mike	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
28	Bettison	Erin	08/07/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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29	Bierschwale	James	07/27/15	Web Mail	This email is in support of the construction of the intersection projects along MoPac at Slaughter Lane and La Crosse Avenue.	Build Project	Comment Noted
30	Binkley	Ron	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
31	Blackmar	James	08/07/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
32	Blagdan	Bill	07/30/15	Comment Form	Please consider a do nothing and/or do less approach that anticipates SH 45 NOT being completed which keeps MoPac for local/commuter traffic	Don't Build - Keep MoPac for local traffic	**See Response: R25b** **Response: R32** Several innovative underpass options were considered, including standard diamond intersection, single-point urban intersection, grade-separated round-about, and DDI. At Slaughter Lane and MoPac a diverging diamond intersection would best achieve the project purpose to reduce travel delay and enhance safety. No additional right-of-way would be needed to accommodate the design. It is important that the intersection improvements fit within existing right-of-way to cause the least amount of impacts to the surrounding environment and adjacent land uses. The standard diamond and the roundabout alternatives would not accommodate anticipated 2035 traffic volumes or number of turning movements. The single-point urban intersection would accommodate anticipated 2035 traffic volumes, but travel time delays would be longer than a DDI and it would be more expensive than a DDI. At La Crosse Avenue, a standard diamond intersection best achieved the project purpose. No additional right-of-way is needed. The standard diamond intersection accommodates the anticipated traffic volume in 2035. It was originally envisioned in the design when MoPac was constructed in the early 1990's; therefore, it fit well within the existing facility. Together, the DDI at Slaughter Lane and the standard diamond intersection at La Crosse Avenue make up the Build Alternative analyzed in the EA. The EA also analyzed a No-Build Alternative which assumes that all other projects listed in *2035 Plan* are constructed except the MoPac Intersections Project.
33	Bland	Joe	07/25/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
34	Blood	Bill	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
35	Bloomer	Daniel	08/10/15	Web Mail	I have driven thru this intersection almost on a daily basis for over 25 years, 18 years as a commuter. Observations When 45SW and the underpasses at Slaughter Lane are completed the traffic volume exiting MoPac to turn east on Slaughter Lane proceeding to turn south on Brodie Lane to connect with 1626 will be significantly reduced. Even more traffic would continue south if 45SW were not a toll road. (We did not vote for a toll road) General comments 1. Any configuration out of the ordinary will confuse many drivers the first time they encounter it. It will confuse some drivers every time they encounter it. 2. When traffic lanes cross oncoming traffic there is always a greater potential for accidents. The proposed layout increases traffic lanes crossing oncoming traffic from one time to two times each direction. 3. There is no provision for straight thru traffic on the north or south frontage roads. There will be accidents, road work, bridge repair, etc that will require diverting traffic from the main thru lanes. 4. From the limited layout diagram on the website, there does not appear to be any provision for foot or bicycle traffic to cross MoPac traveling on Slaughter Lane. There is a significant amount of traffic on this sidewalk already, from kids walking/biking to/from Bowie HS to bicyclists headed to/from the Veloway, as well as people walking and jogging. 5. One consistent bottleneck at this intersection is only one turn lane for west bound traffic on Slaughter Lane exiting to north bound MoPac. There does not appear to be any provision to correct this major bottleneck. Two turn lanes would move the bottleneck from Slaughter Lane to the next northbound bottleneck where Davis Lane enters north bound MoPac which could be fixed immediately simply by re-striping. Recommendations 1. Build the overpasses and the main thru lanes for MoPac but leave the intersection configuration the same as it is currently (except for 5 above). This intersection already works except for the ever changing traffic control lights timing. Once the thru traffic is removed this intersection will still work better and be safer than the proposed. This would also have to be significantly cheaper than the unnecessarily complicated (i.e. expensive) proposed layout. 2. Wait to make a major reconfiguration to the traffic flow at the intersection until it is really needed and there is a less complicated way to achieve. 3. During construction please ensure provisions for foot and bicycle traffic to cross MoPac on Slaughter Lane. 4. Please remember those of us who will have to live with whatever you decide.	Build Project with noted changes. DDI design is dangerous and confusing to people. Does not appear to be venue for foot or bicycle traffic to cross MoPac traveling on Slaughter Lane. Fix a major bottleneck at WB Slaughter with two lanes to N MoPac.	**See Responses: R1, R18 and R25b** **Response: R35** The DDI design was selected for the Slaughter Lane and MoPac intersection because it performed better than the conventional diamond intersection design, as well as other innovative intersection design alternatives, at addressing the purpose of the project (to reduce travel delay and enhance safety by improving intersection operations) as well as accommodating the forecasted travel demand. The DDI design is a newer concept for the Austin area and it may take some time for motorists to adjust; however, travelers will be aided through the intersection through signage, signalization and roadway striping. As with all intersections, motorist must take care to obey signals and follow signs and markings. According to research conducted by FHWA, the DDI design provides a safety benefit when compared to the conventional diamond interchange because it reduces the number of potential conflict points (conflicts between left-turning vehicles and through-traffic). DDIs have two crossing conflict points; whereas the conventional diamond interchange has four crossing conflict points (see http://www.fhwa.dot.gov/publications/research/safety/07048/ for more information about the FHWA study). The DDI design would provide access for cross traffic (those vehicles traveling east and west on Slaughter Lane) as well as traffic wishing to enter and exit MoPac. This intersection is grade separated from the MoPac through lanes such that northbound and southbound traffic can move unencumbered through the intersection. As such, there is no longer the need for the northbound-southbound frontage road lanes to pass through the intersection. The elimination of northbound-southbound frontage road lanes through the intersection does not impact access; all adjacent driveways on cross streets will be accessed in the same way as they are today. See response R1 regarding pedestrian and bicycle safety. **Response: R35a** As described in **Section 8.6** in the EA, disruption of travel patterns and traffic during construction will be minimized through a traffic control plan. The traffic control plan will include accommodations for maintaining access for motorized vehicles as well as for pedestrians and cyclists. The plan will be consistent with all local, state and federal traffic and safety regulations. Notification of detours or changes to travel patterns will be posted via signage and timely communication will be provided to affected residences, businesses, transit providers and emergency services providers.

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36	Borgelt	Roger	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. They will advance the much needed solutions to our mobility issues. Thank you very much for your consideration.	Build Project	Comment Noted
37	Boswell	Kristen	07/22/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
38	Bourgeois	Aaron	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. As someone who drives this route fairly frequently, I know the extreme and unnecessary delays these intersections cause. Idling cars cause air pollution, wasted time, and wasted money, none of which benefit the people or environment of Austin.	Build Project	Comment Noted
39	Bourne	Chris	07/23/15	Web Mail	I live in Circle C and commute to Downtown every day. I have no preference if we build over Slaughter or under it so long as we just do something as soon as possible. It is a terrible that the worst part of my commute is south of 290 all the way to my house. It is even worse that we repaved down there and did not restripe to take advantage of what has to be the large shoulder area in the City. Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
40	Boyd	Peter	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
41	Bray	Becky	07/30/15	Comment Form	Thank you!! I fully support the proposed designs. I encourage the quick design and construction. I look forward to staying involved in the process.	Build Project	Comment Noted
42	Brelsford	Kevin	08/03/15	Web Mail	I am in full support of the proposed road improvements at the intersections of La Crosse and Slaughter. These are essential in the effort to manage commute times and improve safety. One concern I do have is that I have heard that the Highway 45 extension project that will add substantial traffic to MoPac coming from 45 will be completed before the La Crosse and Slaughter improvements. This would make the traffic on MoPac considerably worse before it gets better. Can you comment on this?	Build Project Concerned that SH 45SW will be completed before intersections improvements	**Response: R42** Assuming that the MoPac Intersections Project is environmentally cleared, construction could begin on these improvements in 2016 and be completed in 2-3 years. Construction could begin on SH 45SW at around the same time. However, the desire is to open the MoPac mainlanes extending under Slaughter Lane and under La Crosse Avenue before SH 45SW is open to traffic.
43	Briody	Kris	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
44	Broberg	Harlan	07/30/15	Web Mail	The Slaughter Lane and La Crosse intersections absolutely need to be completed before the completion of the 45 extension connecting with South MoPac!!!!! To wait until hundreds more cars are dumped on MoPac before improving the intersections would create an inexcusable problem. It has taken as long as eleven minutes to cross Slaughter north bound. Action is needed now. No more time nor money is needed for environmental assessments. Neither should these intersections be delayed until the whole South MoPac to Town Lake plans are completed. The problems at these intersections are clear, don't require a professional highway engineer to recognize. Please proceed with these improvements as soon as humanly possible.	Build Project	**See Response: R42**

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45	Browder	Ben	07/30/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
46	Brown	Charles	07/30/15	Comment Form	100% behind underpasses at La Cross and Slaughter. Am familiar with "diamond" intersections in Missouri – they are great and quick to learn. Environmental impact will be lessened by moving traffic as compared with parking/idling vehicles.	Build Project	Comment Noted
47	Brown	Heather	07/30/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
48	Brusevold	Hope	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
49	Buchholtz	Patricia	07/23/15	Web Mail	I'm in support of the proposals for the intersection projects at La Crosse and Slaughter. Please proceed as soon as possible and continue to improve mobility in Austin. Thanks!	Build Project	Comment Noted
50	Bufkin	Ben	07/28/15	Web Mail	Please approve the proposals and proceeds to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
51	Buie	Jed	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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52	Bunch	Bill	07/30/15	Public Testimony	I'm Bill Bunch, with the Keep MoPac Local Coalition. As the name suggests, we believe that MoPac should continue to operate as it does today as primarily a local commuter highway; and specifically, because of the limited access at the south end, it does serve us as a local commuter highway. This MoPac Intersections misnamed project is really just a segment of the plan to convert MoPac to a second Interstate I-35 through Austin. Just as the previous speaker was making a point and the speaker before that, you can't pull this little 2-mile segment -- and it is 2 miles long, way more than intersections -- adding three lanes each way, a total of six lanes, occupying that currently beautiful green median that we have with these three-way lanes. That's not being done to serve local commuters. That is being done to accommodate I-35 traffic diverted to MoPac by way of the 45 Southwest connection. There's some good reasons to do this, but there's some really good reasons to not do it. But it's fundamentally dishonest to chop it up into four pieces and never look at the whole and pretend like these pieces don't make a whole because that whole is a second Interstate 35 through southwest and north Austin. That fundamentally changes the city that we all know and love. It endangers our parkland, Lady Bird Lake, the Wildflower Center, Austin High School, the waterfront from MoPac all the way into downtown because you can dump all this traffic off on Caesar Chavez; but if they can't get into downtown, then you have to pave our waterfront. Cities around the world are removing double-decker bridges and giant urban freeways because of the blight that they've caused. They are lifting up pavement out of their parklands, rather than bringing more into it. There are solutions to help MoPac flow better for current commuters. If we make it I-35 west, you cannot build enough lanes to have it ever function; and that's the mess that we're heading towards. Traffic will explode, and these six lanes they want to build now will be overwhelmed basically overnight. So let's be honest. Let's not chop it up into pieces. Let's look at it comprehensively.	MoPac should remain a local commuter highway. MoPac Intersections is part of a larger project that should be studied comprehensively. The real purpose is to divert I-35 traffic to MoPac and endanger our community.	**See Responses: R2b, R25, R25a and R25b**
53	Bunch	Bill	08/10/15	Letter	Please accept these comments to Save Our Springs Alliance on the "Draft Environmental Assessment" ("draft EA") for the "MoPac (State Loop 1) Intersections, Austin District" report, dated June 2015. The official public comment period currently runs through August 10, 2015. A public hearing on the document was held July 30, 2015 at Bowie High School, at which SOS Alliance Executive Director Bill Bunch spoke. <u>General Comments:</u> Together with these comments we are delivering hard copy comments from thirty-four SOS members and interested citizens together with fifty-five pages of petitions urging CTRMA and TxDOT to study the entire SH 45 SW and MoPac tolled expansion loop together as a single project rather than chopping it up into four or more pieces for purposes of environmental analysis. At the outset, SOS Alliance requests that the comment period for the draft EA be extended at least 30 days due the number of issues raised by the report and the environmental sensitivity of the location of the "project," on top of the	The draft EA does not support a "finding of no significant impact" particularly if you consider all the projects together, as they should be studied. The projects will cause significant impacts on	**See Responses: R2, R2a, R2b, R2c, R2d, R3, R25a, R25b, R25c, R25d and R32** **Response: R53** Both the overpass and underpass option considered for this project would require some degree of downcutting. As explained in the *Preliminary Risk Assessment of Proposed MoPac Underpasses at Slaughter Lane and La Crosse Avenue*, the proposed design (MoPac through lanes passing under Slaughter Lane and La Crosse Avenue) is preferable to the overpass option because it would require fewer drilled shafts, which would extend over a smaller overall area and is subject to minimizing the depth of excavation during final design. The proposed project poses a low risk for significant hydrogeological connections to sensitive caves, karst features and groundwater resources that could affect water quality, quantity, and protected species (see the *Preliminary Risk Assessment of Proposed MoPac Underpasses at Slaughter Lane and La Crosse Avenue, Additional Geologic Studies, Biological Studies Technical Memorandum* and *Water Resources Technical Memorandum* for

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					Barton Springs Edwards Aquifer recharge zone. The multiple technical reports that serve as addendum to the draft EA, and the relationship of this "project" or segment to the larger 45SW/MoPac toll loop project supports granting additional time to provide public comment. As described in the draft EA, the project would provide "operational improvements" to the Slaughter Lane and MoPac and La Crosse Ave. MoPac intersections. It would extend approximately 2 miles in length, from 2500 feet north of Slaughter Lane to 3700 feet south of LaCrosse. P. 1. In contrast to the recently approved "state" Environmental Impact Statement for Phase 1 of the SH 45 SW (from MoPac to FM 16216), this draft EA states that it has been prepared in accordance with federal National Environmental Policy Act (NEPA) standards. As proposed, the "intersections" project would actually add six through freeway lanes to MoPac for this two mile stretch "two 12-foot lanes with one auxiliary lane in each direction" plus 10 foot shoulders on the outside and 4-foot inside shoulders. P. 2. These lanes would be trenched down into the Edwards outcrop, with crossing, east-west bridges built over these new through lanes. The existing MoPac lanes would become frontage road lanes. Important, but not made clear, stop lights would remain at both the "new" frontage roads to manage cross traffic and traffic entering and exiting MoPac at Slaughter and La Crosse. The draft EA cannot support a "finding of no significant impact," either for the "MoPac intersections" segment, standing alone, or for the larger South MoPac expansion (of which the "intersections" is an integral part, or the larger MoPac/45SW loop project which is the real project and which the "intersections" segment is also an integral part). There will be significant impacts on Barton Springs and the Barton Springs Edwards Aquifer from both construction and salamanders from sedimentation during the construction phase and from increased erosion due to the increased impervious cover and rerouting of rainfall that would otherwise infiltrate directly into the aquifer. While the exact extent of such individual take is difficult to predict, it is obvious that this will occur. Harmful effects will be felt at the Lady Bird Johnson Wildflower Center – effects that cannot be mitigated with a sound wall that ruins the beauty and attractiveness of Wildflower Center gardens and hiking trails. Noise, light, air and visual pollution will also harm adjacent neighborhoods and park lands. The draft EA ignores local planning and environmental standards, in violation of both CEQ and FHWA regulations governing the NEPA process. The draft EA and supporting technical memoranda rely on outdated and unreliable information. Resting the analysis on the expired 2035 CAMPO plan and its traffic modeling is just one obvious but very important example. The document begins by noting that the proposed action is co-sponsored by the Central Texas Regional Mobility Authority (CTRMA) and TxDOT. It appears, however, that CTRMA is managing the contract, including all of the related	Barton Springs and the Edwards Aquifer and will harm the Lady Bird Johnson Wildflower Center. As written, the noise analysis is deficient and ignores current and best available information.	more details). As described in **Section 8.2** of the EA, if voids or water flow are encountered, 30 Texas Administrative Code 213.5(f)(2) requires that construction in the vicinity of the void cease. A geologist will evaluate the void and work with the design engineer, if necessary for structural concerns, to develop a void mitigation plan. The void mitigation plan must be certified by a geologist, submitted to TCEQ and approved prior to the implementation of mitigation and before continuing construction in the vicinity of the void. **Response: R53a** The MoPac Intersections Project would not add any new capacity to MoPac, Slaughter Lane or La Crosse Avenue; it is designed to address the operational and safety needs at the intersections that have resulted from past and continued growth (see the *Proposed Action, Purpose and Need Technical Memorandum* for more details). The proposed project would extend the existing MoPac mainlanes through both intersections by going under Slaughter Lane and La Crosse Avenue. The construction limits, which result in a total project length of 2.07 miles within the existing right-of-way, allow the intersection improvements to tie back into the existing MoPac facility north of Slaughter Lane and south of La Crosse Avenue. See **Section 2.0** of the EA. **Response: R53b** This proposed project is consistent with CAMPO's *2040 Plan* and TxDOT's 2015-2018 STIP for the Austin District. Please see **Section 4.0** and **Appendix C** in the EA. The EA has been prepared in accordance with the procedural provisions of the NEPA; the Council on Environmental Quality (CEQ) regulations in *Implementing the Procedural Provisions of NEPA* (40 CFR Parts 1500-1508) and *Environmental Impact and Related Procedures* (23 CFR Part 771); and Texas Administrative Code Title 43, Part 1, Chapter 2, *Environmental Review of Transportation Projects*. **Response: R53c** MoPac, Slaughter Lane and La Crosse Avenue are not non-radioactive hazardous materials (NRHM) routes (see http://www.txdot.gov/inside-txdot/forms-publications/publications/nrhm.html for more details). This means that the roadways in the project area cannot be used for the through transport of hazardous materials; hazardous materials transportation in the project area is limited to local deliveries only. The initial site assessment (ISA) is TxDOT's primary tool for investigating the possible presence of hazardous materials in and around the project area. The components of the ISA include reviewing the project design and right-of-way

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					studies, on behalf of TxDOT, as it is doing for the ongoing SH 45 SW to the south of the "intersections" project and for the "MoPac South" and "MoPac Improvement" projects to the north and the "Oak Hill Parkway" project to the west. As an agency charged with and dependent on building toll roads, the CTRMA is unsuited for managing these studies and evaluating in an unbiased fashion more cost effective, non-tolled alternatives. The larger the project, the more management fees CTRMA receives. The bigger this particular "intersections" project is, the more toll-paying traffic will be funneled onto CTRMA toll projects moving forward at both ends of the "intersections" project. This built-in conflict of interest has contributed to numerous unsupported statements of "no impacts" to the environment. While the "MoPac Intersections" segment does not propose tolling at this time, it is clearly being designed to feed traffic to and from the to-be-tolled SH 45 SW and "MoPac South" projects. TxDOT should step back and reinitiate the environmental process without CTRMA as the manager and author of the environmental review process. CTRMA should not be managing this process giving its direct and substantial financial interest in pushing forward only those options that promote it's the financial goals of generating paying tolls. The analysis only looks at "build it" and "do nothing," which no one is proposing. The analysis should look closely at intersection improvements that can be done quickly, for much less money, and without the environmental damage that the "build it" option will cause. The attached technical memorandum from traffic engineer Michael Brown of Metro analytics dated January 14, 2014 is incorporated herein for all purposes. Mr. Brown has estimated, using standard intersection models and counting traffic flows and delay at the Slaughter/MoPac interchange during peak periods that traffic delay at that intersection could be substantially reduced from current conditions, even if traffic doubles with the construction of a "through turn" lane like those built by TxDOT on US 281 in northern Bexar County. As a result of these significant and harmful impacts, gaps in information and analysis, and inappropriate conflicts of interest in the NEPA process, a "FONSI" is not warranted. The following comments provide additional details. Detailed Comments: 1. NEPA and its implementing regulations require a thorough, meaningful analysis and public process, as summarized at 23 CFR 1500.1: "(b) NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA. Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail." The MoPac Intersections draft EA ignores these basic tenets. By proposing a "build it like this" and a "do nothing" alternative, it is clear that the decision has already been made: The move to build SH 45 SW in advance to MoPac		requirements, existing and previous land uses and regulatory agency databases and files and performing project site visit and interviews as needed. The regulatory records review was conducted by GeoSeach and documented in a Radius Report. The purpose of the database search is to obtain and review standard sources of environmental information from government agency records that will help identify potential hazardous materials issues within the project limits and surrounding properties based on standardized search radii. The Radius Report conducted for this project meets or exceed the records search requirements of the *All Appropriate Inquiries Rule* (40 CFR §312.26) and the current version of the American Society for Testing and Materials International E1527, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. The results of the ISA determine if further investigation or coordination is needed. As described in the ISA completed for the project and **Section 5.12.4** of the EA, no hazardous materials concerns were identified and no further hazardous materials action is required (see the *Hazardous Materials Technical Memorandum* for more details). As described in the *Water Resources Technical Memorandum*, research has shown that a gasoline spill from a distance of three miles away could have impacts to Barton Springs and adverse effects on salamander populations if it exceeded 1,650 gallons under normal flow conditions, or 360 gallons under low flow conditions. There are hazardous material traps (HMTs) in place in the project area already. These HMTs have a capacity of greater than 8,000 gallons and are designed to accommodate a catastrophic spill such as the full capacity of a gasoline tanker truck. The HMTs are equipped with a siphoning device to remove stormwater runoff which may accumulate in the HMT during major rain events. While these could potentially be overwhelmed in the event such a spill occurred during a flood, the existence of these HMTs greatly reduces the probability of a spill reaching the aquifer. See response R53l for more information regarding collaboration with the City of Austin and Barton Springs Edwards Aquifer Conservation District concerning water quality. **Response: R53d** As described in **Section 5.5** of the EA, the proposed improvements may require the relocation of underground or overhead utilities. At this stage of the project design, it is assumed that the extent of excavation for the roadway and ditches would be approximately 23 feet, which would not require the relocation or adjustment of the Magellan, Phillips 66 or Kinder Morgan pipelines. Other potentially affected utilities will be identified during final design and coordination with the utility owners will take place at that

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					improvements further makes clear that actions are already being taken and decisions are already being made. The obvious and reasonable sequencing would be to figure out the bottlenecks first and fix them, before diverting more traffic onto the already overloaded MoPac. Yet that is exactly what CTRMA and TxDOT are planning to with the expedited schedule for SH 45 SW and MoPac Intersections segments. 2. Information in the draft EA is not of high quality and is often inaccurate. Key traffic data and the true purpose of the project is obscured by failing to describe the relationship of the project to SH 45 SW and I-35 to the east and the MoPac South expansions under way and proposed to the north. Relying on the 2035 CAMPO plan when the 2040 plan is now adopted and in place means outdated information provides the basis for the analysis. The draft EA does not address the most important issues, including: A. The real project at hand (an 18 mile partially tolled loop project that would fundamentally change the function of MoPac from a local commuter highway to a second Interstate 35) and the secondary loop created by the FM 1626 expansion now under construction. By ignoring this real project, TxDOT, FHWA and CTRMA never look at alternatives to such a loop. B. The total impacts on resources of special significance and vulnerability, the Barton Springs Edwards Aquifer, Barton Springs, and the endangered species that live in the aquifer and springs, are given short shrift by chopping up the loop into four segments (and chopping up the secondary loop into five segments). This failure is made worse by TxDOT and CTRMA moves to build the massive "Oak Hill Parkway" tolled mix master and numerous other projects over and upstream of the Barton Springs Edwards Aquifer recharge zone. C. The piecemeal approach also avoids analyzing the important downstream flooding issues on Onion Creek that will be made worse by paving portions of the Bear, Onion, and Slaughter Creek watersheds with the proposed 45SW/MoPac loop and with the additional development stimulated by the loop project and located in these same watersheds. D. The piecemeal approach avoids, or otherwise attempts to skirt, the overall Section 4(f) analysis and compliance requirements for direct and constructive use of park, preserve, recreation, and cultural lands required for, among others, adverse effects to (a) the Lady Bird Jonson Wildflower center, (b) City of Austin watershed protection lands, including but not limited to Flint Ridge Cave, Blowing Sink Cave and Barton Springs, (c) Circle C Ranch Metropolitan Park, (d) Dick Nichols Park, (d) the Barton Creek and Gaines Creek greenbelts, (e) Zilker Park, (f) the Austin Nature Center, (g) Zilker Botanical Gardens, (h) Lady Bird Lake and Lady Bird Lake park, and (i) Austin High School and high school recreation fields. E. FHWA regulations, at 23 CFR 771.111 require that a project "connect logical termini" and "be of sufficient length to address environmental matters on a broad scope." The "project" fails on both accounts: The "South Bay" terminus does not constitute a "logical terminus" and the two mile project cannot address environmental matters on a broad scope. Extending the		time. Utility relocation and adjustment will be accomplished with the minimum practicable disruption in service to customers. Bore hole testing was conducted by TxDOT in August 2015 to confirm the location and general condition of the pipelines in the project area. Based on these tests, pipeline relocation is not likely to be required. For more information about TxDOT's procedures for utility relocation, please see: http://onlinemanuals.txdot.gov/txdotmanuals/utl/manual_notice.htm. **Response: R53e** The construction limits, which result in a total project length of 2.07 miles within the existing right-of-way, allow the intersection improvements to tie back into the existing MoPac facility north of Slaughter Lane and south of La Crosse Avenue. An archeological resources background study was conducted to identify if previously recorded sites had been identified in the immediate vicinity of the project's area of potential effect (APE) that are on or eligible for listing in the NRHP or as State Antiquities Landmarks. Background research included review of the Texas Historical Commission's (THC) Archeological Site Atlas, and previous archeological surveys conducted in the area (Dick Nichols Park, the Austin Veloway, and the Lady Bird Johnson Wildflower Center). There are two archeological sites within the project APE; however, neither of these sites is eligible for the NRHP, according to the THC's Archeological Sites Atlas. TxDOT determined that the proposed improvements meet the definition of an undertaking with no potential to cause effects on archeological historic properties. In accordance with the Programmatic Agreement Among the Federal Highway Administration (FHWA), TxDOT, the Texas State Historic Preservation Officer (SHPO) and the Advisory Council of Historic Preservation (ACHP), federal projects solely involving intersection improvements that require no additional right-of-way are projects with no potential to cause effects and therefore do not require specific review. Consultation with the SHPO or with Native American Indian Tribes, as stipulated under Section 106 of the National Historic Preservation Act, is not required (see **Section 5.10.1** of the EA). **Response: R53f** Although there are possible interim solutions that could improve intersection operations in the short-term, this project is planning for the long-term needs at the MoPac intersections of Slaughter Lane and La Crosse Avenue. See **Section 3.0** in the EA. **Response: R53g** The public was afforded more than 30 days to review and comment on the Draft EA. The document was made publically available for review on June 30,

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					"intersections" segment to the south terminus of Mopa also would not constitute a logical terminus, considering in particular the simultaneous actions to build SH 45 SW and FM 1626. Nor can the consideration of such a short segment – imbedded in a much larger project – and part of an even larger road and tolling scheme proposed for the Barton Springs that includes the enormous, $650 million "Oak Hill Parkway" tolled mix master provide a "meaningful evaluation" of alternatives or "address environmental matters on a broad scope." F. Further, the project as proposed lacks "independent utility" absent the proposed SH 45 SW toll road and the proposed expansion of South MoPac north of Slaughter Lane and connecting to the north end of the "intersections" segment. MoPac is already overloaded, and speeding commuters to the "back of the line" a short distance to the north does not provide meaningful independent utility In combination with SH 45 SW, it will actually make traffic worse on South MoPac. The configuration of the "intersections" segment will also restrict consideration alternatives for MoPac to the north and SH 45 SW to the south. 3. The Barton Springs Edwards Aquifer has been recognized by the State of Texas to be more vulnerable to pollution than any other major aquifer in Texas. Barton Springs, and the aquifer, have suffered degraded water quality, including pollution from automobile-derived petroleum hydrocarbons, nutrients from fertilizers and deficient wastewater systems, and other toxic chemicals. The springs, aquifer, and endangered salamander species that live there, as well as contributing streams have all been harmed by increased sediment loading caused by highway construction and erosion resulting from highway construction. The MoPac Intersections "project" will make these conditions worse, resulting in harm to listed "endangered" Barton Springs and Austin Blind salamanders, to the aquifer, and to Slaughter Creek, which is already impaired by construction induced sedimentation. SOS Alliance specifically references and incorporates the comments submitted by Dr. Laurie Dries, an expert on endangered aquatic salamanders and the harm done to the salamanders and the springs from sedimentation and other forms of highway-caused and highway related pollution. 4. The Hazardous Material Technical Report only looks at potential hazardous waste sites within the project footprint. It fails to address the virtual certainty of spills from trucks hauling toxic materials on the MoPac intersections segment as well as the other segments of the loop project unless such toxic material hauling is banned from these roadways. Such an analysis would closely examine the actual operation and maintenance by TxDOT of the hazardous material traps built along MoPac. It is our understanding from City of Austin officials that these traps are not operated or maintained in a way that allows for actual trapping of hazardous materials that could be spilled along MoPac. Spills information available from available databases, including from the City of Austin, could and should be analyzed as part of a meaningful assessment of the likelihood of spills and the resulting harm from such spills.		2015 and the comment period closed on August 10, 2015. Several means of notification were provided to inform the public that the Draft EA had been published and was available for review, including: a legal notice in the *Austin American-Statesman*, postcards, electronic newsletters, newspaper advertisements, letters/emails mailed to public and elected officials, electronic message boards, social media announcements, etc. (see the main body of this *Public Hearing Summary Report* for more details). The Draft EA was made available digitally on the project website: www.MoPacSouth.com and paper copies of the document were made available at the TxDOT and Mobility Authority offices as well as at the Public Hearing. The suggestion to distribute additional paper copies to local libraries has been noted. See **Section 6.0** of the EA. **Response: R53h** The analyses conducted for the MoPac Intersections EA relies on data from CAMPO's *2035 Plan*. FHWA issued guidance in June 2011 (*Guidance for Metropolitan Transportation Plan Transition (between Plan years) and NEPA Document Requirements and Processing*) outlining procedures to ensure that project environmental documents, and the data/methodologies used, are consistent with the MTP when the MPO is in the process of updating their plan. This guidance applies to environmental documents that have been submitted for review or are near submittal for review within the window of three months prior and six months after adoption of the MTP. *CAMPO's 2040 Plan* was adopted May 2015 and the MoPac Intersections Project Draft EA was approved and published in June 2015. See **Section 4.0** in the EA. According to the guidance, the following criteria must be considered when determining if the environmental document is consistent with the new MTP. 1. *Are the project's design, concept and scope, logical termini, estimated project cost, anticipated completion date and need and purpose consistent with the new MTP?* Yes, the project details are consistent between *2035 Plan* and *2040 Plan*. 2. *Would there be a change in the indirect and cumulative impacts (ICI) analysis resulting from a change in land use and/or demographic characteristics between the old and new MTP?* No, the amount of developable land, designated land uses and maximum allowable densities in the project area have not changed between *2035 Plan* and *2040 Plan* and the projected growth rates in population and employment in the project area are comparable. As such, the conclusions in the ICI analysis would not change. 3. *Would there be a change in the ICI analysis resulting from a change in the projects anticipated to be implemented within the project corridor*

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					The referenced report on the potential existence of toxic materials in the project site also addressed the MoPac South project, indicating the reality that these two segments are part of the same project. 5. At page 5, it is reported that "traffic in the area has almost doubled" between 2000 and 2012. The EA should incorporate more recent data, through at least 2014, and should report changes by year so as to consider changing trends in more recent years. In predicting future traffic, the analysis should directly consider the development of autonomous vehicles, increasing telecommuting, increasing use of smart phone enabled ridesharing, and other emerging trends that are and will reduce future vehicle miles travelled on a per capita basis. Also, the analysis should reference the range of traffic changes that have been predicted rather than only reporting a single number. (Please see the additional comments below concerning traffic noise, which also apply to basic traffic generation and other traffic-dependent questions.) Traffic and traffic related information should be tied to the current 2040 plan, not the former, and now defunct 2035 plan. The 2035 plan traffic prediction model was and is fatally flawed in several ways, as set out in the attached summary by traffic engineer Norm Marshall, addressed to Sinclair Black, dated March 25, 2013, and incorporated into these comments. 6. The EA suggests that relocation or adjustment to the Kinder Morgan gasoline pipeline may be required but at this time is being treated as if such actions will not be required. This issue should be described in more detail so there may be meaningful public evaluation of and comment on the risks posed by building the proposed project over the Kinder Morgan, Magellan, and Phillips 66 pipelines. 7. As noted above, the traffic analysis is deficient by pointing to the 2035 plan and not the current 2040 plan. Further, in predicting future "level of service" at the Slaughter and La Crosse MoPac intersections, the analysis looks at total delay at the intersections. The analysis should separate likely future function for through traffic on MoPac from the functioning of the intersections for local traffic seeking to cross MoPac or enter and exit MoPac. See further comments below on the Traffic Noise Technical Memorandum. An honest analysis of likely 2040 plan impacts will show that traffic will be far worse on South MoPac as compared to current conditions with South MoPac connected to I-35. We already know this is true for the overall plan. 8. The visual impacts analysis is deficient in several ways. First, it should address the loss of the wide green median and the relationship of this loss to the Wildflower Center and the experience of Wildflower Center visitors. Current conditions contribute significantly to the Wildflower Center experience, while building the six additional lanes and connecting the proposed expansion to I-35 will introduce concrete, light and other visual intrusions to Wildflower Center visitors when they are inside Wildflower Center grounds but also as they approach the center. The visual impact analysis, as well as the biological impact analysis, should report on the number, species and size categories of trees that will be lost to the proposed		*or the area of influence?* No, there are no new projects in the project corridor or area of influence listed in *2040 Plan* that would change the conclusions of the ICI analysis. 4. *Are there new or additional tolled/managed lane projects or changes in implementation dates of these projects that could potentially affect or require a Regional Toll Analysis?* Not applicable; this project does not include a toll or managed lane component so a project level toll analysis is not required. 5. *Have there been changes in the estimated traffic volumes for the project corridor? If the anticipated traffic volumes are within +/- 15 percent of the number disclosed in the environmental document, the project will be considered consistent with the new MTP.* The anticipated traffic volumes reported in the Draft EA (from *2035 Plan*) are less than the 15 percent threshold of the anticipated traffic volumes for the project corridor from *2040 Plan*. As such, an analysis of the differences in anticipated traffic volumes and the impacts on the need and purpose, alternatives, air quality, traffic noise and ICI is not required. Based on the above, there are no significant changes between *2035 Plan* and *2040 Plan;* and the EA for the MoPac Intersections Project is consistent with the new MTP. **Response: R53i** As described in **Section 5.12.3** of the EA, portions of the proposed project fall within a Federal Emergency Management Agency (FEMA) 100-year floodplain. This project drains into the Kincheon Branch of Williamson Creek and into the Danz Creek Tributary of Slaughter Creek. The hydraulic design for the proposed improvements will be in accordance with current TxDOT design policies (TxDOT's Hydraulic Design Manual, October 2011 and Roadway Design Manual, December 2013). The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, while minimizing damage to the facility, Williamson Creek and Slaughter Creek watershed or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations or ordinances. Coordination with the local Floodplain Administrator is required. **Response: R53j** TxDOT agrees that the project will result in some effect to water quality. However, given (1) the extent of treatment of stormwater run-off that will be built into the project, (2) the distance between the project and the nearest occurrence of the federally-listed salamanders, (3) the fact that the amount

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					intersections segment. 9. 9. The cultural impacts research summary reports that further analysis is not needed because the project is only an "intersections" project. Few people would agree with this assertion. Intersections are not generally considered to extend more than a half-mile from the "intersection." The two-mile length and six lanes of additional pavement, plus 14 or more feet of additional shoulder pavement, makes clear that the project is much more than an "intersections" project. 10. The Indirect and Cumulative Effects analysis, or lack thereof, brings home the point that the project as defined is too narrowly drawn to provide a meaningful evaluation or to evaluate impacts on a broad scope. The analysis asserts, incorrectly, that the project does not add capacity: adding six lanes and overpass bridges certainly does "add capacity." The analysis asserts that the project does not substantially improve mobility – again suggesting that it is not a true, stand alone project. Similarly, the project is claimed to not be for the purpose of economic development, yet the primary proponents for the FM 1626, SH 45 SW, MoPac Intersections, and MoPac South segments – all underway simultaneously – are to promote and serve new development in Hays County. The indirect effects analysis is largely meaningless without considering the true scope of the project. 11. The assertion in the cumulative effects analysis that the "intersections" project will not have "any" impacts on a resource in poor or declining health defies common sense and the simple facts. Stream water quality is degraded in Slaughter Creek because of construction debris and sedimentation from highway and other construction. Barton Springs suffers excessive sedimentation and pollution from polycyclic aromatic hydrocarbons as a result of petroleum projects. The Austin Blind and Barton Springs salamanders were listed specifically, and in significant part due to sedimentation and smothering of salamander habitat due to large scale construction. The Wildflower Center has already suffered air, noise and light pollution from the existing MoPac and growing traffic on MoPac South. The assertion of "no" impacts of any kind on water, air, biological and cultural resources is clearly made to dodge the cumulative impacts analysis required for highway projects and, if done, would require an honest analysis of the impacts from all of TxDOT and CTRMA's projects currently in the construction and active development and planning stages. The so-called "cumulative effects" analysis does not even mention the SH 45 SW, MoPac South, Oak Hill Parkway, Bee Cave Road, FM 1626, Manchaca, and other projects that, together will cause severe water, biological, and other types of harm. This glaring omission is clear violation of NEPA, NEPA CEQ and FHWA, and TxDOT cumulative effects law and guidance. 12. Traffic Noise Analysis Comments A. The Traffic Noise Technical Memorandum appears to be crafted in a way to underestimate substantially the likely noise impacts on key receptors, and, in particular on the Wildflower Center. Some of this is obscured by the chosen approach and the key information that is missing from the memorandum.		of treated stormwater runoff leaving the project area would be at most be infinitesimal compared to the amount of treated and untreated runoff entering the salamanders' habitat from all other sources, (3) the extensive review of the best available scientific information including, site specific geology, hydro-geology and evaluation of caves (4) preliminary geotechnical boring results and 5) the absence of any scientific data suggesting that the salamanders are adversely affected under these conditions, TxDOT has concluded that the project will not affect the salamanders. See **Section 5.13.3** of the EA and the *Biological Studies Technical Memorandum (June 2015)*. **Response: R53k** There will be at least three levels of TxDOT environmental oversight during construction. This will include a TxDOT Project Manager, who will be on site daily and will interface with the contractor continuously. The District Environmental Quality Coordinator will also have an active role in the placement and monitoring of BMPs and construction activities. Lastly, the District Environmental Office will be involved to ensure that the commitments made in the EA are fulfilled and that any voids discovered during construction are properly sealed. All three of these roles have the ability to stop the contractor from further work until non-compliance issues are remedied. See **Section 8.6** of the EA. **Response: R53l** TxDOT and the Mobility Authority are committed to collaborating with the City of Austin on issues such as water quality. TxDOT met with City of Austin staff from the Watershed Protection and Development Services Departments on July 15, 2015 to discuss water quality best management practices and opportunities for future coordination as the project progresses. The Barton Springs Edwards Aquifer Conservation District will review the design and Water Pollution Abatement Plan. TxDOT will continue to work with the Conservation District during the design of the Project to ensure that the project is protective of water quality in the Edwards Aquifer. See **Section 8.2** of EA.

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					Some is more obvious. B. The study places the Wildflower Center in the "C" category, where the outdoor noise target is 67 dB or less. That category includes places like "active sport areas", "amphitheaters," "recreation areas" and the like. The Wildflower Center should be placed in "Category A," among "lands on which serenity and quiet are of extraordinary significance and serve an important public need …" This category has a protection threshold of 57 dB outdoors. The Wildflower Center gardens provide an important place for outdoor contemplative renewal – and are certainly a place where quiet and serenity are essential to the purpose of the Center. C. The memorandum does not identify the total traffic increases likely to result from either the MoPac Intersections project, standing alone, or from the connection of South MoPac to I-35 via the proposed SH 45 SW to the south and the proposed expansion of MoPac to the north. These total traffic increases, and the source and analysis from which they derive, should be included and summarized. The memorandum suggests, by referencing the "CAMPO Travel Demand Model 2035" that it only considers traffic to be generated under the CAMPO 2035 plan. That plan has been replaced with the recently adopted CAMPO 2040 plan. Unlike the 2035 plan, the 2040 plan includes the connections to I-35 via completion of both pieces of the proposed SH 45 SW. It is generally understood that if South MoPac is connected to I-35, traffic on MoPac will explode. Secondary growth triggered by these segmented sub-projects (for example, new development along the 1626, 1826, and 290 corridors) will add further traffic. The projected peak hour traffic increases would likely be substantially greater than the roughly 50% increase predicted (all of which is assigned to the added through lanes on MoPac). SOS can think of no justifiable reason why the EA would look at future conditions under the previous, now expired, 2035 plan and ignore conditions presented by the 2040 plan. This suggests that the reason is to specifically avoid talking about the impacts that will flow from connecting South MoPac to Interstate 35 via the proposed SH 45 SW. D. This approach undermines other elements of the analysis besides that of noise impacts: for example, indirect and cumulative impacts and reasonable foreseeable actions will all be significantly less from the 2035 plan than from the 2040 plan. The 2035 CAMPO model is well known to be dysfunctional, in several respects. These include the failure to include a feedback loop, such that once roadways exceed capacity, trips are reassigned elsewhere. The predictive value of the CAMPO 2035 model, especially during peak hours, is extremely low to nonexistent, and does not constitute the key of quality data and analysis required by NEPA and NEPA rules. E. The memorandum simply gives the results of the noise modeling and does not spell out the key inputs, including, for example, amount of expected truck traffic increase and modeled elevations at key points. It also appears no consideration was given to cumulative noise impacts from the elevated interchange proposed for the MoPac/SH 45 SW interchange. As a result of		

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					these shortcomings, and perhaps others, the reported estimated noise increase is limited, as shown in Table 3. The model even predicts reduced noise in 2035 as compared to current conditions at some receptor sites, which seems highly unlikely. F. The model does predict some increases that will result in noise levels that trigger mitigation measures under FHWA protocol. These mitigation measures involved building sound walls. There is no discussion about the visual blight and aesthetics impacts these walls would have on adjacent neighbors, adjacent park lands, and the Wildflower Center. G. The traffic noise memo, at p. 9, asserts that a lowered speed for South MoPac would increase congestion and air pollution, and thus a lowered speed is not warranted as a noise mitigation measure. This is a false statement. Cars and trucks traveling at 40 miles per hour improve traffic flow, not make it worse, and likely reduce air pollution due to more efficient movement with less wind resistance. H. The noise analysis should look at noise impacts throughout the 24 hour cycle, not just during peak hours. Noise at night, from interregional traffic using MoPac as an alternative to and connecting route with I-35 will likely be far, far greater than under current conditions. While night time noise beyond business hours may not be a big issue for the Wildflower Center, it will be for adjacent and nearby neighborhoods. Late night and overnight local traffic will likely remain almost non-existent, but MoPac as alternative I-35 night time traffic will be far greater than under current conditions. Thus, the only period of quiet that currently exists for residents in a broad corridor along MoPac will be lost. I. The Traffic Noise Memorandum ignores the Section 4 (f) issue referenced briefly in the draft EA. The draft EA seeks to brush off the importance of quiet, serenity, and beauty to the Wildflower Center mission. An honest and thorough noise, air and water pollution analysis, along with a visual impact analysis, and considering both SH 45 SW construction and MoPac after the connection to I-35 (as it is being actively pursued at this time), would conclude that the project will create a constructive use of Wildflower Center property and subject to Section 4(f) protections and procedures. A similar conclusion applies to CTRMA and TxDOT's proposal for MoPac through Zilker Park and Lady Bird Lake part, and directly adjacent to and above the Zilker Botanical Garden and Austin Nature Center. J. The Traffic Noise analysis gives only a single estimated peak hour trip traffic count, yet TxDOT and CTRMA have secured multiple traffic studies for the 45 SW/MoPac area that predict a broad range of trips per day, not just a single number. These studies should be referenced and incorporated to give a similar range of likely peak hour traffic along the "MoPac Intersections" project rather than just offering a single number. K. Rather than obscure the source and methods of future traffic estimates, the draft EA or a supporting and publicly available technical appendix to the EA, should be available for comment. Projected total daily trips, and how they		

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					were derived, should be spelled out. L. As written, the noise analysis is wholly deficient, ignoring current, best available information. The improper segmenting of the MoPac Intersections project contributes to this problem. Finally, SOS Alliance refers TxDOT and CTRMA to the extensive technical comments filed by the Alliance and the City of Austin on the deficiencies of TxDOT's analysis of water quality impacts and unsupported claims of effective mitigation of water quality impacts from constructing and operating large-scale highway projects over the Barton Springs Edwards Aquifer recharge zone. *(Please note: Two additional documents submitted as part of this comment can be found in Attachment H Comments. The two documents are from Smart Mobility, March 25, 2013, and Metro Analytics, January 14, 2014)*		
54	Burke	Steve	07/30/15	Comment Form	There needs to be 2 right turn lanes to enter MoPac from Slaughter going west.	W Slaughter to north MoPac needs two lanes	**See Response: R18**
55	Burleson	Paige	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
56	Burnham	John	07/22/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
57	Caldwell	Matthew	08/04/15	Web Mail	After looking at the online presentation and the materials documenting the projected growth of the intersection, I am of the opinion that nothing should be built there at this time. I believe the existing intersection is adequate for current and future use, and that new construction would do very little to help the core issues of the modern rush hour commute in any meaningful way. I therefore believe the proposed improvement to be a waste of taxpayer dollars, and view the project as a whole to be a potential hazard to the Barton Springs recharge zone of the Edwards aquifer. I appreciate the opportunity to voice my comment in this forum and thank you for your diligent work to improve transportation in the State.	Don't Build. Project is a potential hazard to the Barton Springs recharge zone of the Edwards Aquifer	**See Responses: R25c, R32, R53j and R53l**
58	Callahan	Brendan	08/10/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
59	Callihan	Stephanie	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
60	Campbell	Daniel	07/26/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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61	Cantrell	Keith	08/04/15	Web Mail	I just want to say please build both underpasses at Slaughter and La Crosse. They are much needed to reduce the congestion that that already exist and will only get worse if these grade separations aren't done. Personally, I could care less if you build an overpass over Slaughter if it is cheaper. But I do think it would be worth the extra cost to make it an underpass at La Crosse to preserve the esthetics around the houses and Wildflower center that is located near there.	Build Project	Comment Noted
62	Cardenas	Herman	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
63	Carter	Graham	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
64	Cass	Natalie	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

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65	Cassidy	Brian	07/29/15	Web Mail	I fully support the planned underpasses on MoPac at Slaughter Lane and La Crosse Blvd. We need to improve mobility in our region, and these will help to ease the excessive congestion already experienced on MoPac. I am definitely in favor.	Build Project	Comment Noted
66	Causey	Zach	07/30/15	Public Testimony	I think that there are issues with our infrastructure. I think that we have solutions on the table that we're not addressing, such as our public transportation system. Carpooling is a great option. There are lots of people on the roads by themselves, commuting to and from work; and it's completely unnecessary, in my opinion. I think that as individuals in our community, we band together and find solutions to the greater problems of traffic and congestion. I don't think the solutions are building overpasses and underpasses. I think the solutions are looking to our neighbors and looking to our friends at destinations that are near ours and coming together as people, you know, with shared resources. We can save money, save time, and save our lands. And I look at this 45 Southwest connection that we have approved to build, and I don't see very much progress in the way of moving towards a solution. I see progress towards backpedaling and moving away from what is going to be that future. We need to invest in more public transportation as far as trains, and I also think the public bus system could be improved with the same money that would be used for building roads instead of building more roads for commuters. Thank you for your time.	Improve the bus and train system and other forms of public transportation instead of building roads.	**See Response: R25**
67	Cavness	Joel	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
68	Chernow	Laureen	08/10/15	Web Mail	Slaughter-MOPAC intersection: Like the underpass option and divergent diamond. Absolutely opposed to a roundabout design. Please ensure for growth. Initial westbound Slaughter turn lane into North MoPac was way too short even as it opened and the eventual increase to current length is not adequate either. Think ahead.	Build Project W Slaughter to north MoPac needs two lanes	**See Response: R18**
69	Ciccarello	Christie	07/27/15	Web Mail	I support traditional underpass at Slaughter and La Crosse as I believe it will provide the most traffic relief long terms and gets "speedy cars" who are just passing through the ability to pass right through without interfering with more local traffic that young teenage drivers, moms in the area, etc may be doing.	Build Project	Comment Noted

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70	Claiborne	Theresa	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
71	Clary	Karen	07/30/15	Comment Form	Regarding aerial imagery (photos) used in project proposed roadway display: I noticed that the aerials used are outdated with respect to the layout of the Lady Bird Johnson Wildflower Center's facilities. It does not include the grounds of the family garden – the Luci and Ian Family Garden was opened upon its completion in May 2014. This children's play area is located alongside MoPac, approximately 300 feet from MoPac ROW. I recommend that you update the aerials to accurately reflect the existing environment in the project area. As presented tonight at this public meeting, it is inaccurate and somewhat misleading.	Update the aerials to include the Luci and Ian Family Garden	**Response: R71** The MoPac Intersections Project team is aware of the location of the new Luci and Ian Family Garden at the Wildflower Center. The aerials used for the purposes of the public exhibits do not show this garden; however, more recent imagery that include the gardens are not of sufficient quality to clearly be reproduced at a scale needed for the public exhibits. A label will be added in the EA to note the location of the garden.

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72	Clennan	Kirk	07/23/15	Web Mail	It is our Family's understanding MoPac main lanes through La Crosse Avenue are expected to apply a conventional design. However, the study team has proposed an innovative intersection called a Diverging Diamond Intersection (DDI) at MoPac and Slaughter Lane. It appears a DDI shifts approaching traffic through the left side of the intersection, then back to the right side of the roadway once the intersection is cleared. This formation allows drivers to turn left while others move forward which decreases delays and improves travel time. There also appear to be cost-savings because fewer traffic signal(s) are needed. Any effort to improve transportation efficiencies that leads to enhanced safety is appreciated. We also encourage the study/design team, business and civic leaders to incorporate multi-modal transportation resources into these efforts where applicable. Please pass along these comments to approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue (http://www.MoPacsouth.com/intersections/proposal.php) as soon as possible. By the way, my compliments to the project team on the development of the informational DDI video. It really aids the "non-transportation professional" with understanding how this system works. Please apply this informative, educational tool to future transportation initiatives.	Build Project	Comment Noted
73	Cluhwell	Charles	08/10/15	Hand Delivered	Please accept the following comments on the “MoPac Intersections” draft environmental study: 1. Study the entire project, not just the segments: The proposed “MoPac Intersections” is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed,	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

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					increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	No flyover in Zilker Park.	
74	Cockrehan	Paul	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

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75	Cole	Sue	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
76	Collins	Mark	08/04/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
77	Comer	Katie	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
78	Conrad	Kevin	07/29/15	Web Mail	I live in the Meridian subdivision at the Southeast corner of SH-45 and FM 1826, and my office is in Northwest Austin. Because of that, I drive through the intersections of MoPac/La Crosse/Slaughter more than 500 times per year just going to and from my office, in addition to other trips made through the same intersections. Traffic at these intersections is horrible, and I've spent hours cumulatively waiting at these traffic lights to make it through the intersection over the years. I've noticed many times where the traffic signal for North/Southbound traffic on MoPac is only green maybe 10 seconds. With more and more people moving to Austin, and specifically to Southwest Austin, I urge you to please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
79	Cook	Bette	07/27/15	Web Mail	Please approve the proposals and proceed to construct the intersections at both Slaughter Lane and La Crosse Ave as soon as possible. I live off 1826 and 45. It takes several lights to get thru the Slaughter Lane intersection on both the morning and the evening commute.	Build Project	Comment Noted
80	Cooper	Michael	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
81	Cotner	Doug	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
82	Coulter	Rachel	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
83	Crismon	Lynn	07/30/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
84	Crowley	Tim	07/30/15	Web Mail	Mobility and congestion are two of the most challenging issues we face in Central Texas. Please approve the proposals to construct the MoPac intersection projects at Slaughter Lane and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
85	Dale	Emily	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
86	Dancy	Carol	08/04/15	Web Mail	At the meeting, it was discussed that the lane on westbound Slaughter to northbound MoPac would not be changed. This lane backs up for over a block during rush hour so many people cut in at the last minute. I'm not sure if there could be a right turn signal to enter MoPac or increasing it to two lanes to accommodate traffic. Or maybe a ramp, although I don't see where there's room. Thanks for listening.	W Slaughter to north MoPac needs two lanes	**See Response: R18**

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
87	Davis	Kelly	07/30/15	Comment Form	The "MoPac Intersections Project" is part of one larger project, including the MoPac South "Improvement" project, SH 45SW from MoPac to 1626 and 1626 to I-35. The project should be studied as it is – as one project – and the environmental effects should be considered altogether. Further, CTRMA and TXDOT should be transparent and forthcoming to the public about the true nature of this project. Considering the project piecemeal violates the spirit and letter of the National Environmental Policy Act. Please do not pave the Barton Springs recharge zone without an honest and thorough evaluation and public vetting of the environmental, social and cultural impacts – direct and indirect.	The study needs to consider all projects as a whole to understand aquifer impacts.	**See Responses: R25c, R53j and R53l**
88	Davis	Laura	07/24/15	Web Mail	I live in Meridian and would like to see MoPac continue as an expressway through Slaughter and La Cross. The wait times with the added housing down here are becoming ridiculous. If the 45 extension is built that will cause even more delays. Please consider taking the lights out at these 2 intersections and making them exits off the interstate.	Build Project	**See Responses: R32 and R42**
89	Daw	Jerrett	07/27/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse avenue as soon as possible.	Build Project	Comment Noted
90	De Camps	Ricky	07/24/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. I am a resident of Avana off of Escarpment and SH45 SW. These improvements would greatly improve the level of service at the intersections and would reduce congestion in the AM and PM peaks. Not to mention prevent me from having to sit through three signal cycles on Saturday mornings.	Build Project	Comment Noted
91	Dember	Caron	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed,	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	opportunities. No flyover in Zilker Park.	
92	Denton	Brett	07/25/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
93	DeWitt	Mary	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
94	Dickens	Trevor	07/23/15	Web Mail	Please approve the proposals and proceed to construct intersection projects at Slaughter and La Crosse Avenue as soon as possible. Our city needs to act on projects such as these without delay.	Build Project	Comment Noted
95	Dicks	Charles	08/03/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
96	Diffen	Becky	07/22/15	Web Mail	As a Southwest Austin resident, I ask you to please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
97	Dorney	James	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
98	Dreier	Dean	07/31/15	Web Mail	As an area resident who uses these intersections, I fully support the proposed DDI design as presented at the July 30th public hearing. As funding is now available, we must address current and future traffic by upgrading these Loop 1 intersections as envisioned (ie main lanes in the current median) when the original roadways were built. I would also like to see replacements planted for as many of the trees as possible which will be removed. These should be in the areas close to these roadways/intersections. The trees planted at Loop 1 and 290W/William Cannon medians are a significant improvement and should be continued through this two mile section. Also insure that the sidewalks, bike paths and shared use paths have as much tree shading as possible to encourage their use in our hot climate. Also insure that the Wildflower center is fully engaged in the design and implementation of the native planting/wildflowers proposed along this 2 mile area. This no more appropriate area in the Austin region for TxDOT to develop an innovative native vegetation area than at this gateway to the Wildflower Center.	Build Project Plant replacement trees and involved the Wildflower Center in the native landscape planting	**See Response: R2**
99	Drenner	Camille	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
100	Dries	Laurie	08/10/15	Web Mail	I have reviewed the technical documents associated with the draft Environmental Assessment for the above referenced project. My comments are provided below. Please include them in your consideration of public comments. = General Comment: The Environmental Assessment is insufficient to support conclusions of no effect on sensitive environmental resources. The risk of harmful effects of excavation on underground resources, (groundwater, caves, and subterranean life) could be largely eliminated by opting to build on or above the existing ground surface rather than excavating downward into a karst limestone system. The Additional Geologic Studies Technical Memorandum concludes that there is a risk of encountering caves or karst features within 4 feet of the proposed excavation location for the Slaughter Lane intersection (pgs. 3, 4, 12). The Water Resources Technical Memorandum and the Biological Resources Technical Memorandum describe what actions would be taken if an underground void is encountered (pg. 21 of WRTM; pg. 28-29 of BRTM). The response plan includes, "A geologist would evaluate the void and work with the design engineer, if necessary for structural concerns, to develop a void mitigation plan." (Emphasis added here.) The response plan is then used to conclude that excavation for the project will	Comments related to technical documents in the EA.	**See Responses: R53 and R53j** **Response: R100** Slaughter Creek crosses the existing right-of-way approximately 0.5 miles northeast of the intersection of MoPac with La Crosse Avenue. The original construction of the MoPac in 1991 included the installation of two parallel bridges across Slaughter Creek. No work is required at the two bridges for the proposed project. As such, no impacts are expected. Table 1 in the *Biological Studies Technical Memorandum* describes the species, habitat and potential effect/impact to state and federally listed threatened and endangered species and species of greatest conservation need in Travis County. There are several aquatic species on this list whose habitat can be described as river or stream. While a stream, Slaughter Creek does not provide habitat for any of these species because a constant water level is required to support these species; its intermittent water flow makes it unsuitable habitat. Slaughter Creek may provide habitat for other, non-protected aquatic species; however, as described above no construction activities will occur over/within Slaughter Creek.

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					have no effect on water or biological resources. This conclusion is not supported by the listed responses to unplanned void intrusion. The actions triggered by a void intrusion would detect and mitigate for effects that have already occurred, and minimize additional harmful effects. By definition "mitigate" indicates effects have already occurred. The responses to void intrusion cannot reverse effects that have already occurred as a result of the act of excavation into a void. Therefore, it is impossible for there to be no effects. To have "no" effects requires that excavation into sensitive bedrock layers does not occur. Consider other options such as traffic circles or overpasses. Evaluation of risk to biological resources, particularly endangered species, is premature and incomplete. There is not enough information on environmental protection controls to support the conclusions of expected effects on biological resources. References to use of Best Management Practices, lists of possible methods, and "more detail to be provided during the development of PS&E in the Stormwater Pollution Prevention Plan" "(pg.28 Biological Resources Technical Memorandum) do not provide convincing support for conclusions of "no effect" on sensitive environmental resources. The suitability and effectiveness of a particular pollutant control method depends on the specific characteristics of each project. Without knowing which methods are to be used, an assessment of "no effect" is not reliable. Risks to biological resources should be assessed when there is sufficient detailed information on construction methods. Intermittent water flow in Slaughter Creek does not automatically mean there will be no impact on aquatic species, as is concluded in Table 1 (pgs. 7, 8, 11 of BRTM) of threatened and endangered species. The conclusions of "no effect" on endangered and threatened aquatic species listed are based on the fact that Slaughter Creek surface water flow is intermittent. Intermittency is then used to assume that "Additionally, this stream would not be impacted by the proposed project." Presumably, what is meant is that if Slaughter Creek is dry, the project will have no harmful impact. Yet, there is no statement that construction will only occur when Slaughter Creek is dry. This assessment can only be true if construction does not occur when Slaughter Creek has surface water flow. Consider limiting construction to periods of no surface water flow. Effects on Golden-cheeked warblers during nesting and migration were inferred based on one survey period during 2014 (pg. 15, 24-26, 29 BRTM). This is very little information from which to make a conclusion of "no effect". Are there no data from previous years? How many surveys were there in 2014? How was presence-absence determined? Without additional data, the conclusion of no effect on Golden-cheeked warblers is premature. Conclusion of "no effect" on the Barton Springs Salamander and the Austin Blind Salamander isn't consistent with measures to minimize effects. Minimize effects is not the same thing as no effects. For example, TCEQ Edwards Aquifer Rules on storm water pollutants require removal of 80% of suspended solids. This means 20% of solids are not removed, which is an effect. The question		

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					that should be addressed is whether the 20% would be harmful. The information and conclusions in the BSTM, WRTM, and AGS documents aren't reliable or rigorous enough to assume that consultation with the U.S. Fish and Wildlife Service on potential effects on federally endangered species isn't required (pg. 31, BRTM).		
101	Dufour	Kevin	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
102	Duhon	Earl	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. =	Build Project	Comment Noted
103	Duke	John	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
104	Dukette	Scott	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
105	Durrett	Marshall	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
106	Dutton	Tyler	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
107	Dutton	Tyler	07/22/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
108	Ellis	Leigh	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
109	Engelhardt	Rex	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
110	Enoch	Craig	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
111	Esparza	G	08/03/15	Web Mail	If it's true that north bound MoPac will be a single lane, I encourage you to reconsider. The line of cars going east bound on slaughter to merge on MoPac backs up in the mornings, especially when school begins.	Build Project	**See Response: R18**
112	Esparza	Manuel	08/03/15	Web Mail	Thank you for posting the information online and for the videos and diagrams. My family and I fully support the underpass plan at both Slaughter and La Crosse. I was a bit skeptical of the diverging diamond plan at Slaughter but the video flyby really helped explain the concept and it may not be as complicated to navigate as I originally thought. Please keep this project on schedule as the delays on the other MOPAC project are very disappointing.	Build Project	Comment Noted
113	Everett	Natalie	07/26/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
114	Fadal	Jennifer	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
115	Falkenberg	Howard	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
116	Fedorchak	Sally	07/30/15	Comment Form	I suggest a physical barrier for bikers on overpass at La Crosse. Reason: My experience with La Crosse and Escarpment is bikers DO cross into car lanes despite dedicated bike lanes. In addition to being annoying it is anxiety provoking. For fear of their unintended moves and possible collisions between car and biker.	Please add a barrier to make bikers safe.	**See Response: R1**
117	Fedorchak	Sally	07/30/15	Verbal Comment given to Court Reporter	My name is Sally Fedorchak. I live in Circle C. My general comment is to license bikers, so when they don't obey the rules of the road, we have a license number to report them on.	License bicyclists.	Comment Noted
118	Ferguson	Walt	07/23/15	Web Mail	With traffic congestion in Austin getting worse and worse, it is time to take action. Please approve the proposals and proceed with construction of the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
119	Ficke	Taryn	07/30/15	Comment Form	The company I work for could benefit from this project but I am not working on it. I am here because I live in this neighborhood. These improvements need to be made as soon as possible. The amount of traffic has increased exponentially in the last 10 years. My concern is that the construction will encourage people to use Davis lane (my exit) and neighborhood roads to get home. The Davis exit already has too much traffic. The congestion is also very dangerous. Something should be done about this intersection BEFORE beginning this construction. The concept is a good one. I like that MoPac is going under these intersections.	Build Project	Comment Noted
120	Fielding	James	08/04/15	Web Mail	Due to the high volume of traffic west bound on Slaughter trying to turn right/north on MoPac, I urge the revision plans to include two lanes to enable the right turn from west bound Slaughter to north bound MoPac.	W Slaughter to north MoPac needs two lanes	**See Response: R18**
121	Filipowicz	TJ	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
122	Finney	Julia	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
123	Flake	Travis	07/24/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
124	Ford	Pat	07/23/15	Web Mail	Please approve the MoPac Extension…Austin really needs it.	Build Project	Comment Noted

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125	Foreman	Betina	07/23/15	Web Mail	While this intersection must be fixed, this Diverging Diamond method does not look like it will work well and feels very unsafe. There is no logical reason for the intersection to be a Diverging Diamond. Driving into oncoming traffic is a very bad idea. There is a similar D.D. at the Y in Oak Hill and I see cars go the wrong way and accidents every time I drive through there. Please note, I fully understand the D.D. concept and how they are trying to fix the problem. However we have so many people coming from other areas/states and we have so many older/younger drivers, that I feel shaking things up this way is simply not a good idea. Since our streets all have two names driving in Austin is confusing enough, please don't make it worse with a Diverging Diamond intersection. Please vote NO on the Diverging Diamond. This area needs: 1. Either an overpass or an underpass with conventional dedicated turn lanes. 2. Two pass through lanes to go further south into Hays County. 3. It also needs U-turn lanes in both directions. 4. The Slaughter and MOPAC intersection desperately needs much longer paved sections for the Right & Left turn lanes off of MOPAC. Presently during rush hours it is backed up for a mile or more because the Right & Left turn lanes only hold about 6-10 cars. This causes serious backups at the lights. Austin streets/intersections are confusing enough without adding yet another needless type of intersection. Vote NO for the Divergent Diamond. Also this should NOT be a Toll Road! Additionally I feel that adding a continuous 3rd lane to MOPAC would solve some of the traffic constraints in this area, and that really needs to be on the table now as well. There is currently ample room for 3 continuous lanes in both directions and 90% of it is ALREADY paved. There are only 3 short sections (probably half a mile in each direction) that need to be paved to make this continuous from downtown. Then simply re-stripe the lanes into 3 lanes.	Don't build the DDI, it does not look like a good idea. The Slaughter and MoPac intersections need much longer paved sections for the right and left turn lanes. Add a continuous 3rd lane to MoPac in both directions – most of it is already paved and it can be restriped into 3 lanes.	**See Response: R35** **Response: R125** One of the innovative aspects of the DDI design is the minimization of turning conflict points such that queueing of turning traffic is minimized. Southbound traffic on MoPac wishing to exit at Slaughter Lane will have a designated right-turn lane to head westbound, and two designated left turn lanes to head eastbound. Northbound traffic on MoPac wishing to exit at Slaughter Lane will have two designated left turn lanes and two designated right turn lanes to access eastbound and westbound Slaughter Lane, respectively. **Response: R125a** The purpose of the MoPac Intersections Project is to reduce travel delay and enhance safety by improving intersection operations. The proposed improvements would address this purpose into the design year (2035) without the need for additional capacity to MoPac. Additional lanes on MoPac would be considered a separate project.
126	Fossum	Michael	07/30/15	Comment Form	It is a shame that all the trees in the center median will be removed. TxDOT should consider transplanting some of the larger trees (oaks, pecans, etc.). There should also be remediation (planting new trees were possible) to offset the loss of ecosystem benefits provided by the existing trees.	Transplant some of the trees and plant new ones for those that are removed.	**See Response: R2**

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
127	Fossum	Michael	07/30/15	Verbal Comment given to Court Reporter	My name is Michael Fossum. I'm the executive director of the Austin Heritage Tree Foundation. I think the road project is a great idea. I think it's a shame that the trees in the median have to all be removed in order to fulfill the goals of the road project. What we're trying to do is organize an effort to perhaps transplant some of those large trees there, and would ask that, you know, we talked to TxDOT and they don't have any money in their budget to do that, but would ask that if we start to mount a campaign to that effect, that they also do an internal campaign to see if their staff members would be willing to contribute a little bit of money towards that because it makes it much more a community effort and makes it easier to raise money to do those types of things, we can say that TxDOT is on board and they put a little bit of money in the kitty and have -- are helping us to do a project of that nature.	Favors the road project but would like to transplant some of the large trees being removed. Wants to spearhead a campaign to raise money.	**See Response: R2**
128	Fowler	Mark	07/22/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. ”	Build Project	Comment Noted
129	Frey	Daniel	07/22/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
130	Frey	Jerry	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
131	Fusco	Sarah	08/10/15	Hand Delivered	Please accept the following comments on the “MoPac Intersections” draft environmental study: 1. Study the entire project, not just the segments: The proposed “MoPac Intersections” is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.		
132	Gallegos	Jim	07/22/15	Web Mail	These improvements are much needed and are already behind what is needed. Thank you for your service to us the public. Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
133	Garrett	Justin	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
134	Garrison	Jenna	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
135	Goeders	Peter	08/03/15	Web Mail	Project seems pretty straight-forward to me. I've dealt with the traffic since 1998 and am ready to get things going. I think the intersection proposals will meet our needs.	Build Project	Comment Noted
136	Goldsby	Greta	07/27/15	Web Mail	Please pardon the interruption, but I would like to offer my support of the proposed intersection projects at Slaughter and La Crosse Avenue. Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
137	Goldsby	Greta	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
138	Gonzalez	Frank	08/03/15	Web Mail	You need to reconsider using only one lane onto northbound MoPac from westbound slaughter. I don't think your traffic analysis shows the real traffic backup on Slaughter that goes all the way back to Bowie High School sometimes.	Build Project	Comment Noted
139	Goodrum	Jennifer	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
140	Goodwin	Vikki	08/03/15	Web Mail	I like the suggestions put forth by TxDOT: a diverging diamond intersection at Slaughter Lane and a standard diamond intersection at La Crosse with the highway being an underpass. We need the extension to MoPac now that there are so many homes this far south.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
141	Grace	Curtis	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
142	Graham	Shawn	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. Continuing to improve the mobility of this area is vital to the well-being and livelihood of those directly affected by the increased congestion in the area.	Build Project	Comment Noted
143	Gray	Ryan	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
144	Green	Allen	07/24/15	Web Mail	I wish to express my support for the proposed improvements at this intersection. Constructing underpasses at Slaughter and La Crosse Avenue will greatly improve traffic flow on South MoPac.	Build Project	Comment Noted
145	Green	Matt	7/23/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
146	Gress	Frieda	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
147	Groves	Eileen	08/03/15	Web Mail	I concur with putting MoPac under Slaughter & La Crosse but strenuously oppose the "Diverging Diamonds" concept. We drive on the right side of the road, human nature knows how to drive on the right side. This swinging back & forth is STUPID. If the majority of the traffic is passing thru north or south underneath, the traffic passing through the intersection will be substantially reduced & proceeding like they go through ordinary overpasses. These "creative" ideas of TxDOT as absolute failures -- the Y at Oak Hill hasn't helped traffic. The intersection of Wm Cannon & 290 is a continuing disaster at all hours. Why aren't there right-hand turn lanes to Wm Cannon N or S? Are you doing anything to relieve the backup from the Fly-over to MoPac S with the exit to Wm Cannon & backup of southbound service road of MoPac & Wm Cannon. From 3:30 to 7 it is jammed. Look & think about how traffic flows & design exits & intersections simply!!	Favors the underpasses but does not agree with Diverging Diamond Intersections	**See Responses: R25a and R35**

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
148	Guda	Nelson	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
149	Hall	Kerry	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
150	Hall	Robert	08/07/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
151	Haroldsen	Aaron	07/24/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
152	Haynie	Elizabeth	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
153	Heare	Jerry	07/23/15	Web Mail	I did not see a way to add your names to the TxDOT email for support. But I sent it anyway! I support the proposals and urge TXDOT to begin making these changes as soon as possible	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
154	Heare	Jerry	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
155	Hebert	Donald	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
156	Henry	Ray	07/25/15	Web Mail	I support the proposed underpass projects at La Crosse and Slaughter Lane for improved mobility. Thank You. Ray Henry	Build Project	Comment Noted
157	Hefner	David	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
158	Heldenfels IV	Frederick	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
159	Hendricks	Tim	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. Let's get Austin moving again.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
160	Hernandez	Felipe	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
161	Herring	Phil	07/24/15	Web Mail	I am officially in support of approving the proposals and proceeding with construction of the intersections at Slaughter Lane and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
162	Hesson	Shane	07/24/15	Web Mail	As a resident of South Austin, I am very optimistic that there were be some capital improvements to MoPac to help ease the commute to Central Austin. Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
163	Hibpshman	Karen	07/09/15	Web Mail	I feel the overall design of the Slaughter and La Crosse intersections on MoPac would be a great benefit to all that travel along MoPac. It improves the flow of traffic and will allow those continuing south to connect with SH45 or FM1826	Build Project	Comment Noted
164	Hildebrand	Wes	07/23/15	Web Mail	I'm a resident of District 5 and travel through both intersections at MoPac and La Crosse Avenue and Slaughter Lane. I strongly support intersection improvements at these locations and request that you approve the proposals to proceed to construct the projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
165	Hill	Richard	07/23/15	Web Mail	"Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. " Richard Hill, neighbor to MoPac and business owner.	Build Project	Comment Noted
166	Hindsman	Brenda	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
167	Holden	Nichole	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	public transit opportunities. No flyover in Zilker Park.	
168	Holding	Luke	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
169	Holman	Alan	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
170	Hood	David	07/30/15	Comment Form	Please consider moving the traffic lights back, closer to the stopping point. Your current drawings show the traffic lights to be behind the diverging (incoming lane) which seems like it could lead to crashes or at lease blocking of the lane, which would tie up traffic. This is hard to explain without using your diagram!	Build Project	Comment Noted
171	Hopke	Jim	07/29/15	Web Mail	Please approve the proposals and proceed to construct the DDI projects at Slaughter and La Crosse Avenue as soon as possible. As you know, this work will allow drivers who want to turn left to keep moving and reduces the number of traffic signals, resulting in a reduction in delays and travel time.	Build Project	Comment Noted
172	Horn	Jay	07/24/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. I have seen this DDI implemented in various areas and enjoy the efficiency it provides to travelers.	Build Project	Comment Noted
173	Horne	Ed	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
174	Howe	Kalinda	07/23/15	Web Mail	Please approve and move forward with the Slaughter Lane and la Crosse Avenue construction projects. This intersection, as is now, is very dangerous and in the past, has resulted in many traffic accidents and fatalities. Thank you for your consideration and time!	Build Project	Comment Noted
175	Ice	Lauren	07/30/15	Comment Form	This project imposes too much impermeable cover over the recharge zone and removes too much vegetation in this beautiful part of Austin. I worry that all of these plans, done piecemeal, do not consider the full impacts/cumulative impacts and it is not planning for (perhaps precluding planning for) mass transit, which needs to take place in the MoPac corridor. This project is in the recharge zone – it is offensive to hear your engineers/scientists say there will be no adverse impacts from this.	The project will harm the Edwards Aquifer Recharge Zone. Removes too much vegetation.	**See Responses: R2, R25c, R53j and R53l**
176	Innes	Jim	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
177	Islam	Rashed	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
178	Jenkins	Bobby	07/30/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
179	Jett	John	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
180	Jobes	Helen	07/27/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
181	Johnson	Adam	07/22/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. These improvements will positively impact me personally and will be beneficial to our community as a whole. Thank you for your efforts to solve some of the more critical traffic bottlenecks in Austin and to help our great city remain a great place to live and work.	Build Project	Comment Noted
182	Johnson	Chase	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
183	Johnson	Debbie	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
184	Jones	Bryan	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
185	Jones	Clint	07/23/15	Web Mail	I am in support of the MoPac intersection construction projects proposed at Slaughter and La Crosse Avenue. I hope that you will approve of those projects and commence constructing those intersections as proposed as soon as possible.	Build Project	Comment Noted
186	Jones	David	08/03/15	Web Mail	As someone who fights these two intersection each day when going to work, please built these underpasses. It's much needed. I would also love to see some aesthetic features on these bridges. Maybe bring in the Wildflower Center to help green up the project? Or use some colors or different stamp concrete design to be used on the walls.	Build Project Use aesthetic features on the bridges. Bring in the Wildflower Center to help	**See Responses: R2 and R2d**

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
187	Jones	Henry	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
188	Jones	Pat	07/22/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. This is much needed to improve traffic flow.	Build Project	Comment Noted
189	Joyce	Ben	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. I have lived in Austin all of my life and the traffic on South MOPAC must be addressed.	Build Project	Comment Noted
190	Jung	Emily	07/27/15	Web Mail	I write in support of the proposed underpasses at Slaughter and La Crosse Avenue. Please approve the proposals and proceed to construct the intersection projects located there as soon as possible.	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
191	Kallerman	Dick	07/30/15	Public Testimony	I'm Designated Chair for the Austin Sierra Club. On behalf (inaudible). I know the Environmental Assessment is on your website; but I urge you to put a copy in a couple of libraries in town, hard copies in a couple of libraries for those of us who are computer challenged. An Environmental Assessment is a very weak cousin to an Environmental Impact Statement, and the Environmental Assessment covers cumulative effects which is the MoPac South Project and 45 Southwest. That's about 15 miles over the Edward's Aquifer Recharge Zone, and I don't know how you can do that with an Environment Assessment. I would think an Environmental Impact Statement, a federal impact statement, is the very least to cover that kind of lengthy project. There was no mention of cumulative impact adding on the other part of the loop between 45 Southwest and Interstate 35, which would make what we call the Western Loop or Western Bypass on Interstate 35, from 35 all the way to Lady Bird Lake. Now, that's about 18 miles; and we would like to see an Environmental Impact Statement that tells us the environmental impact of 18 miles of highway over the Edwards Aquifer Recharge Zone, what the cultural impact would be, what the social impact would be of on the western bypass to I-35. I think somehow the federal folks in town are in slumber mode because of the magnitude of this project and the other projects that go along with it. An Environmental Impact Statement, certainly, is the very least that should be accomplished. Thank you very much.	Does an Environmental Impact Statement give us an accurate picture of the impacts to the Edward's Aquifer Recharge Zone.	**See Responses: R2b, R25b, R25c and R53g**
192	Kapner	Mark	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

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					increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.		
193	Kasper	Mary Alice	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
194	Keedy	Laura	08/07/15	Web Mail	Please reconsider your decision to only have one Lane entering N MoPac from traffic heading West on Slaughter Lane. It doesn't make any sense to go through all of the cost necessary to alleviate the massive amounts of traffic congestion in our area, only to cut corners that will not produce the type of relief we have fought so long and so hard for! I don't know what method was used to determine that only one turning lane is necessary at this intersection. Cutting lanes is a common practice at this particular area, and it's INFURIATING! Please do not be enablers of road rage. It would be so easy to designate one additional right turn lane that also has the option of going straight. PLEASE, PLEASE, PRETTY PLEASE reconsider this very sensible and easy fix. NOT KIDDING!	W Slaughter to north MoPac needs two lanes	**See Response: R18**
195	Keedy	Mark	08/04/15	Web Mail	Well overdue to begin this construction improvement. Please reconsider only having one west bound lane from Slaughter turning north onto MoPac. Even with the addition of 45 from 1626 to MoPac there will still be a lot of traffic coming from Shady Hollow, Oak Parke and Sendera using that lane to enter MoPac.	Build Project W Slaughter to north MoPac needs two lanes	**See Response: R18**
196	Keifer	Megan	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
197	Kelly	Robert	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

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					strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.		
198	Kimble	Logan	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
199	Kingham	Luke	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
200	Kniss	Elle	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
					Zilker Park, Lady Bird Lake Park, and Austin High school property.		
201	Koch	Steve	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
202	Korb	Ruth	07/31/15	Web Mail	Slaughter merging onto MoPac with only 1 lane? This is so ridiculous. There are too many subdivisions plus all the unknown areas accessing from 1626 to Brodie to Slaughter. Why are there 2 lanes departing from MoPac onto Slaughter so necessary if you have only 1 to enter? When that was built someone thought it a necessity for 2 lanes to turn onto Slaughter and it works. You usually only have to wait 2 or 3 lights to turn at peak traffic. It would only makes sense that 2 lanes are needed to enter. Please reconsider!!	W Slaughter to north MoPac needs two lanes	**See Response: R18**

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
203	Krayas	Berit	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
204	Krieger	Scot	08/03/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
205	Krob	Hannah	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
206	Kuykendall	Don	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
207	Laas	Steve	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
208	Lamm	Matthew	08/04/15	Web Mail	IT is time to get with the program. Having a single turn lane going North on MOPAC from west Slaughter lane is a disaster. Cars back up to Bowie High School in the morning sometimes, that is over a mile! There needs to be two lanes turning from W bound slaughter. Come drive Slaughter on a school morning around 8 am...good luck. Traffic at the MOPAC intersection has increased over 60% in the last 5 years. Time to get a real program in place not a Band-Aid on a gunshot wound.	W Slaughter to north MoPac needs two lanes	**See Response: R18**
209	Lamy	Jay	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
210	Lancaster	Julia	08/08/15	Web Mail	The plans for these intersection "upgrades" at Slaughter Lane and La Crosse Avenue intersections are concerning for two primary reasons: (1) There is a lot of concrete in these plans. It seems the mindset is to pave over every last green space in Austin in order to "improve" traffic congestion while ignoring alternative modes such as faster and efficient bus service. Before long, Austin and San Marcus (or San Antonio) will become one conjoined area - just like Dallas/Ft. Worth and their respective surrounding suburbs. BTDT (Been There. Done That.). I do not want that for Austin. (2) There is decimation of beautiful tree groves (just like what happened for the MOPAC "Improvement" portion) to be replaced by concrete roads and ugly sound barriers that will ultimately become graffiti pallets. In fact, when the sound barriers were in the first stages of construction on the west side of MOPAC - near the Enfield area - uncompleted panels were "tagged". Now, I have the displeasure of looking at ugly sound barrier walls on my daily commutes. Gone . . looking at those beautiful trees along MOPAC. And, these sound barrier walls are proposed on MOPAC South, too. If similar walls become part of this project, plant trees and/or bushes in front of them. Or, add growing vines, or any other vegetation that will moderate the ugliness of blank walls. Otherwise, they will ultimately get marked/tagged and have to be cleaned up at taxpayer expense. Plant trees, etc. in front of the barrier walls on the north MOPAC improvement stretch, too. Other comments: Maybe I missed the information, but there does not seem to be a coordinated plan for the entire length of MOPAC "improvements". It seems haphazardly put together with a fixation of "express lanes", miles of added concrete, and limiting the view of Austin's beautiful landscape with walls and high bridges. As a whole, alternative transportation systems do not support Southwest Austin. An example: it would take me 1-1/2 hrs. by bus in the morning to go from Oak Hill to northwest Austin. I can drive that route in approximately 30 minutes. Why would I take a bus when my round-trip commute is less than a one-way bus trip?	The proposed improvements should not be built – too much concrete and alternative modes of travel are ignored. Sound barriers are unattractive and if they are built need to have trees and bushes planted around them. Plant trees also. We need better and faster bus service and light rail.	**See Responses: R2, R2d, R25 and R25a**

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					Put money into meaningful alternative modes of transportation (better and faster bus service, light rail) that actually will service Southwest Austin residents and others.		
211	Lashinger	Robert	08/07/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
212	Legate	Luke	07/29/15	Web Mail	I would like to voice my support for expanding the MoPac intersections of Slaughter Lane and La Crosse Avenue. They lanes and space are available to alleviate traffic and stop lights for North and South bound travel. If you look at Southbound MoPac at rush hour (4-7 pm), it backs up to William Cannon. That is causing cars to idle for long periods. Please use the space to expand the lanes and create bridges or underpasses to keep traffic flowing. I have said for years, an additional lane could be added and provide some relief for drivers as well as help ease the backlog of cars. Austin, like it or not is a big city and our leaders must address expansion of roads for air quality, safety, and productivity. Please expedite the process and move forward already. Thank you	Build Project	Comment Noted
213	Lemos	Jesse	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. My wife and I just bought a house in Circle C. With the additional development of the land from La Crosse down to Back Bay Lane (office complex) it would be pertinent to get this roadway done before that is completed.	Build Project	Comment Noted
214	Lemos	Jesse	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
215	Lemos	Jim	07/23/15	Web Mail	I urge you to please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
216	Lewis	Julie	07/24/15	Web Mail	Just do it!	Build Project	Comment Noted
217	Lewis	Julie	07/30/15	Comment Form	There needs to be 2 lanes going from westbound Slaughter onto MoPac North. Every morning (Sept – June) the right lane of Slaughter backs up past Zuniga and sometimes all the way to Wolf Creek and beyond. From Zuniga, Often I have to run left into the left lane and merge into the standing traffic in the right lane to get on MoPac N. That one lane has to accommodate all of Shady Hollow, Oak Creek, Sendera plus all the traffic coming up from Brodie from 1626. Many people illegally turn right from the second lane.	W Slaughter to north MoPac needs two lanes	**See Response: R18**
218	Lickteig	Josh	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
219	Linehan	Paul	07/27/15	Web Mail	After reviewing the proposals for intersection improvements, I respectfully request that you approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
220	Lingor	Tania	07/23/15	Web Mail	I understand a conventional intersection is being proposed for the MoPac and La Crosse Avenue intersection and an innovative intersection referred to as a Diverging Diamond Intersection (DDI) at MoPac and Slaughter Lane. Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible	Build Project	Comment Noted
221	Little	Lew	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
222	Logue	Laurie	07/28/15	Web Mail	As a resident of Circle C for 10 years, Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
223	Luchak	Derek	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
224	Lutz	Matthew	07/24/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
225	Macfarlane	Andrew	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
226	MacLeod	Scott	07/31/15	Fax	These intersection improvements are a critical part of the planned changes to S. MoPac and SH 45. The current surface configuration cannot handle the increased traffic once SH 45 is open and MoPac traffic increases.	Build Project	Comment Noted
227	Maddox	Lawrence	08/01/15	Web Mail	Is there consideration being given to opening a southbound entrance to MoPac from Davis Lane? It seems awkward that one cannot access southbound MoPac nor can one exit at Davis Lane from Northbound MoPac south of Davis Lane. Maybe this project should include these modifications as well. PS, my interest, even though I live in Round Rock is that my son and his family live just off Escarpment.	Need SB entrance to MoPac from Davis Lane	**See Response: R25a**
228	Malina	Robert	07/23/15	Web Mail	An email of support for the DDI at La Crosse & Slaughter	Build Project	Comment Noted
229	Marcus	Troy	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
230	Marez	Juan	08/08/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
231	Martin	David	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
232	Martin	Jeremy	07/30/15	Comment Form	The Austin Chamber of Commerce is a membership organization representing 3,000 businesses in central Texas. The Chamber supports a comprehensive, regional, multimodal transportation system. These proposed intersection improvements on MoPac South will reduce traffic and improve mobility. The Chamber supports the immediate construction of these intersections to provide much needed traffic congestion relief as soon as possible.	Build Project	Comment Noted

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
233	Martin	Jeremy	07/03/15	Public Testimony	Good evening. My name is Jeremy Martin, and I'm here on behalf of the Austin Chamber of Commerce. The Austin Chamber of Commerce is a membership organization representing 3,000 businesses here in Central Texas. The Chamber supports comprehensive regional multi-mobile transportation systems. These proposed intersection improvements on MoPac South will reduce traffic and improve mobility. The Chamber supports the immediate construction at these intersections to provide much needed traffic congestion relief as soon as possible.	Build Project	Comment Noted
234	Martin	Kendel	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
235	Matheney	Clark	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
236	Mathias	Matt	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. They are long overdue and will help Austinites live a better life and reduce pollution by keeping our automobiles moving.	Build Project	Comment Noted
237	Matthews	Steve	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
238	McDonald	Wayne	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
239	McFarland	Susan	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
240	McGregor	Doug	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. As a real estate professional, transportation matters to my clients.	Build Project	Comment Noted
241	McIntyre	Chris	08/10/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
242	McLean	Carlotta	07/26/15	Web Mail	I write to say that I support the immediate approval of improvements to MoPac at La Crosse and Slaughter Lanes.	Build Project	Comment Noted
243	McLean	William	07/31/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
244	McWhorter	Kathleen	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

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					Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	
245	Meade	Ron	08/08/15	Web Mail	I am not in favor of this proposal. I would MUCH prefer to see improvements in public transportation rather than accommodating more single occupancy vehicles with more lanes of asphalt. Specifically, I'm not willing to sacrifice trees and green space for asphalt and sound barriers. I personally commute by bicycle most days from Oak Hill to Downtown Austin. I SO MUCH appreciate the bike/pedestrian bridge project over Barton Creek and Loop 360!! There ARE alternatives to single occupancy vehicles. With more/better options available - rail, efficient bus system, safe bike/pedestrian lanes - more citizens will choose to use alternatives. Finally, emphasis from City and community leaders to promote public transit options is vital in keeping Austin from being "developed" into another Houston.	Do not build. Invest instead in public transit and bike/pedestrian lanes. Do not sacrifice trees and green space.	**See Responses: R2 and R25**
246	Mercer	Thomas	07/23/15	Web Mail	"Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. "	Build Project	Comment Noted
247	Miksch	Josh	07/23/15	Web Mail	All, Please approve the intersection and underpass proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. These projects will provide greatly reduced travel times for my wife and I every day and will help improve our quality of life here in south Austin.	Build Project	Comment Noted

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
248	Miller	Kathi	08/01/15	Web Mail	1. I agree with Keep MoPac Local that this project is obviously just part of an overall plan to link MoPac with I-35. I do not want a six-lane interstate highway going two blocks from my house. I do want to keep MoPac local. 2. I am concerned that the construction at Slaughter and La Crosse is going to turn Davis Lane into a very crowded link from MoPac to Escarpment to Circle C and back as drivers try to avoid the construction. 3. I am concerned about the Wildflower Center. Please do not damage this jewel of Southwest Austin.	Do not build. This is part of a plan to link I-35 to MoPac. The construction will harm Davis Lane and the Wildflower Center.	**See Responses: R2b, R2d, R3, and R35a**
249	Miller	Paul	07/23/15	Web Mail	I am fully in support of the proposed MoPac improvements at the Slaughter and La Crosse intersections. Please approve the proposals and proceed to construction as soon as possible. I travel these intersections regularly and these improvements are desperately needed.	Build Project	Comment Noted
250	Miller	Troy	07/23/15	Web Mail	Please approve the proposals for the MoPac intersections at Slaughter and La Crosse. Not only will this help traffic on MoPac, but it will alleviate rush hour traffic headaches on Slaughter Ln while trying to access MoPac. We need this done ASAP!!! Thanks!	Build Project	Comment Noted
251	Mills	Chip	07/23/15	Web Mail	As a resident of southwest Austin, I ask that you please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
252	Milstead	Phyllis	07/24/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. ”	Build Project	Comment Noted
253	Mitchell	Cathy	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. There aren’t any good alternatives for those of us who have to travel that route every day.	Build Project	Comment Noted
254	Moore	Graham	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
255	Moore	Joseph	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
256	Moore	Tatum	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
257	Morgan	Rusty	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
258	Morrow	Krissy	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
259	Murphy	Matt	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
260	Murphy	Michael	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
261	Murr	Vickie	07/23/15	Web Mail	I have a 19-mile commute to work every morning. I take Bee Cave Road from Highway 71 to MoPac. Depending on the time of morning, it can range from 1 hour and 45 minutes to 30 minutes if you wait and leave at 9:30am – and that's when school is out! Your campaign for this "Diverging Diamond Intersection" has a lot of promising features to it for a city that is over grown, has at least 180 new people/families moving here every month (adding to the traffic problem), and a severe mobility issue in every square mile of this city and the surrounding suburbs. Living in southwest Austin, I have seen the growth factor sky rocket and now there is a true grid lock at least once or twice a week that you hear on the news and it's due to poor infrastructure and	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
					over growth. Just look at how long we have heard about the "Y" in Oakhill in the news…15 years at least to revamp and it's just now being done – partially. I have seen the TxDOT video and like the idea because the over-all flow of traffic on highways means several lanes and minimal traffic lights. I bet if I printed up a bumper sticker "NO MORE TRAFFIC LIGHTS IN AUSTIN, TEXAS" and sold them for $1.00 each, I could fund your project! More stagnation within our infrastructure is just like pouring concrete on the cars in motion. I know you are focusing on Slaughter & La Crosse Avenue and this area has become just like all the others in Austin – it's a hot mess. If it's your commute, you are stuck in long lines of traffic, irritated drivers and unfortunately you witness on a regular basis road rage, Austin drivers running red lights out of frustration and that creates wrecks, more backed up traffic and at time it takes precious lives. Austin drivers take the feeder roads between the major highways in Austin (Highway 290, Highway 71, Highway 360 & MoPac) and these are areas where this could be a great value too. I see this DDI as having great potential for movement instead of gridlock. I hope this project is listened too and goes through so it will be a catalyst for all the other areas in Austin that need attention badly. You know they used to say you spent most of your time at home or at work. They didn't live in Austin, Texas and have to drive!		
262	Murray	Kathryn	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	public transit opportunities. No flyover in Zilker Park.	
263	Musat	Vincent	08/03/15	Web Mail	Please construct the MoPac improvements as quickly as possible as traffic is worsening and safety is the biggest concern. These and all other proposed expansions and improvements to the roadway and highway network in southwest Austin need to be contracted now and not 10 years from now. All of these projects have been put off long enough and are way overdue!!!! BUILD THESE ROAD PROJECTS NOW!!!!!	Build Project	Comment Noted
264	Myers	Cis	07/23/15	Web Mail	It is very important that transportation become a top priority in Central Austin and Travis County. We have to start somewhere so let's start with some MoPac proposals. Please approve these and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
265	Nabers	Mary	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
266	Nabours	Cathy	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
267	Nappi	Chris	07/30/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
268	Nash	John	7/30/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
269	Nelms	Todd	07/29/15	Web Mail	As a long time citizen of South Austin I have seen the incredible growth of our city and the resulting traffic problems. I am writing you today asking to please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. Infrastructure projects such as this will help alleviate the traffic congestion in the South MoPac corridor and help Austin move forward.	Build Project	Comment Noted
270	Nelson	John	07/31/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
271	Neslund	Melissa	07/24/15	Web Mail	As a south Austin resident who inches on MoPac south each day, I beg that you approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
272	Neujahr	Jeff	08/10/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
273	Newman	JP	07/22/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. IT IS MUCH NEEDED!!!!	Build Project	Comment Noted
274	Nichols	Shannon	08/03/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
275	Nichols	Shannon	08/10/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
276	Nims	Adam	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
277	Nirenberg	Alan	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
278	Nirenberg	Alan	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
279	Noling	Craig	07/30/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
280	Nordstrom	Marisa	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
281	Offineer	Therese	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
282	Opalka	Doug	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
283	Oreyzi	Shaadi	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
284	Patman	Jason	07/30/15	Public Testimony	Thank you everybody for taking the time to hear your community. This is how the greatest decisions in history have been made. We have reached a critical point for the automobile, where one of the greatest innovations of the modern era has met its limitations. We're swinging away from moderate use and are beginning to experience the effects of abuse, the ever-expanding demand for roadway. In our current frame of mind, it's set TxDOT eyes on a piece of land which contains geological miracles, a place deemed sacred by the indigenous people. This place has retained its virtue despite constant threats of development by the efforts of the people of your community, driven not by money or private interests, driven by unbounded passion to do what's best for the land that gives us everything. The best solution, as always, will take time and hard work. It will take looking at how we lived in the past and interfacing that with today, establishing business closer to home, creating social network spaces to employ your neighbors so you don't have to go as far as to do the jobs that you did, and eliminating the need for commerce outside of town. As of now the majority of commuters travel to work solo. That's a lot of extra cars. Carpooling is more fun, anyway. Employers incentivize and encourage carpools. The man in the suit that comes to your town in a time of struggle with promises to improve the situation for the right price, the town ends up divided by this unnecessary and ineffective improvement is our type of story. When a town has what they need and somebody comes through with improvement from the new world, it's the same story. It's history repeating itself. Do not be fooled by this quick fix that would just end in more traffic congestion. We have everything we need. You're alive today, aren't you? Let's go forth and honor our ancestors by making the most out of what we have, looking closer to home for solutions, building community and building our neighbors instead of carving up the last of the sacred lands and waters that brought the pioneers and the native people to this enchanting land, where rivers merged and opportunities were thick.	The automobile has met its limitations. We don't need to build on sacred land to expand the roadways. Carpools and public transit are better options.	**See Response: R25**
285	Paulovich	Elizabeth	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
286	Pavlinik	Caroline	07/22/15	Web Mail	I am a District 8 Resident and a citizen who uses this intersection multiple times a day! Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
287	Peredo	Carols	08/01/15	Web Mail	I do not believe the divergent diamond provides enough traffic relief for the MoPac/slaughter intersection. Please reconsider a larger and more robust intersection type that would serve our neighborhoods better. The slaughter westbound entry to north MoPac needs at least 2 lanes as it is a constant struggle every morning with the current one lane entry. I see how the divergent diamond would help alleviate the traffic, but with continued growth in the area I do not see the divergent diamond as a viable long term solution. I also see it as a hazard as I see many accidents currently at that intersection, and the divergent diamond would turn those T-bone accidents into head to head collisions, which are categorically worse. There are several thousand type A personality type people that live in the Circle C area, and I believe the traffic flow created by divergent diamond pattern would invite more lethal type accidents when combined with the driving patterns of the neighboring population.	Diverging Diamond Intersection concept will not provide traffic relief	**See Responses: R18 and R35**
288	Perez	Bethany	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
289	Perez	Cynthia	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

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					damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.		
290	Perez	Jose	08/07/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
291	Perry	Chris	08/06/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
292	Perry	Daniel	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
293	Person	Casey	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
294	Personett	Mike	08/10/15	Letter	The City of Austin (the City) has reviewed the Draft Environmental Assessment (DEA) for the MoPac South La Crosse and Slaughter intersections project, which was published for public comment on June 30, 15 and offer the following comments for your consideration. Broadly, we understand the limitation on the level of detail that can be provided during the environmental review process and in the supporting documentation. The City appreciates the willingness of the project sponsor, the Austin District of the Texas Department of Transportation (TXDOT), to engage with the City during the design and construction phases of the project. While the City has concerns about the adequacy of the technical documents that support the findings in the DEA, we feel it is more important to engage collaboratively in future phases of the project to achieve a shared goal of avoiding, minimizing, and mitigating potential adverse environmental impacts, particularly in regard to sensitive karst features and groundwater resources. The attached comments include suggestions on technical and inter-agency coordination issues that should be addressed for this project. Importantly, many of the technical and coordination issues associated with this project are substantially similar to issues associated with other CTRMA projects that are currently undergoing environmental review (i.e., MoPac South and Oak Hill Parkway). Accordingly, we are hopeful that we can apply coordination processes, environmental protection strategies and measures, and lessons learned from the subject project to other major roadway projects in the Edwards Aquifer Barton Springs Zone (BSZ). The concerns of greatest importance that we believe should be addressed during the design and construction phases of the project are summarized below. *The "community standard" of non-degradation of water quality should be adopted for the design of stormwater controls. As has been demonstrated through our collaboration on the SH45 Southwest Project, it is feasible from both a technical and cost perspective to achieve significantly higher levels of stormwater treatment than that required by current State of Texas regulations.	The City of Austin offers suggestions to enhance technical and coordination issues to avoid and minimize adverse environmental impacts to the BSZ during construction.	**See Responses: R2, R25c, R53, R53i, R53j, R53k and R53l** **Response: R294** TxDOT plans to continue moving forward, with focus on increased face-to-face interaction, on practical outcomes, and on the sharing of technical expertise with the City of Austin that is mutually beneficial. **Response: R294a** 1. A description of how the document is organized and where to find supporting information was added to **Section 1.1**. 2. The EA was revised to state that five potential karst features were found in the right-of-way. 3. All commitments made in the EA will be included in the final design plans. 4. The Hazardous Materials Technical Memorandum regulatory records review was conducted by GeoSearch and documented in a Radius Report. The Radius Report was prepared for two projects: MoPac South (from Cesar Chavez Street to Slaughter Lane) and MoPac Intersections (from north of Slaughter Lane to south of La Crosse Avenue). The elements of the Radius Report that relate to MoPac Intersections are highlighted in yellow. 5. Comment noted.

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					*While the City understands the concept and definition of "independent utility", the required analysis of cumulative impacts should extend to existing, planned, and reasonably foreseeable mobility projects that are or will be physically interconnected at a regional scale and which may have impacts on a common regional environmental receptor (i.e., the Edwards Aquifer and associated natural resources). The significance of this from our perspective is that there may be opportunities to offset impacts from one project with mitigation measures in another, and perhaps even to achieve an overall net reduction in pollutants at a regional level from roadways in the BSZ. *For the construction phase of the project the City remains available to assist with the development and implementation of a rigorous environmental compliance process. As has been committed for the SH45 SW project, this should include third-party oversight and inspection (i.e., an Environmental Compliance Officer) with authority to ensure full compliance with environmental protection requirements. *Extend the collaborative process we are engaged in for the SH45 SW project to this project, as has been discussed with the TXDOT Austin District. This would include convening working groups of technical experts from various stakeholder agencies to address such topics as water quality controls, construction phase environmental compliance, and monitoring and adaptive management. Participating agencies should include CTRMA, TXDOT, the Barton Springs Edwards Aquifer Conservation District, Travis County, and the City of Austin. *Consider the potential merits of engaging the City for the ongoing inspection and maintenance of stormwater management facilities for this and other projects in the BSZ. *Include environmental monitoring, both during and after construction, to ensure timely detection and adaptive management responses to problems that may arise that threaten sensitive environmental resources. The City looks forward to continuing to build a strong collaborative relationship with both CTRMA and the TXDOT Austin District for the betterment of the community and the region, both in terms of addressing pressing mobility issues and protecting the natural environment. If you have any questions or would like to further discuss these concerns, please contact me at (512) 974-2652 or at mike.personett@austintexas.gov. **Considerations during Project Design and Construction:** *(5.12.2) Creating temporary impoundments (for example up-gradient from E&S controls, or grade changes in preliminary grading work) could be utilized during construction as a temporary ponding area to hold some sediment-laden water and prevent its transport off site. *Vertical sand filters are identified as potential BMPs for the project. Vertical sand filters, such as those currently in use on MoPac south are reported to have design problems affecting performance and require significant maintenance. The City remains willing to work with your design engineers on more effective alternatives for these BMPs through the technical workgroup		

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					process. *It does not appear that the proposed project would directly impact the hydraulic conveyance of the impacted channels (unnamed Tributary to Kincheon Branch – culverts, Slaughter Creek – bridge and relief culverts, Slaughter Creek Tributary 4 – culverts, Danz Creek Tributary 1 – culverts). Based on City models, the existing roadway is not overtopped at the Slaughter Creek crossing. *Our primary stormwater quality concern is that sufficient detention be provided for the proposed areas of new impervious cover and that the existing detention volume along the corridor be maintained. The existing detention most likely to be impacted would be the area between the existing MoPac lanes to the south of Slaughter Lane. Project schematics show approximate areas for detention that we believe can be of sufficient size, but we request review of design calculations and plans to verify the adequacy of these controls. *Based on the TxDOT Hydraulic Design manual, for a given project the designer chooses the design storm frequency, or inversely the Annual Exceedance Probability (AEP) for a structure. Typically, this is selected based on risk and economic factors. The Draft EA does not specify the AEP for this project. It does state that the detention ponds are designed to attenuate the peak flows for "a range of storms, including the 2-year". Also state in the report: "The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable." Not stated in the report is the storm frequency that causes inundation. The City requests more information on the AEP (or level of service) for the project. *The City requests that TXDOT consider using the community standard of non-degradation or no increase in pollutant loading, in the design of stormwater control measures. This would be similar to what is being accomplished on the SH45 SW project as a result of collaboration of City engineers and CTRMA consultants. This could be acknowledged in Section 8.2 of the EA on water quality commitments. *Consider new alternatives to the hazardous materials traps (HMT) that were required by the 1990 consent decree with the Barton Springs Edwards Aquifer Conservation District. Some of these units have had operational difficulties in the past and there may be designs and controls to increase the efficiency for the nine within the ROW of this project and the one that is to be replaced. Telemetry such as described for use on Batch Detention facilities being considered by CTRMA on other projects could also be added to receive advance information in the event of a collected spill and when maintenance is required. Collaboration on investigation of new options for HMTs during the design phase of this project would benefit all organizations involved. *The City requests that staff geologists receive notice and have the opportunity to observe and consult in mitigation of any significant karst voids encountered during the construction of the project. An objective of void mitigation where feasible should be to maintain of the integrity of the void and		

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					associated flow pathways. *Since there is no State of Texas guidance on the matter of karst biological surveys, if caves are encountered if construction U.S. Fish and Wildlife Service standards and procedures should be used. (U.S. Fish and Wildlife Service. 2014a. Section 10(a)(1)(A) Karst Invertebrate Survey Requirements for Conducting Presence/Absence Surveys for Endangered Karst Invertebrates in Central Texas. Austin Ecological Services Filed Office, Austin, TX. May 8, 2014). If karst features encountered during construction that have potential habitat for listed species of concern, we request that biologists with the Austin Water Utility Wildlands Division be consulted. *Recent projects constructed for TXDOT/CTRMA (e.g., Oak Hill area, FM 1626, MoPac North) have installed erosion and sedimentation controls that meet regulatory requirements but have failed to control transport of sediment off site. Close monitoring of E & S controls by an on-site Environmental Compliance Manager would help ensure adequate performance of these controls and timely modification of controls to prevent the discharge of sediment from disturbed areas *During construction staging, vegetation this is to be removed should be used for mulch to distribute on-site for soil stabilization. This will minimize importation of materials that could contain invasive plant and insect species. *During construction staging, any permanent water quality controls should be constructed first, if possible, in addition to proposed temporary controls. *The City requests that you share a draft of the Water Pollution Abatement Plan during the development of project Plans, Specifications and Estimates (PS&E) at the earliest opportunity. The City would like to collaborate with TXDOT on the Geologic Assessment and BMP sections of the WPAP document. This could obviate the need for additional formal comments by the City on the official submittal. **Proposed Corrections and Minor Changes to the Draft Environmental Assessment:** *Readability of the document would be improved by adding a brief description of how the document is organized. This could explain that the body of the document is abbreviated and that analysis supporting the findings and conclusions are found in Technical Memoranda. *The statement in section 5.13.3 that “two recharge features and one sinkhole were identified” appears to conflict with statement on page 14 in Section 5.12.2 that the ROW contains one subsurface basin and three surface drainage basins for caves/sinkholes and that five features were observed in the ROW. *Much of the 184 pages of the hazardous materials appendix could be removed since the report contains all records for the entire MoPac South project, including the intersections. There are only nine pages highlighted in the GeoSearch report that are relevant to subject project. *Please show the buffer for the Slaughter Creek fracture zone on project site plans with a note on design plans that the area is to be fenced to prevent disturbance prior to or during construction.		

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					*Review of digital versions of the document (or future environmental review documentation) would be improved by providing hyperlinks to other supporting documents, such as referenced TxDOT guidance or design manuals. This would be beneficial to both the public and interagency partners interested in understanding the specifics of design and environmental requirements.		
295	Peschel	Randy	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
296	Peters	Pete	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
297	Pheiffer	Sam	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
298	Pickens	Matt	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
299	Pierce	Darrell	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
300	Pollock	Josh	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
301	Pope	Richard	07/30/15	Comment Form	I completely support the building out of Loop 1 in preparation of the addition of completing the extension of SH 45. Please, do NOT let SOS and the other so called environmentalists to dissuade this from happening. They have no concern or real interest of the people who live in SW Austin or Travis County. If we really are to be honest, we need to admit that MoPac already has the traffic that SOS claims will be added. They are already there. SW 45 addition and the expansion of Loop 1 will simply move traffic off of Brodie Lane.	Build Project	Comment Noted
302	Powdrill	Brent	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
303	Powitzky	Chris	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
304	Price	Tom	08/03/15	Web Mail	You should do NO BUILD. Mo Pac should be a local road. You are trying to turn it into a substitute for I35. The people don't want that. Widen I35 if you need to, or make I30 a FREE way.	Do Not Build. MoPac should not be a substitute for I-35.	**See Responses: R25a and R32**
305	Priddy	Cliff	08/09/15	Web Mail	I support your proposal to add toll lanes on MoPac from downtown to 45. I also support the proposed underpasses at La Cross and Slaughter. Please complete these projects as fast as you can!	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
306	Primosic	Don	07/29/15	Web Mail	Please provide the traffic count information for the following: 1. Current traffic counts at Slaughter and La Crosse. 2. Traffic counts after the SW45 extension project is completed and operational. 3. Traffic counts if only underpasses at both intersections are operational without the DDI is in place. 4. Traffic counts after the SW45 extension is operational and both underpasses are in place without the DDI. 5. Traffic counts with the DDI solution and with the SW45 extension in place.	Please provide traffic counts.	**See Response: R2a** **Response: R306** As explained in R35 and R32, several interchange options were evaluated at Slaughter Lane. A standard diamond interchange at Slaughter Lane was not recommended because in 2035 the intersection would not operate at an acceptable level of service (LOS). As such, the standard diamond interchange at Slaughter Lane would not address the purpose of the project (reduce travel delay and enhance safety by improving intersection operations). Several tables in the *Proposed Action, Purpose and Need Technical Memorandum* provide detailed traffic information including the number of vehicles entering the intersections, LOS and total delay during the morning and evening peak hours. Table 2 describes the current (2013) traffic conditions in the MoPac Intersections project area. Table 7 describes the 2035 traffic conditions assuming all projects listed in *CAMPO 2035* are constructed **except** the MoPac Intersections Project (referred to as the No-Build Scenario). Table 8 describes the 2035 traffic conditions assuming all projects listed in *CAMPO 2035* are constructed including the MoPac Intersections Project as proposed (referred to as the Build Scenario). Table 8 then provides a comparison of the 2035 Build and No-Build Scenarios.
307	Pruett	Darryl	08/03/15	Web Mail	One lane from Slaughter onto MoPac is asking for disastrous bottlenecks. There needs to be more lanes for traffic moving onto MoPac from Slaughter.	W Slaughter to north MoPac needs two lanes	**See Response: R18**
308	Purcell	Jennifer	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
309	Putman	David	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
310	Ragusa	Jake	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
311	Ramirez	Michael	07/23/15	Web Mail	I wanted to reach out to you to ask that you please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. This is vital to the growth of Austin and we really need this to happen.	Build Project	Comment Noted
312	Ramseur	Mark	07/30/15	Web Mail	As a resident of northern Hays County with an office in Austin, I use MoPac south on a daily basis. It is my opinion that the intersection projects at Slaughter and La Crosse Avenue are both needed as soon as possible. I am very supportive of both projects.	Build Project	Comment Noted
313	Randazzo	Chris	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. These improvements are one of many that are needed to improve our local mobility and improve our quality of life in central Texas.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
314	Ravensborg	Shana	08/04/15	Web Mail	As someone who drives this stretch on a daily basis, I am excited about the proposed changes. The only remaining concern is a note in the Statesman regarding the SH45 project which will be potentially ongoing at the same time. They reported that it appears that project will complete BEFORE this one. I can't begin to imagine the nightmare that will ensue if SH45 opens WITHOUT traffic flowing unimpeded on south MoPac at La Crosse and Slaughter. You may not have a final construction schedule, but I would ask that there be some coordination between the two projects and as much effort as possible put into coordination of the work. The overlap may be due to things like side street, landscaping, etc - but if the traffic is still stopping at traffic lights when 45 opens, we will see crazy gridlock at rush hour. Keep up the great work - and get 'er done!	Build Project. Concerned about SH45 SW opening up before the Intersections Project	**See Response: R42**
315	Rea	Steven	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible. Both of these projects will have a tremendous impact on the future of Austin and managing our future transportation and traffic needs.	Build Project	Comment Noted
316	Reed	Amy	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
317	Reed	Jerry	07/23/15	Web Mail	The traffic flow for MOPAC is as important as IH 35. These arteries are the traffic lifeblood of Austin and vital to our economy. Please approve and support the construction of improved intersection on MOPAC at La Crosse and at Slaughter lane.	Build Project	Comment Noted
318	Rein	Bob	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
319	Reynolds	Jessica	08/10/15	Web Mail	The MoPac intersections project is CRITICAL to the safety and quality of life for South Austin residents as well as a way to decrease pollution and environmental impacts. Without these improvements, traffic will continue to back up, commutes will take longer and longer, pedestrians and bicyclists will be in great danger, accidents will continue to happen, and pollution from idling motors will pollute our air and water. Doing nothing is not an option! It is vital that these improvements take place. I STRONGLY support these improvements and VEHEMENTLY OPPOSE doing nothing.	Build Project	Comment Noted
320	Ridgeway	Jean	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
321	Ridgeway	Ryan	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
322	Rindahl	Brock	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
323	Roberts	Mark	07/31/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
324	Robinson	Wes	08/03/15	Web Mail	I'm a resident of Circle C and a certified cycling instructor for the League of American Bicyclists and I am writing in opposition to the proposed divergent diamond intersection design at Slaughter and MoPac. Through traffic is required to swerve to the opposite side of the roadway on the bridge and to return to the right side of the roadway after the bridge. All of this lateral roadway movement will occur next to cyclists in bike lanes (which do not exist on either side of the intersection) likely resulting in motorists inadvertently crossing into the bike lane as they swerve from one side to the other. If a divergent diamond intersection is necessary, I would propose protected bike lanes with concrete barriers to prevent motorists from encroaching into the bike lane or I would remove the bike lanes entirely, add shoulders to the right-most through lane, and install "Bicycle May Use Full Lane" signs encouraging cyclists to slow traffic by controlling the lane through the intersection, in accordance with best cycling practices.	Opposes Diverging Diamond Intersection design. If this has to be built, protect bike lanes with barriers or remove bike lanes and add shoulders	**See Responses: R1 and R35**
325	Rogers	Jeff	07/23/15	Web Mail	I approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
326	Rollins	Mike	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
327	Rose	Jimmy	07/31/15	Web Mail	At the 7/30/15 public hearing at Bowie High School, it was noted that there will remain only a single lane entering MoPac north from westbound Slaughter. This lane backs up past Zuniga drive during the morning rush hour, and I would like to urge reconsideration of this approach.	W Slaughter to north MoPac needs two lanes	**See Response: R18**
328	Rosenberg	Richard	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
329	Ross	George	07/23/15	Web Mail	The environment study receives my complete support. Please proceed with design, bidding process, selection of contractor and construction as soon as possible. The intersections are badly needed. By the date the intersections are completed, they will be needed far more than today.	Build Project	Comment Noted
330	Saad	Walter	07/31/15	Web Mail	I have reviewed the website regarding improvements to the MoPac intersections in South Austin. Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
331	Schissler	Jim	07/30/15	Comment Form	The project should move forward to complete MoPac as an expressway by converting the last two signalized intersections to interchanges. This I the last phase of design who's time has come based on the volume of traffic and the continued growth in southwest Austin. With their commitment to meeting the environmental standards and the advancement in pollution controls, I am sure his will be a great example of how highway engineering can improve conditions of those using MoPac.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
332	Schissler	Jim	07/30/15	Public Testimony	I'd like to say that I think this project should move forward to complete MoPac as an expressway, converting the last two signalized intersections into interchanges. This is the last phase of a design for the highway whose time has come based on the volume of traffic and the continued growth in southwest Austin. With their commitment to making the environmental standards and advancements in pollution controls, I'm sure this will be a great example of how engineering can improve the conditions of those using MoPac. The evidence is based on the current conditions of MoPac that these interchanges were originally designed to be built, and their time has come.	Build Project	Comment Noted
333	Schlotter	William	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
334	Schooley	Lexi	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
335	Schott	Marcia	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
336	Schwartz	William	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
337	Scott	Chuck	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
338	Scott	Dale	07/31/15	Web Mail	The plan regarding the MoPac and Slaughter is very concerning to me. Westbound slaughter lane traffic sees significant backup in the mornings. I've seen it back up all the way past Bowie. As a resident of Sendera Place, this is very troubling to me in the mornings, as I work downtown and have significant wait times just to get to the westbound lane from the south side of slaughter. I believe that two lanes are still needed at the Slaughter MoPac intersection along with a right turn only lane. There are also significant delays south bound at MoPac and William Cannon because of the merging traffic from Westbound 290 and the reduction of MoPac from 3 lanes southbound to 2. Much of this could be reduced by very little funding. Southbound MoPac is wide enough to continue the 3 lanes south bound all the way to Davis lane. TX Dot could have the furthest right lane end as an exit to Davis at that point. This would reduce the backup significantly, as many motorists are exiting at Davis and the bottleneck would not occur at William Cannon.	W Slaughter to north MoPac needs two lanes Bottleneck at MoPac and William Cannon. Continue 3 lanes SB all the way to Davis.	**See Responses: R18 and R25a**
339	Scott	Travis	07/27/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
340	Scruggs	Ed	07/30/15	Comment Form	While I oppose the way the environmental study is broken up and not a complete study of the entire MoPac corridor, if this project goes through I am worried about potential light pollution to the Wildflower Park, Circle C on the Park and the Wildflower Center (near La Crosse). Would like to see more specifics on how light pollution would be controlled – and hope you will use LED lighting with light controlled Boxes (down facing light boxes) – and also minimize the height of the light poles.	Concerned about light pollution on Circle C on the Park and the Wildflower Center	**See Responses: R2b and R25d**
341	Seaberg	Shawn	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
342	Segal	Amy	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
					3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	
343	Seldon	Niles	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
344	Semiglasow	Carolyn	07/31/15	Web Mail	Your plan to keep only a single lane entering MoPac north from westbound Slaughter is a dangerous one. Regardless of your "traffic pattern analysis", there needs to be two lanes turning north onto MOPAC. It is better to get this right the first time.. On Slaughter, the right lane backs up so far - at least past Zuniga - during heavy traffic times that many people do the jerk-merge to get on MoPac. This is dangerous and will cause even more problems as more traffic flowing through the intersection will encourage more people to go around the waiting traffic and try to merge in at the front. Short sighted and dangerous.	W Slaughter to north MoPac needs two lanes	**See Response: R18**
345	Shaffer	Dustin	07/31/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
346	Sharp	Jerry	08/04/15	Web Mail	A attended the first part of the public hearing on July 30th at Bowie High School. I got all of my questions answered by the staff/consultants. I am pleased with all the plans. Thank you for your planning.	Build Project	Comment Noted
347	Shea	Brigid	08/10/15	Web Mail	Please consider these comments on the "MoPac Intersections" draft environmental study. These are submitted on behalf of Brigid Shea, Travis County Commissioner, Precinct Two. At the outset we respectfully ask that you step back from your current process in order to study the entire proposed MoPac expansion and SH 45 SW tolled loop as a whole in a single study. The proposed "MoPac Intersections" is a two mile segment of the larger, approximately 18-mile long project that, as proposed, would convert MoPac from a local commuter highway into a second interregional, partially tolled highway and alternative to Interstate 35. This fundamental change to MoPac poses a substantial threat to the quality of life and health of MoPac commuters and those who live, play, attend school, or work along this proposed 18-mile project. The special places that will be harmed by this project include Barton Springs, Zilker Park, the Lady Bird Johnson Wildflower Center, Lady Bird Lake, Lady Bird Lake park land, the Austin Nature Center, the Zilker Botanical Garden, the Barton Creek Creek greenbelt, Flint Ridge and Blowing Sink caves, and Austin High School. Approximately fourteen (14) of the 18 miles of the SH 45 SW/MoPac expansion loop, including the two mile long "MoPac Intersections" segment, would be built on top of the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project, before any part of it is built, in order to understand the overall impacts on Barton Springs, the Barton Springs Edwards Aquifer, and on Austin. A comprehensive study is the only way that a proper consideration of alternatives can be done in a meaningful way. Those potential alternatives include paying off the toll debt on SH 130 so that it will better serve its intended purpose – to relieve traffic on I-35. Providing public transit along the I-35 corridor is also needed, together with planned improvements to I-35. In the current, piecemeal process, the only alternatives considered are alternatives to each piece of the MoPac/SH 45 SW loop: the question of	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2, R2a, R2b, R2c, R3, R25, R25a, R25c, R25d and R53g**

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					alternative investments that would improve north-south commuting without connecting South MoPac to Interstate 35 is never raised (or, is only raised on the very last piece, when hundreds of millions of dollars have already been spent based on the assumption that the last piece will, of course, be built, as recently expressed by Capital Area Metropolitan Planning Organization Chair Will Conley). For more than thirty years the official comprehensive plan for the City of Austin has called for steering development to the east and downstream of the Barton Springs Edwards Aquifer recharge zone. City of Austin voters have approved more than $100 million in bonds to purchase parks, preserves, and watershed protection lands over the Barton Springs Edwards Aquifer in order to protect the aquifer and provide for recreation and wildlife conservation. Many of these lands would be directly harmed by air, water, noise, and light pollution resulting from the proposed SH 45 SW/MoPac expansion loop. Yet, as proposed, the expansion of MoPac with the "MoPac Intersections" and "MoPac South" projects, taken together with the proposed SH 45 SW, would steer commuters currently downstream of the aquifer to the west and over the aquifer. Secondary development over the aquifer would follow these road investments. Given the traffic challenges across our region, and the opportunity to make immediate investments in other projects that would provide clear benefits to local commuters, the additional time needed to study the overall project would allow those other projects to move forward promptly, rather than wait for many years until after the MoPac and SH 45 SW expenditures are fast tracked. Interim improvements on MoPac, including restriping an existing lane to a "high occupancy vehicle" lane could provide short-term benefits to current MoPac commuters. Similarly, "through turns" or similar innovative intersections like those built on US 281 in northern Bexar County and being built now at the Oak Hill Y could improve traffic flow We especially believe it important to step back and look at alternatives to improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the currently green MoPac median because of the harm that will be done to the Lady Bird Johnson Wildflower Center by increased noise, light and visual pollution from high speed, greatly increased traffic flow. The construction phase, as well as long-term operation, and the diversion of Interstate 35 traffic to MoPac, including truck traffic, poses a major threat to the mission and survival of the Wildflower Center. Finally, given the importance of these issues, the number and complexity of issues, and the distraction of summer vacation season, we ask that you extend the public comment period on the "MoPac Intersections" draft Environmental Assessment for at least thirty (30) days.		
348	Silas	Monica	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
349	Sinn	Melissa	07/31/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
350	Smith	Brant	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
351	Smith	Bryan	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
352	Smith	Craig	08/10/15	Web Mail	The MoPac intersections project should not proceed until it has been part of a comprehensive federal environmental impact study covering all of the projects on South MoPac and State Hwy. 45 SW that will connect with it.	This project needs to be part of a Federal EIS	**See Response: R2b**
353	Smith	Hank	07/30/15	Comment Form	This project has been anticipated since MoPac was first built. Initially the frontage roads were built in anticipation of building the main lanes when traffic warranted. It's time to build these roads NOW!	Build Project	Comment Noted
354	Smith	Jordan	08/03/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
355	Spears	Berry	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
356	Springer	Steve	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible..	Build Project	Comment Noted
357	Sproull	Iain	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
358	Stauch	Andrew	08/07/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
359	Stephenson	Ken	07/30/15	Comment Form	Make east bound La Crosse a 2 lane turn at MoPac heading North. See diagram.	EB La Crosse needs to be 2 lanes headed to north MoPac	**See Response: R18**
360	Sternberg	Steve	08/03/15	Web Mail	To have just one lane accessing MoPac going North from Slaughter will simply continue the back-up in the morning hours and continue to contribute to dangerous "sneak-ins" from the through lane as drivers try to "beat the line" by quick "cutting in." In the morning hours, between 6:45am and 8:30am, most traffic on Slaughter, coming either from the West (Circle C) or the East from Shady Hollow, 1626 via Brodie or from Westgate or Manchaca want to access MoPac. There are two West MoPac access lanes but only one East MoPac access lane on Slaughter. The morning back-up is beyond measure -- you haven't lived until you've experienced a back-up to Zuniga or Bremner with dangerous "cutting-in" from the right through lane as driver's try to beat the odds and the wait.	W Slaughter to north MoPac needs two lanes.	**See Response: R18**
361	Stevens	Jennifer	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
362	Stuart	Seth	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
363	Stubblefield	Joel	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
364	Suker	Brian	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
365	Sullivan	Mary	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
366	Sullivan	Patrice	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
367	Tassher	Bernadette	07/30/15	Comment Form	Re: slow passage through stoplights motorists need to be educated – when waiting for a green light or turn around, drivers need to accelerate quickly – hit the gas! To allow more vehicles to pass through when light/arrow is green	Drivers need to react faster at green lights.	Comment Noted
368	Taylor	Tim	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
369	Teodecki	Stephen	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

Table 1. Public Comment and Response Summary							
#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
370	Therrell	Ryan	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
371	Thiessin	Dave	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
372	Tolson	Benjamin	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
373	Tomes	Craig	07/30/15	Web Mail	Please do the diverging diamond and get it done with underpasses at Slaughter Lane and La Crosse Ave or Overpasses (don't care), but get it done already and stop talking about it. Austin and all their Hippies spend more time haggling over BS issues. Their "If you don't build it they won't come" attitude doesn't work and frankly it never has. We the many are all left sitting in non moving traffic burning fossil fuel to please the few who cry at the sound of progress yet they claim to be progressive which is ironic? Move faster please, because it gets worse every month as more homes are built throughout Hayes county to South and West. the time line to get anything done in Austin is worse than Washington D.C.	Build Project	Comment Noted
374	Topfer	Richard	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
375	Trim	Lisa	08/05/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
376	Trylko	Paul	08/07/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
377	Tucek	Bob	08/03/15	Web Mail	I am writing to you after picking up your latest MoPac Intersections Environmental Study flier, which I picked up at the July 30 public meeting a Bowie HS where I was able to review the maps of both intersections. I unfortunately could not remain for the presentation, but nevertheless would like to express my concerns. I was rather dismayed to read in your latest flier that "At La Crosse Avenue, the study is proposing a standard diamond intersection, similar to most intersections in the area." While I applaud the innovation being applied to the MoPac/Slaughter intersection (where a DDI is proposed), I deplore the lack thereof at MoPac's intersection with La Crosse. Surely those designing this project could come up with something new and interesting for this crossing as well. I'd like to suggest that this intersection would be well suited to a dumbell roundabout (see image below). The traffic flow through that intersection is not at the level extant at Slaughter and should well be handled by such a roundabout. Austin prides itself in being an innovative city, but it is sorely lacking in the development and use of uncontrolled (signal-less) intersections. Perhaps La Crosse could be a start. I'd appreciate it if you'd pass along this suggestion to your engineers.	The DDI is good but the La Crosse improvements are lacking. Favors a dumbbell roundabout.	**Response: R377** At La Crosse Avenue, a standard diamond intersection best achieved the project purpose. No additional right-of-way is needed. The standard diamond intersection accommodates the anticipated traffic volume in 2035. It was originally envisioned in the design when MoPac was constructed in the early 1990's; therefore it fit well within the existing facility.
378	Turnquist	Steve	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible. Thank you for your consideration.	Build Project	Comment Noted
379	Ulmann	Camille	07/30/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
380	Vadgama	Ashok	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
381	Valescu	Michael	08/05/15	Web Mail	I love the whole thing, and in fact I wonder why it hasn't been done already! I frequently travel through both intersections at various hours and am always fuming about the backup. I think the proposed solution is both elegant and efficient, and will speed traffic flow. That being said, there's one thing that bothers me: the pedestrian access. A standard diamond intersection requires a pedestrian to cross 2 lanes of traffic, whereas the DDI requires the same person to cross 4 lanes. Talk about double your fun! And once entered into the protected crossover, they get to compete with insane bicyclists for space in the crossover. But it's a minor issue.. let's get digging! Oh, yeah, and please, replace those trees you're going to murder up at La Crosse. I don't mind sacrificing a few trees, but please be responsible and replace them somewhere they can do someone some good? Thank You.	Build Project Please replace the trees and plant the ones removed in a beneficial place	**See Responses: R1, R2 and R35**
382	VanderMeulen	Kurt	07/23/15	Web Mail	Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
383	Varteressian	Peter	07/30/15	Comment Form	The plan looks good! I'm glad it is funded. Please take it into account that the sidewalks should be wide enough for bikes as well as for peds. Please budget to add more trees to replace those that will be removed.	Build Project Sidewalks should be wide enough for bikes and pedestrians. Add more trees to replace the lost ones.	**See Responses: R1 and R2**
384	Vassberg	Liliane	07/30/15	Verbal Comment given to Court Reporter	My comment is that I wonder if there is any way to keep the vegetation that is to be cut, I guess, or that's to be eliminated as you get closer to Slaughter and to La Crosse, because right now there's some nice trees, a little median, you know, and I wonder if we could keep those trees if there's anyway. And my other comment is also kind of a question. When a project such as this one is initiated, is there any plan for any possible future public transportation like light-rail or something like that? I don't know exactly it would make sense to already plan for this. I don't think there is any light-rail being planned at this time, but maybe, you know, within 10 years, 15 years, something could be done. So I'm just wondering if as long as there's some building, if there's a way to plan for that.	Keep the vegetation and trees. Are there plans for public transportation like light rail?	**See Responses: R2 and R25**
385	Vega	Zoila	07/30/15	Comment Form	This project removes too many healthy trees which reduces air quality – Please resolve the local traffic problems without elevated or depressed lanes – removing all of those trees for a reduction of 8 minutes in 2035 is unwarranted – the depressed lanes are really to connect to SH 45 and reroute traffic from IH 35 to MoPac and I can't support that.	Do Not Build. Please do not remove the trees. The project is really designed to connect I-35 to MoPac.	**See Responses: R2, R2c and R25c**

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
386	Vega	Zoila	07/30/15	Comment Form	Very saddened that all of trees including heritage trees 200 yrs old will be removed of the intersections – please find a way to save some if possible. Plant new trees as much as possible by the ponds and to hide the wall but give them proper spacing and soil volume so that they can grow to be heritage trees Don't remove heritage trees or even larger trees for sound walls – located sound walls away from the ½ critical root zone minimum and from the full root zone if possible The sound wall on the bridge over the creek (circle c parkland) should be built without interfering or impacting the creek at all. If additional pylons are needed for the wind load, they will cause significant destruction to the creek when built (during construction), event if built right next to the existing pylons. Transplant 1-3 heritage trees, please help with the donations even if TxDOT doesn't have a budget for this. Show TxDOT intent in saving these trees with personal donations from TXDOT staff. Please, TxDOT should be more sensitive to local ordinances. We love trees in Austin and trees are mitigated when removed. Heritage trees in particular can only be removed in the city if there is no alternative and they are mitigated at a 3x rate. In this project, TxDOT is not even doing a tree survey to know how many healthy trees they are removing, and TxDOT will mitigate only by planting as much as they can afford with their minimal landscaping budget. Air quality will degrade because of the number of trees removed.	Please find a way to save as many trees as possible; plant new trees; TxDOT should be more sensitive to local ordinances Air quality will suffer.	**See Responses: R2, R2c, R2d, and R100**
387	Vega	Zoila	07/30/15	Verbal Comment given to Court Reporter	I do not live in this area, I live by Congress and Ben White, but I frequent this area a lot. I come to the Wildflower Center often and I shop in this area so I'm familiar with Circle C. My comments are about the trees. I think this project -- the neighborhood says the project is necessary. I don't know that I agree, but I'm very saddened by the loss of so many trees, mostly the Heritage trees. All of the trees will be removed in the medians at Slaughter and La Crosse and I'm told that there is no alternative design because of the slopes. I wish that TxDOT was more sensitive to local ordinances. In the City of Austin, we have a strong Heritage tree ordinance that protects Heritage trees. I know that TxDOT is a state office and therefore they don't have to abide by the ordinance, but I wish they would be more sensitive. For instance, TDOT is not even doing a tree survey because they're saying, well, we're removing everything. In the City of Austin rules, you have to do a tree survey so that you replace what you remove. I know those rules don't apply to Texas law, but I wish that at least they would do a tree survey to know how much they remove. They tell me, well, we are removing everything and we can only plan whatever we can afford, that we have a very small landscaping budget, so we'll plan whatever we can. That's not good enough and that is what makes me very sad about this project. The other thing is on the sound walls. Please put the sound walls in the manner that you don't have to remove Heritage trees because too many trees have been lost already. The last one is the sound wall on top of the bridge on the creek over Circle C parkland, try to build that in the way that it does not interfere at all with the creek. If you have to build pylons	This project is unacceptable. I am saddened by the loss of all the trees. Please do a tree survey so that we will know how many trees they will remove. Please put the sound walls in so that you won't have to remove any more heritage trees.	**See Responses: R2 and R2d**

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					to reinforce for the added load, all of that construction will disturb the creeks significantly. Try to transplant some of the trees, try to contribute to that transplanting effort even if there's no budget, maybe that's stuff that TxDOT could fulfill. And my personal opinion is I find this project unacceptable because it removes so many trees. Even if neighbors say it's good, I wish there was a different way.		
388	Vincent	Josh	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake Park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
389	Waggoner	Clinton	08/03/15	Web Mail	The proposed exit for Southbound MoPac traffic desiring to exit to westbound Bee Caves road does not fix this dangerous intersection. The design shown will still require westbound Bee Caves road traffic to cross multiple lanes in a very short distance. This design will both slow traffic and be prone to accidents. There needs to be a flyover from Southbound MoPac that will lead directly to the proper lane to go west on Bee Caves road without any need for motorists to have to merge across several lanes in a short distance.	Exit WB to Bee Caves does not resolve dangerous intersection. Please build flyover.	**See Response: R25a**

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
390	Whaley	Roy	07/30/15	Public Testimony	I am Conservation Chair for the Austin Regional Group of the Sierra Club. And I am here tonight to speak sympathetically to the neighbors and friends that we have in Circle C and the traffic problems that they have, and we want to find a solution for that. It's simply that adding more pavement to MoPac is not going to be that solution. As Mr. Bunch said, if we complete the loop around to I-35, that puts 30,000 additional cars on MoPac every day; and so it is not a traffic solution. For our friends in Circle C we have an interchange problem, and we do need to find a solution for that. And there is a possibility of a Michigan right turn, U-turn, however you want to call that. And it's possible that simply the diverging diamond could be a solution also, but not if MoPac underneath it. So we speak for our friends and neighbors and fellow Austinites in Circle C, but not for the people that don't live here in Austin. Sierra Club is part of the Keep MoPac Local Coalition, as many neighborhoods and other groups are, and businesses; and we do want to keep it local, as it was originally envisioned, because it was not part of the loop. And by doing it in stages, they are slowly building it into a loop. Now, if we could simply take the money that we'd be spending on this and defray the cost on 130 just for the trucks that run through Austin, that would create better flow on I-35, which should help with the MoPac problems; and we won't increase flow on MoPac. Again, adding 30,000 cars a day is not going to increase the traffic flow -- or ease the traffic flow on MoPac. So we do need to find a solution for these interchanges. Again and again I have to say, creating the outer loop which was once envisioned to go well west of Austin but now to say that it's always been planned as a loop, it was never planned for MoPac Boulevard to be that loop. And it has always been considered MoPac Boulevard. Even though it has the misnomer of Loop 1, it was never envisioned as a western loop. Let's find a solution for folks here in south Austin. Let's not make that multiple lanes. It doesn't work. Let's shift traffic to SH 130 and alleviate some of our concerns here.	Use the fund to divert trucks and other traffic to SH 130 to relieve I-35 and keep MoPac as a local commuter highway. Circle C residents need a solution but the current plans will only add more traffic	**See Responses: R2a, R25 and R25a**

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391	Waley	Roy	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
392	Walsh	Colleen	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
393	Wamsted	Ron	08/03/15	Web Mail	I understand that the current thought is to have only one lane of travel turning North on MoPac off of Slaughter. In my opinion that is rather short sighted as traffic backs up all the way to Bowie to the East now. If the worry is that too many vehicles will be merging on to north MoPac then the access lane should be made long enough that the vehicles turning left would have the opportunity to merge into one lane as is done on many of the over passes in the city already.	W Slaughter to north MoPac needs two lanes.	**See Response: R18**
394	Ward	Karen	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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#	**Last Name**	**First Name**	**Date**	**Method**	**Comment (verbatim)**	**Comment (summary)**	**Response**
395	Watson	Peggy	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
396	Webber	Darren	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
397	Weber	Matt	08/03/15	Web Mail	As a resident of the South Austin area, I am in full support of constructing the MoPac underpasses at La Crosse and Slaughter lanes. As detailed in TxDOT's Environmental Impact study, the underpasses will allow for future traffic volume growth with no measurable impacts to the environment and will actually increase safety at the intersections by separating the traffic volume through the intersection.	Build Project	Comment Noted

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398	Weety	Jaynee	08/10/15	Hand Delivered	Please accept the following comments on the "MoPac Intersections" draft environmental study: 1. Study the entire project, not just the segments: The proposed "MoPac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert MoPac to a second Interstate-35 through south, west and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin. 2. Study ALL of the impacts and ALL of the costs first – before building any piece of the MoPac/SH 45SW toll loop over the Barton Springs Edwards Aquifer. 3. Keep I-35 traffic on I-35 – and keep MoPac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing and other strategies that reduce total driving. 4. Protect the Lady Bird Johnson Wildflower Center – by improving the Slaughter/MoPac and La Crosse/MoPac intersections without adding six more lanes and paving the green MoPac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to MoPac would do severe damage to the Wildflower Center. 5. Any MoPac expansion should be limited, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.	The study needs to consider all projects as a whole to understand aquifer impacts. Keep MoPac as a local commuter roadway and do not connect to I-35. Concerned about noise and visual pollution to Wildflower Center. Direct traffic to SH 130. Expand public transit opportunities. No flyover in Zilker Park.	**See Responses: R2a, R2b, R2d, R3, R25, R25a, R25b, R25c and R25d**
399	Whitehurst	Katie	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
400	Willhite	Joe	07/31/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
401	Williamson	Matthew	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
402	Willman	Kathy	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
403	Winetroub	Jerry	07/23/15	Web Mail	Traffic improvements are critical for Austin and our quality of life is at stake. Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted
404	Wood	James	07/29/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

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405	Wood	Robert	08/09/15	Web Mail	Please address the backlog that occurs every morning for the westbound people on Slaughter that are trying to turn right (north) onto MoPac. There are two lanes turning left from the eastbound side even though there are many neighborhoods and a couple of cities (Kyle, Buda, etc.) that are approaching from the east. The single right turn lane is simply insufficient for the traffic load that it must bear. If current MoPac lanes are going to become the feeder road, then there should be two right turn lanes from westbound Slaughter onto MoPac and then two lanes entering MoPac from the feeder road. The current configuration that is heavily weighted towards the Circle C traffic (since they come from the south and the west) is unfair and inefficient.	W Slaughter to north MoPac needs two lanes.	**See Response: R18**
406	Yarbrough	Yvette	08/04/15	Web Mail	More than one lane needs to enter MoPac North from westbound Slaughter. The bottleneck here is a major reason for the amount of traffic backing up westbound Slaughter. The continuous turn and merge that was recently implemented helps, but most people don't know that they don't have to stop and that they should stay in the turn lane and merge. For the amount of traffic at this intersection, there should be TWO lanes turning onto MoPac, similar to the traffic flow coming from eastbound Slaughter. The number of people in Circle C accessing MoPac has to be much less than the number of people travelling westbound (including Hays County residents trying to access MoPac by traveling up Brodie to Slaughter).	W Slaughter to north MoPac needs two lanes.	**See Response: R18**
407	Yeakey	David	08/03/15	Web Mail	I am in full agreement with construction on MoPac South. I think it is horrible nothing has been done about the terrible traffic in South Austin. I believe whole-heartedly with environmental concerns. I wonder how the traffic that is already there is affecting the environment and how does waiting any longer make it better? I say move forward and work safely around and native endangered areas.	Build Project	Comment Noted
408	Zimmerman	Brett	08/10/15	Web Mail	As a long-time resident of Austin, I support the approval of the proposals and ask you to proceed to construct the intersection projects at Slaughter and La Crosse Ave as soon as possible. As this city grows, the only thing getting in the way of success is the lagging infrastructure in Austin. Let’s roll!	Build Project	Comment Noted
409	Zimmerman	Mark	07/28/15	Web Mail	Please approve the proposals and proceed to construct the intersections at Slaughter and La Crosse Avenue as soon as possible.	Build Project	Comment Noted

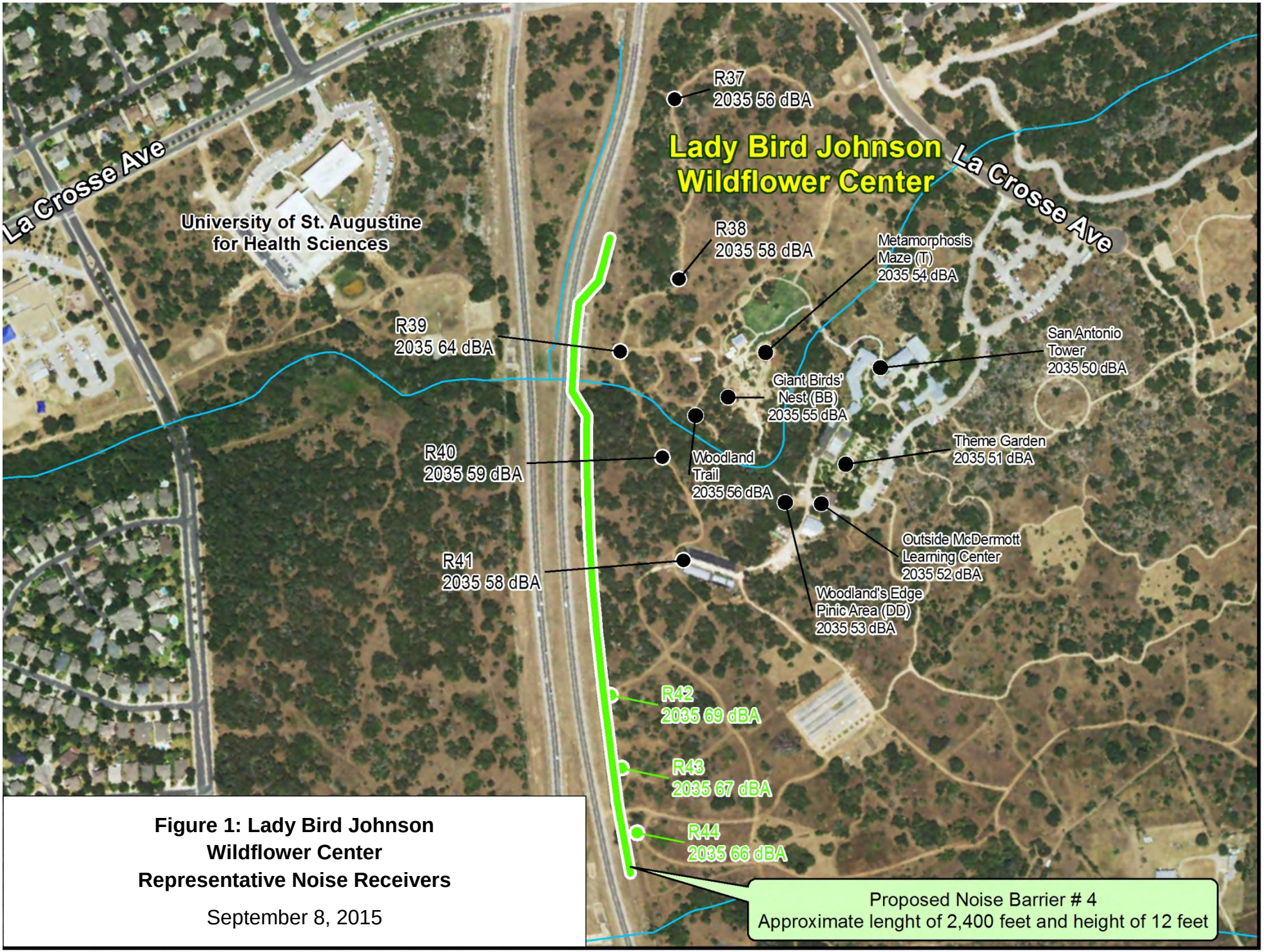

Figure 1: Lady Bird Johnson Wildflower Center Representative Noise Receivers

September 8, 2015

Attachment A

Advertisements and Notifications

Pets

Lost and Found

Cats Supplies/Services

Dogs Supplies/Services

Livestock Supplies/Services

Farm/Ranch Equipment/Supply

Real Estate Sales

Southwest

Eastropolis Co.

Open Houses

Farms/Land Acreage

Lots/Subdivisions

Mobile/Manufactured Home Sites

Out of Area

Real Estate Services

Sell Your House Fast For Cash

Real Estate Rentals

North Central

Legals

Legal Notices

Application has been made with the Texas Alcoholic Beverage Commission for a Mixed Beverage Permit and Mixed Beverage Late hours Permit by Texas Across Texas II, inc. dba Dance Across Texas, to be located at 2201 S. Ben White Blvd, Austin, Travis, Texas. Officers of said corporation are Rosemary Foltz and Paul W. Todd, Directors.

LEGAL NOTICE
Original application has been made with the Texas Alcoholic Beverage Commission for a Mixed Beverage Permit with a Mixed Beverage Late Hours Permit by Hotel Beverage Company LLC d/b/a Embassy Suites Austin Central, located at 9901 IH 35 North, Austin, Travis County, TX 78725. Manager of said limited liability company is Hotel Beverage Member LLC. Manager of Hotel Beverage Member LLC is Navin C. Desoyd

Lucy's LT LLC, Managers: Cristina E. Holmes & James E. Holmes, II applied for a Mixed Beverage Permit with the Texas Alcohol ic Beverage Commission d/b/a Lucy's Fried Chicken, 2900 RR 620 N, Austin, Travis, TX

APPLICATION has been made to the Texas Alcoholic Beverage Commission for a Wine and Beer Retailers Permit, Food and Beverage Certificate, Mixed Beverage Permit, Mixed Beverage Late Hours Permit, Caterer's Permit, Food and Beverage Certificate, Beverage Cartage Permit for Premier Hospitality, Inc. Dba Sadeep at 2408, to be located at 405 E. 23rd St., Austin, Travis County, TX 78712. Officers of said corporation are: WILLIAM L. WAGNER, Jr. Pres./Asst. Sec/CFO; ROBERT A. STERR, VP/Sec

IN OBSERVANCE OF THE INDEPENDENCE DAY HOLIDAY
the LEGAL ADVERTISING DEPARTMENT WILL BE CLOSED on FRIDAY, JULY 3, 2015
DEADLINE for JULY 3rd, 4th PUBLICATION 5 PM, TUESDAY, JUNE 30
DEADLINE for JULY 6th, 7th PUBLICATION 5 PM, WEDNESDAY, JULY 1
DISPLAY AD DEADLINE for JULY 3 & 4 PUBLICATION 1 PM, TUESDAY, JUNE 30
for JULY 6, 7 PUBLICATION 4 PM, JULY 1
for further information email legals@statesman.com or call 512-445-3932

NOTICE OF PUBLIC HEARING
MOPAC INTERSECTIONS ENVIRONMENTAL STUDY
IN TRAVIS COUNTY, TEXAS

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NOTICE OF PUBLIC HEARING

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY IN TRAVIS COUNTY, TEXAS

STATE OF TEXAS
COUNTY OF TRAVIS

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared Alejandro Cado. Advertising Agent of the Austin American-Statesman, a daily newspaper published in said County and State that is generally circulated in Bastrop, Bell, Blanco, Brazos, Burleson, Burnet, Caldwell, Colorado, Carnal, Coryell, Fayette, Gillespie, Gonzales, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Milam, Nueces, San Saba, Travis, Washington and Williamson Counties, who being duly sworn by me, states that the attached advertisement was published at the lowest published rate for Classified advertising in said newspaper on the following date(s), to wit: MOPAC INTERSECTIONS ENVIRONMENTAL STUDY, First date of Publication 06/30/2015, Last date of Publication 06/30/2015 Web and print times Published 1, Legal Notices, 2 X 12, and that the attached is a true copy of said advertisement.
Ad ID: 842135
Ad Cost: 2,752.80

SWORN AND SUBSCRIBED TO BEFORE ME, on 07/21/2015

Notary Public

ROSIE ANN STEPHENS
Notary Public, State of Texas
My Commission Expires
September 26, 2016

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

- PUBLIC HEARING -

THURSDAY, JULY 30, 2015
Bowie High School (cafeteria)
4103 W. Slaughter Lane, Austin, TX 78749

OPEN HOUSE: 5 - 6 P.M.
TECHNICAL PRESENTATION: 6 P.M.
followed by a public comment period

Join us for the Public Hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

Study team members will be on hand to answer questions and provide information during the Open House. The Draft Environmental Assessment is available for public review online at **www.MoPacSouth.com/Intersections/**.

Print copies are also available for review at the following locations in Austin:

TxDOT Austin District, 7901 N. IH-35
Central Texas Regional Mobility Authority, 3300 N. IH-35, Suite 300

If you plan to attend the Public Hearing and have specific communication or accommodation needs, please call (512) 996-9778.

If you are unable to attend the Public Hearing but would like to learn more or submit a question or comment, please visit our Virtual Public Hearing online at **www.MoPacSouth.com/Intersections/**, Thursday, July 30 - Monday, August 10.

The official comment period began on Tuesday, June 30 and ends on Monday, August 10. All comments submitted since the study began in 2013 are considered by the study team and included in project record.

Please note: Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are also being studied as part of a separate Environmental Study. Learn more at www.MoPacSouth.com.

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

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MoPac Intersections Environmental Study Public Hearing Planned for July 30, 2015

Join us for a Public Hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

WHAT: Public Hearing
WHEN: Thursday, July 30, 2015
5 - 6 p.m.: Open House
6 p.m.: Technical Presentation, followed by a public comment period
WHERE: Bowie High School (cafeteria), 4103 W. Slaughter Lane, Austin, TX 78749

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We appreciate your help in identifying solutions to improve intersection operations, reduce travel delay and enhance safety at the MoPac intersections of Slaughter Lane and La Crosse Avenue. Improvements, as proposed, would extend the MoPac mainlanes through both intersections by going under Slaughter Lane and La Crosse Avenue. The intersection at MoPac and La Crosse Avenue would be a conventional intersection, similar to most intersections in the area. The study team is proposing an innovative intersection called a Diverging Diamond Intersection (DDI) at MoPac and Slaughter Lane.

A DDI shifts traffic approaching the intersection to the left side of the roadway, then back to the right side of the roadway once they've cleared the intersection. This allows drivers who want to turn left to keep moving and reduces the number of traffic signals, resulting in a reduction in delays and travel time. The project team developed an informational video to demonstrate how a DDI works. Check it out online.

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A 10-foot-wide Shared Use Path is proposed on the west side of MoPac from Slaughter Lane to La Crosse Avenue. This improvement, in combination with existing and planned pedestrian and bicycle facilities, would provide a continuous bicycle and pedestrian connection between Slaughter Lane and La Crosse Avenue.

The Draft Environmental Assessment is available for public review online.

It is also available for public review at the following locations:

- TxDOT Austin District Office, 7901 N. I-35, Austin, Texas 78753
- Central Texas Regional Mobility Authority, 3300 North I-35, Suite 300, Austin, TX 78705

The official comment period for the Public Hearing began on Tuesday, June 30 and ends on Monday, August 10, 2015. All public comments submitted since the project began in 2013 will be considered as part of the environmental study and included in the Environmental Assessment document.

If you plan to attend the Public Hearing and have specific communication or accommodation needs, please call (512) 996-9778.

Check out the Draft Environmental Assessment and Diverging Diamond Intersection visualization online now!

Unable to Attend on July 30?

VISIT OUR VIRTUAL PUBLIC HEARING

Between Thursday, July 30 and Monday, August 10, 2015, a Virtual Public Hearing will be available online. At the Virtual Public Hearing, you can review the same materials, exhibits and presentation from the in-person meeting and submit comments and questions.

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Frequently Asked Questions

WHAT ARE THE BENEFITS OF A DIVERGING DIAMOND INTERSECTION (DDI) AT MOPAC AND SLAUGHTER LANE?

A DDI reduces the number of potential crash points between cross-traffic and left-turn movements resulting in increased safety and a reduction in delays and travel times.

OTHER BENEFITS:

- Public input to date says underpasses are preferable to an overpass option
- Increased pedestrian and cyclist safety with the addition of sidewalks
- No additional right-of-way would be needed
- The design would not impact business access in the area
- Pedestrians would have safe east-west crosswalks
- Cyclists would have a dedicated bike lane across Slaughter Lane for a safe east-west connection
- The solution addresses traffic needs for the long term in a cost-effective way
- Reduced wait time for drivers making a left turn

WHY WAS AN UNDERPASS IDENTIFIED AS THE BEST OPTION AT SLAUGHTER LANE AND LA CROSSE AVENUE?

With this design, additional mainlanes would be added to MoPac to allow drivers who are traveling north and south on MoPac to bypass the intersection.

OTHER BENEFITS:

- Public input to date says underpasses are preferable to an overpass option
- No additional right-of-way is needed
- Noise and visual disturbance at the intersections is minimized

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MoPac South Environmental Study

A separate study is also underway to evaluate improvements to MoPac South from Cesar Chavez Street to Slaughter Lane. Approximately 120 people attended the Open House held on February 26, 2015, at Hill Country Middle School. This event provided an opportunity for attendees to review the preliminary design for the proposed Express Lanes alternative, speak with study team members, and provide public input.

A fourth Open House will be held later this year, providing the public with another opportunity to review and provide feedback on several configuration options for the proposed Express Lanes Alternative. More information about that Open House will be provided as details are finalized.

Public involvement is critical to the project development process and we appreciate your participation. Regardless of when they are submitted, all comments received at any time over the course of the study will be considered by the study team and included in the Environmental Assessment document.

If you have any questions, don't hesitate to call 512-996-9778. Please sign up for electronic updates to stay informed as the MoPac South Environmental Study progresses.

Stay Involved

- Visit the website
- Sign up for the e-newsletter
- Follow us on Twitter
- Call us
- Participate in meetings
- Invite us to meet with your group

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

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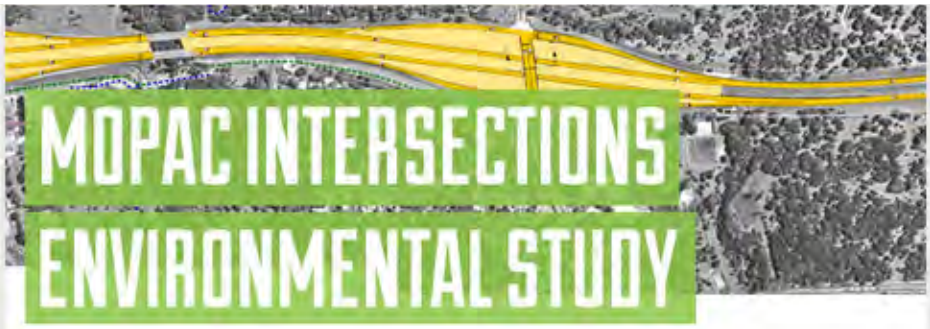
Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

CONTACT US

3300 N. IH-35, Suite 300, Austin, Texas 78705

T: (512) 996-9778 •



Share your thoughts on the MoPac Intersections Environmental Study

PUBLIC HEARING: JULY 30

Don't miss the upcoming MoPac Intersections Environmental Study Public Hearing on Thursday, July 30, hosted by TxDOT and the Mobility Authority. From 5 – 6 p.m., project information will be available for review in an Open House format, with project team members on hand to answer questions. A technical presentation will begin at 6 p.m. The presentation will be followed by a public comment period, during which attendees will have the opportunity to share their thoughts on the proposed project.

PUBLIC HEARING DETAILS

WHAT: Public Hearing
WHEN: Thursday, July 30, 2015
5 – 6 p.m.: Open House
6 p.m.: Technical presentation, followed by a public comment period
WHERE: Bowie High School (cafeteria)
4103 W. Slaughter Ln., Austin, TX 78749

Share your feedback on the proposed improvements with the project team, now - August 10, online.

Can't make it to the Public Hearing? Visit the project website between July 30 and August 10 to review Public Hearing materials and provide feedback.

Why the Draft Environmental Assessment and Public Hearing are Important

The Draft Environmental Assessment (EA) and subsequent Public Hearing are an important part of the environmental process. This process helps to ensure that transportation decision-making takes into account the potential impacts on the human and natural environment, and that the public has an opportunity to participate.

Why the Draft Environmental Assessment and Public Hearing are Important

The Draft Environmental Assessment (EA) and subsequent Public Hearing are an important part of the environmental process. This process helps to ensure that transportation decision-making takes into account the potential impacts on the human and natural environment, and that the public has an opportunity to participate.

An EA includes the following elements:

- Discussions of the Purpose and Need for the project
- Detailed list of project alternatives
- The environmental impacts of the proposed project
- List of agencies and individuals consulted

If it is evident that there are no significant environmental impacts associated with the project, a finding of no significant impact (FONSI) will be prepared to conclude the environmental process and allow the project to move forward into final design and ultimately, construction.

All comments submitted during the public comment period will be taken into consideration. All comments submitted throughout the environmental study will be considered by the project team. A finding on the project can occur only after the Public Hearing process is complete.

If a finding of no significant impact is issued, the Texas Department of Transportation will design and construct the project and maintain the facilities.

READ THE DRAFT ENVIRONMENTAL ASSESSMENT

The Draft Environmental Assessment is available for review at the following locations:

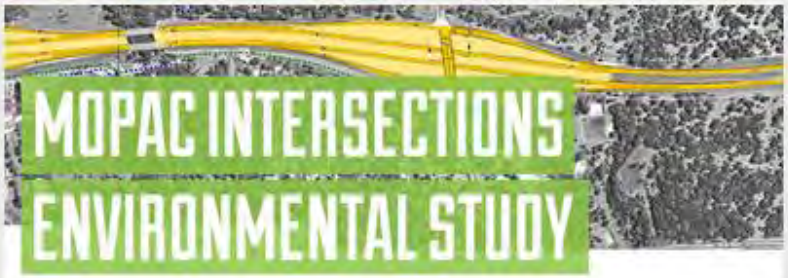
- TxDOT Austin District office, 7901 N. IH-35, Austin, Texas 78753
- Central Texas Regional Mobility Authority office, 3300 N. IH-35, Suite 300, Austin TX 78705

It is also available online.

CONTACT US

3300 N. IH-35, Suite 300, Austin, Texas 78705

T: (512) 996-9778 • Click here to email us



There is Still Time to Comment!

The opportunity to share your comments didn't end at the MoPac Intersections Environmental Study Public Hearing last week. The Virtual Public Hearing was available online beginning July 30, 2015 and will continue to be available through August 10, 2015.

The Virtual Public Hearing is Available Through August 10.

You can still participate in the Public Hearing by reviewing materials and submitting your comments online through the study website, available now. All of the materials provided during the Public Hearing are available online, including the fact sheet, presentation, exhibits, project schematics, and the Draft Environmental Assessment.

More than 125 community members attend the MoPac Intersections Environmental Study Public Hearing to share their thoughts and opinions on the project and we want to hear from you, too. Visit the Virtual Public Hearing and submit your comments today!

CONTACT US

3300 N. IH-35, Suite 300, Austin, Texas 78705

T: (512) 996-9778 • Click here to email us

Letter to 126 Public and Elected Officials

From: **Laura Bohl** <lbohl@mobilityauthority.com>
Date: Wed, Jul 15, 2015 at 9:34 AM
Subject: FW: MoPac Intersections Environmental Study Public Hearing

Good morning,

TxDOT and the Mobility Authority will host a public hearing on Thursday, July 30, 2015 regarding the proposed construction of non-tolled mobility improvements at the MoPac intersections of Slaughter Lane and La Crosse Avenue in southwest Austin. These intersections were originally constructed in 1992 and have grown increasingly congested over the years. Traffic congestion at these intersections is causing travel delays and adversely affecting access and mobility. This is a separate project with its own operational independent utility from the MoPac South Environmental Study. For more information about the MoPac Intersections project, visit: http://www.mopacsouth.com/intersections/study.php

MoPac Intersections Environmental Study Public Hearing
Bowie High School (cafeteria)
4103 Slaughter Lane, Austin, TX 78749
Thursday, July 30, 2015

· 5:00-6:00 PM: *Open House - project information will be available for review, and project team members will be available to answer questions.*
· 6:00 PM: *Technical Presentations, followed by a public comment period*

The proposed improvements would extend the MoPac main lanes underneath both intersections. The intersection of La Crosse Avenue and MoPac would be configured as a standard diamond interchange, typical of most intersections in the area. The intersection at Slaughter Lane and MoPac would be a diverging diamond intersection (DDI).

A DDI is an innovative intersection that shifts traffic approaching the intersection to the left, then back to the right after the intersection to allow drivers who want to turn left to keep moving and reduce the number of traffic signal intervals. An informational video demonstrating how the DDI would operate can be viewed here: http://www.mopacsouth.com/intersections/innovative-solutions.php

Because DDI's are relatively new to Central Texas, we have been and will continue to reach out to the community to share this video and other information about DDIs.

No additional right-of-way would be required to accommodate the proposed improvements, and no residential or business displacements would result from implementation. The improvements would not be tolled.

Although the Draft Environmental Assessment document identifies proposed improvements, final environmental approval can occur only after a public comment period including a public hearing, consideration of comments, and evaluation of environmental effects. A final decision about whether or not to build the project is anticipated later this year. If the improvements are approved, TxDOT will lead construction.

Please let us know if you have any questions or concerns about the project. We would be happy to schedule a meeting with you or your staff.

Sincerely,
Mario Espinoza, Deputy Executive Director
Central Texas Regional Mobility Authority
mespinoza@mobilityauthority.com
512-450-6291

Greg Malatek, P.E. District Engineer
Texas Department of Transportation
Austin District
Greg.Malatek@txdot.gov
512-832-7000 <tel:512-832-7000>

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

- PUBLIC HEARING -

Join us for the Public Hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

THURSDAY, JULY 30, 2015
Bowie High School (cafeteria)
4103 W. Slaughter Lane, Austin Texas

OPEN HOUSE: 5 - 6 P.M.
TECHNICAL PRESENTATION: 6 P.M.
followed by a public comment period

Study team members will be on hand to answer questions and provide information during the Open House. The Draft Environmental Assessment is available for public review online at **www.MoPacSouth.com/Intersections/**. Print copies are also available for review at the following locations in Austin:

TxDOT Austin District, 7901 N. IH-35
Central Texas Regional Mobility Authority, 3300 N. IH-35, Suite 300

CAN'T MAKE IT TO THE HEARING?
Visit our Virtual Public Hearing online at **www.MoPacSouth.com/Intersections/**, Thursday, July 30 - Monday, August 10.

Monday, August 10 is the deadline for Public Hearing comments.

Please note: Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are being studied as part of a separate Environmental Study. Learn more at **www.MoPacSouth.com.**

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

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State of Texas County of Travis

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

My name is Jennifer Voith. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published in the Community Impact Newspaper Southwest edition on July 23rd, 2015 at the cost of $1,085.00.
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 3rd date of August, 2015, to certify which witness my hand and official seal.

Jennifer Voith
Employee, Community Impact Newspaper

8-3-15
Notary, State of Texas
(seal)

KIRK W. MILLINGER
Notary Public, State of Texas
My Commission Expires
July 26, 2016

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

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

THE PROBLEM

The MoPac Expressway intersections at Slaughter Lane and La Crosse Avenue in southwest Austin were originally constructed in 1992 and have grown increasingly congested over the years. Traffic congestion at these intersections is causing travel delays and adversely affecting access and mobility.

IDENTIFYING A SUSTAINABLE SOLUTION

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with local partners to study mobility and safety improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

THE PROCESS

The Mobility Authority and TxDOT initiated an environmental study to analyze the two intersections and determine the best options for reducing delay and enhancing safety.
Over the course of the study, analysis of the potential social, economic and environmental impacts of the proposed improvements was conducted. The Draft Environmental Assessment, available at www.MoPacSouth.com/Intersections/, was released on June 30, 2015. An environmental decision on the MoPac Intersections Environmental Study is expected in 2015. If the proposed improvements are environmentally cleared, TxDOT will design and construct the project and maintain the facilities.

WHAT WE'RE PROPOSING

Several alternatives were presented to the community, including an extension of the MoPac mainlanes through the intersections by using an overpass, underpass, or implementing other intersection concepts. In light of the public input received and our continuing engineering analysis, proposed mobility improvements would include extending the MoPac mainlanes under Slaughter Lane and La Crosse Avenue. A "do nothing" or No-Build option is also still under consideration. The project would include additional mobility improvements, such as bicycle and pedestrian accommodations and improved signal timing, at each intersection beyond those associated with the construction of underpasses.

Central Texas Regional Mobility Authority

Texas Department of Transportation

JULY 2015

INNOVATIVE INTERSECTION DESIGNS

The project team is working on an innovative, long-term solution for traffic congestion at MoPac and Slaughter Lane. The solution would involve separating the north-south traffic on MoPac from the east-west traffic on Slaughter Lane using what is called a Diverging Diamond Intersection (DDI). The design reflects public comments and stakeholder suggestions for a solution that would minimize traffic noise and visual impacts while making it faster and safer for motorists, cyclists and pedestrians to get through the intersection.

The DDI will shift traffic approaching the intersection to the left, then back to the right after the intersection to allow drivers who want to turn left to keep moving and reduce the number of traffic signal intervals. A key advantage of the DDI is the reduced wait time for traffic making a left turn. Check out our DDI visualization and fact sheet online at www.MoPacSouth.com/intersections/innovative-solutions.php.

At La Crosse Avenue, the study team is proposing a standard diamond intersection, similar to most intersections in the area.

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

Bicycle and pedestrian accommodations are included in the build alternative for the MoPac Intersections Environmental Study. An additional 10-foot wide shared use path on the west side of MoPac from Slaughter Lane to La Crosse Avenue would be included. This shared use path would supplement the existing recreational trail outside the right-of-way from Slaughter Lane to Slaughter Creek on the west side of MoPac. These improvements, in combination with existing and planned pedestrian and bicycle facilities, would provide a continuous bicycle and pedestrian connection between Slaughter Lane and La Crosse Avenue.

STAY INVOLVED

We welcome your feedback and questions about the **MoPac Intersections Environmental Study**. To learn more, please contact:

Melissa Hurst, Community Outreach Manager
Central Texas Regional Mobility Authority
Email: **mhurst@ctrma.org**
Phone: **(512) 996-9778**

Please visit the MoPac Intersections Environmental Study page at **www.MoPacSouth.com** for more information.

IS THIS PROJECT RELATED TO THE MOPAC SOUTH ENVIRONMENTAL STUDY?

At the same time the intersections study is underway, a separate study is being conducted to assess potential improvements on approximately eight miles of MoPac from Cesar Chavez Street to Slaughter Lane. For more information about this study, contact **Melissa Hurst** at **mhurst@ctrma.org** or **(512) 996-9778**.

JULY 2015

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

DIVERGING DIAMOND INTERSECTION

BACKGROUND

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with local partners to study mobility and safety improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. Construction of an innovative intersection design, called a Diverging Diamond Intersection (DDI), is currently being proposed for the intersection of MoPac and Slaughter Lane as part of the MoPac Intersections Environmental Study. A DDI is an innovative design solution that addresses congestion by allowing vehicles to travel more quickly through an intersection.

BENEFITS OF A DDI

A DDI reduces the number of potential crash points between cross-traffic and left-turn movements resulting in increased safety and a reduction in delays and travel times. Other benefits include increased pedestrian and cyclist safety with the addition of sidewalks. Additional advantages include:

- No additional right-of-way would be needed
- The design would not impact business access in the area
- Pedestrians would have safe east-west crosswalks
- Cyclists would have a dedicated bike lane across Slaughter Lane for a safe east-west connection
- The solution is a cost-effective way of addressing traffic needs for the long term

HOW IT WORKS

Traffic is temporarily shifted to the left side of the bridge. This allows through traffic and left-turning traffic to move through the intersection simultaneously.

The study team is committed to maintaining open communication with residents, local leaders and businesses in the area, as well as the traveling public to ensure that recommended improvements reflect the needs and input of the community and its various stakeholders. We welcome your feedback and questions about the **MoPac Intersections Environmental Study**.

To learn more or to request a presentation for your group, please contact:

Melissa Hurst, Community Outreach Manager
Central Texas Regional Mobility Authority
Email: **mhurst@mobilityauthority.com**
Phone: **(512) 996-9778**

Please visit the MoPac Intersections Environmental Study page at **www.MoPacSouth.com** for more information.

If the proposed improvements are environmentally cleared, the project will transition from the Mobility Authority to TxDOT, the agency who will design, construct, and maintain the project.

Central Texas Regional Mobility Authority

Texas Department of Transportation

IS THIS PROJECT RELATED TO THE MOPAC SOUTH ENVIRONMENTAL STUDY?

At the same time the intersections study is underway, a separate study is being conducted to assess potential improvements on approximately eight miles of MoPac from Cesar Chavez Street to Slaughter Lane. For more information about this study, contact **Melissa Hurst** at **mhurst@ctrma.org** or **(512) 996-9778**.

Businesses Walked for MoPac Intersections Public Hearing
July 15, 2015

Handouts: MoPac Intersections Fact Sheet, DDI Fact Sheet, Public Hearing Postcard

The area included businesses along Slaughter Lane between Sendera Mesa Drive on the east side of MoPac and Beckett Road on the west side of MoPac. There are no businesses at the LaCrosse Avenue intersection. LBJ Wildflower Center is there, as is an entrance to a neighborhood. A total of 38 businesses received the handouts. One business was closed. Alamo Drafthouse Cinema accepted the flyers but also suggested we reach out to their corporate offices if we have not done so already.

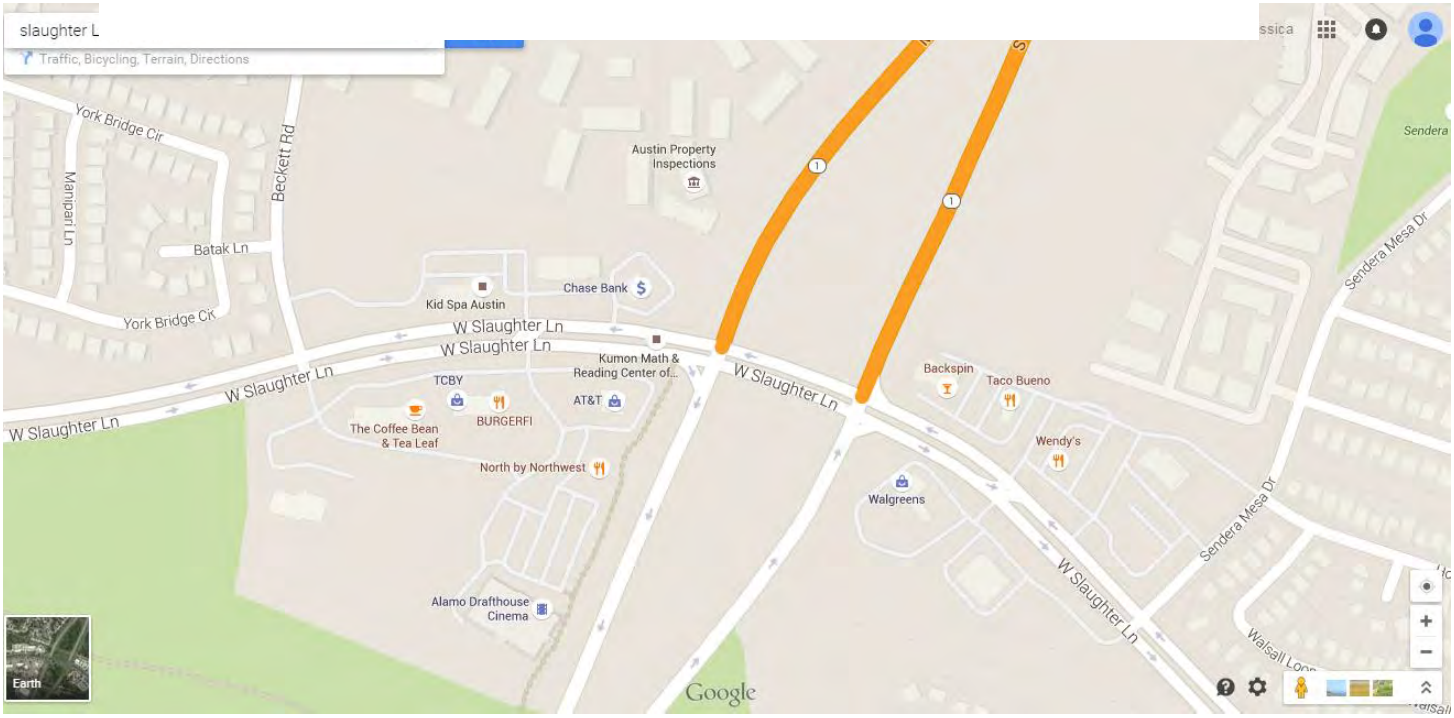
Northeast Corner of Slaughter Lane
McLane Family Dental
Austin Immediate Care
Wendy's
Taco Bueno
Back Spin
Which Wich
Castle Dental
Birds Barber Shop
Say Om

Northwest Corner of Slaughter Lane
Chase Bank
St. David's Urgent Care
Kash Boutique
Nails & You
Class Act Cleaners
Kumon
Southwest Smiles Family Dentistry
Kidspa
Barre3
Edward Jones Investments
Circle C Orthodontics
Sweet Caroline's

Southwest Corner of Slaughter Lane
Mattress Firm
ATX Bikes
Koko FitClub
Austin Mail Express
Reid's cleaners
ZPizza
TCBY
Pronails
Burger Fi
Matthew Horne Dentistry

On Call Emergency Center
AT&T
North by Northwest
Alamo Drafthouse Cinema (also suggested we call their corporate office at 512-219-7800)
The Coffee Bean and Tea Leaf
Austin Diagnostic Clinic

Southeast Corner of Slaughter Lane
United Heritage Credit Union
Walgreens



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A message from Gary Farmer

Risk of Falling Further Behind

Perhaps you have heard the adage, "All Dressed Up, but No Place to Go." In Austin today, a variation of the old saw holds absolutely true! While we have many places to go, like little league games, piano recitals, business meetings, doctor's appointments and so much more, increasingly it is more and more difficult to get wherever we might want or need to be, timely and safely. Simply stated, we have fallen further and further behind on developing our infrastructure needs while our population continues to grow in a robust manner. And now, due to this lack of execution regarding roadway construction, our quality of life, economic vitality and environmental integrity are at risk.

How You Can Help

With your interest and involvement, we have the opportunity to start turning the tide in a more favorable direction. Over the next six months, the community will have specific "moments in time" to advance five (5) specific and significant transportation projects that can make a real difference regarding improved mobility. If you are interested and want to be a positive voice for mobility improvement, I am asking that you make a personal pledge to send five e-mail messages over the course of the next six months.

I know, you are skeptical that your e-mail to an elected official or even an elected body can really make a difference. Why bother, right? In a recent exchange with a City of Austin elected official who planned to vote to kill the proposed South MoPac expansion, the official told me that Council members had received 400 e-mails to kill the project, but only 6 e-mails to approve it.

Two points of significance:

1. Elected officials count e-mails and the viewpoints they represent, and

2. There is a very solid community of activists who will oppose any and every transportation project proposed because they truly believe that if we

don't build it, more people will not come.

While I completely disagree with this group's thinking, I absolutely respect and admire their tenacity because they have been winning the argument for the past 25 years. We can no longer sit idly by so that elected officials hear only from the committed and vocal minority in this city who oppose new and improved mobility projects.

Over the coming months, I will e-mail you and ask for your active participation to support the following projects and/or project studies:

1. **MOPAC INTERSECTION STUDY**
   A TxDOT project to build underpasses at Slaughter & La Crosse to improve through traffic
   http://www.mopacsouth.com/intersections/proposal.php

2. **SH 45SW**
   Proposed refinements to enhance operations and reduce environmental risks
   http://www.sh45sw.com/

3. **MOPAC SOUTH STUDY**
   Weigh and promote most efficacious design out of several options
   http://www.mopacsouth.com/environmental/express-lanes-alternative.php

4. **183 NORTH MOBILITY PROJECT PUBLIC HEARING**
   Support approval to begin design/construction process
   http://www.183north.com/

5. **OAK HILL PARKWAY PROJECT**
   Support approval of final design that comes from a 5-year study of ways to improve 71/290 at the "Y".
   http://www.oakhillparkway.com/

Collectively, we can be a positive influence to improve all of these current traffic problems. I will alert you with ample time to take action if you choose to be a part of the solution for better mobility in our community. And if you are compelled to participate, please feel welcome to share the action alerts with employees, associates and friends. If you do not want to receive any of this information, please advise and I will do my best to delete you from the e-mail list. Thanks for your consideration of this most important matter.

Thank you,
Gary S. Farmer
President, Heritage Title Company of Austin, Inc

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Let's Roll! That is a common rallying cry to start forward motion when large numbers of folks are gathered in support of a common cause. Hopefully, we will be able to count you among the large number of folks willing to take up the cause of improved mobility in Austin. As outlined in the July 14 e-mail, we will have specific opportunities to support new and improved infrastructure projects through participation in several public processes in the months to come.

TAKE ACTION

Make a difference now in just a few clicks.
Before August 10th, click on the Take Action button above. It will take you to a pre-populated message. Just fill in your contact information - for some, this may already be included - and then click on the "send message" button. Your message will be automatically sent to two key administrators and become part of the official record.

So you are aware, there is also a Public Hearing set for July 30th at Bowie High School. You are welcome to attend, learn more and testify at that time; however, your comments are of equal value if delivered online beginning today and extending through August 10th.

Many thanks for your consideration of our request. Please make improved mobility a priority through your participation.

Gene Austin,
Chairman, Austin Chamber

Gary Farmer
Opportunity Austin

South MoPac Intersection Improvement Background

The improvements, as proposed, would extend the MoPac mainlines through both intersections by going under Slaughter Lane and La Crosse Avenue. The intersection at MoPac and La Crosse Avenue would be a conventional intersection, similar to most intersections in the area. The study team is proposing an innovative intersection called a Diverging Diamond Intersection (DDI) at MoPac and Slaughter Lane. A DDI shifts traffic approaching the intersection to the left side of the roadway, then back to the right side of the roadway once they've cleared the intersection. This allows drivers who want to turn left to keep moving and reduces the number of traffic signals, resulting in a reduction in delays and travel time. The project team developed an informational video to demonstrate how a DDI works. Check it out online.

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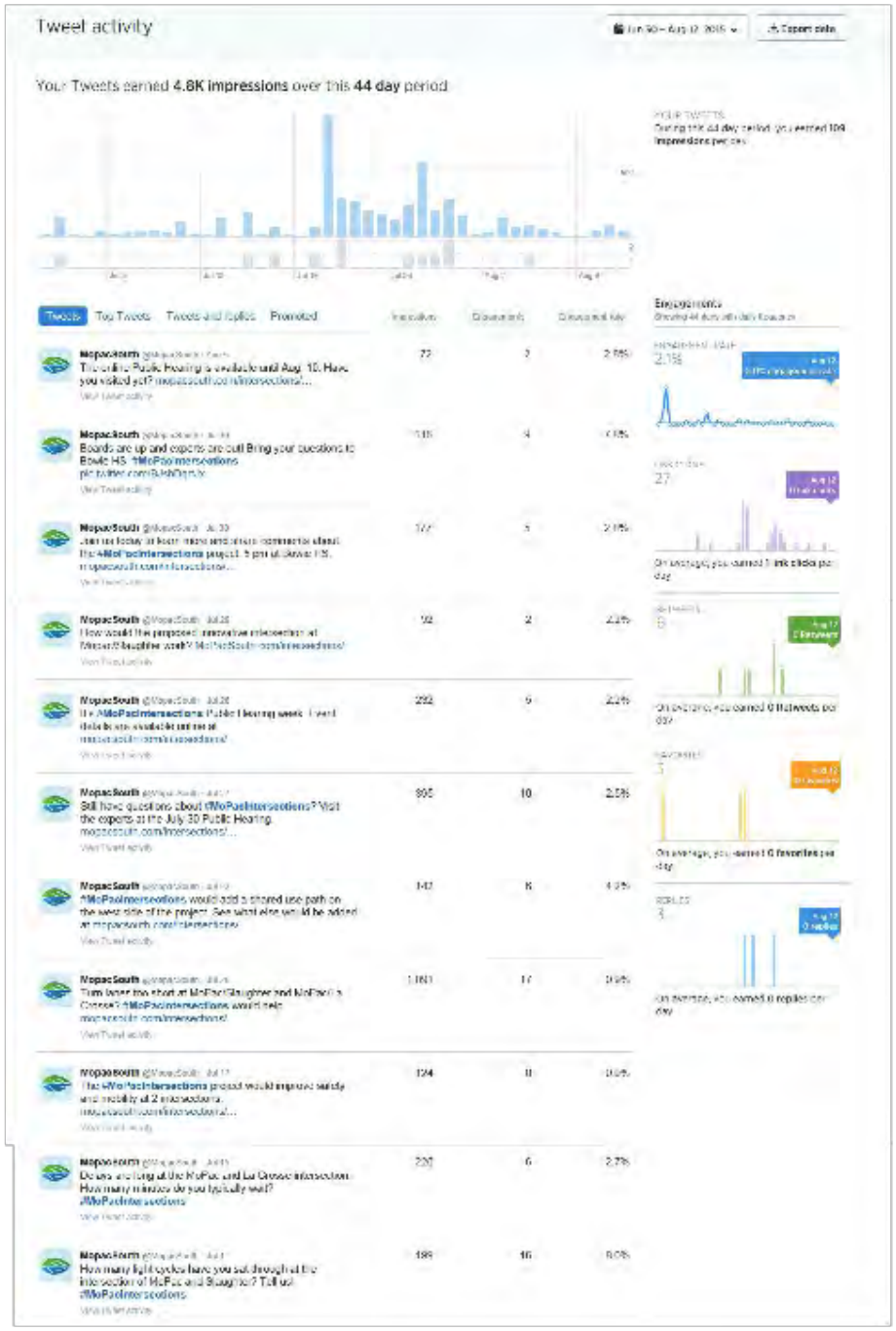
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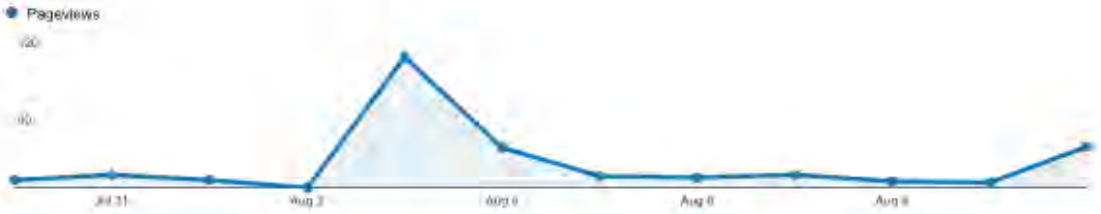

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3.	/intersections/hearing.php	mobilityauthority.com / referral	13 (5.86%)	9 (4.86%)	00:01:15	3 (2.17%)	25.00%	38.46%	$0.00 (0.00%)
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6.	/intersections/hearing.php	mopacexpress.com / referral	4 (1.80%)	3 (1.62%)	00:02:08	1 (0.72%)	0.00%	50.00%	$0.00 (0.00%)
7.	/intersections/hearing.php	us2.campaign-archive1.com / referral	4 (1.80%)	4 (2.16%)	00:02:23	3 (2.17%)	33.33%	75.00%	$0.00 (0.00%)
8.	/intersections/hearing.php	bing / organic	3 (1.35%)	2 (1.08%)	00:00:11	0 (0.00%)	0.00%	66.67%	$0.00 (0.00%)
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13.	/intersections/hearing.php	txdot.gov / referral	2 (0.90%)	2 (1.04%)	00:20:33	0 (0.00%)	0.00%	50.00%	$0.00 (0.00%)
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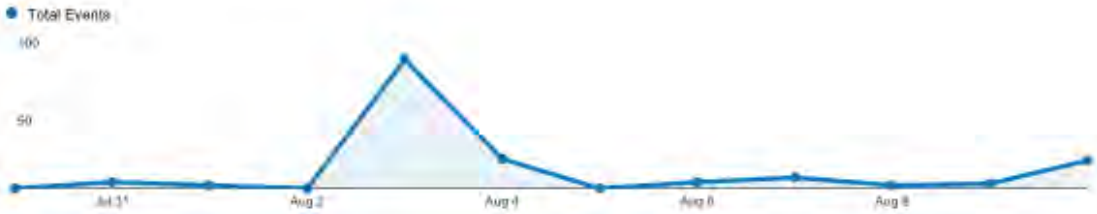

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2.	/04142015_DDI_FactSheet.pdf	18 (12.68%)	18 (13.74%)	0 (0.00%)	0.00
3.	/07162015_MOPAC%20Intersections_Fact%20Sheet.pdf	16 (11.27%)	16 (12.21%)	0 (0.00%)	0.00
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RECOMMENDED EVENTS

MoPac Intersections Environmental Study Public Hearing

Ask reps from the Central Texas Regional Mobility Authority and the Texas Department of Transportation about proposed improvements to MoPac at the intersections of Slaughter Lane and La Crosse Avenue. *Thu., July 30, 5-7pm. Free.*

Bowie High School, 4103 W. Slaughter, Austin
www.mopacsouth.com/intersections

TODAY'S EVENTS

T. Jarrod Bonta (6:00); Dance Lessons; Doug Sahm Benefit...
Broken Spoke

REBELS OF THE NEON GOD
at Alamo Drafthouse at the Ritz

AUSTIN FOR BERNIE SANDERS at Opal Divine's Penn Field

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Input sought on intersection study

Innovative DDI design to be discussed at July 30 hearing

By Kelli Weldon July 22, 2015

Community members can share their feedback on the ongoing MoPac Intersections Environmental Study during a public hearing event slated for 5 p.m., July 30 at Bowie High School, 4103 W. Slaughter Lane.

A technical presentation about the study will take place during the event, according to Rick L'Amie, Central Texas Regional Mobility Authority communications manager.

The study, which began in May 2013, examines potential solutions to improve mobility on MoPac at its intersections with Slaughter Lane and La Crosse Avenue.

Proposed improvements would extend the MoPac mainlanes through both intersections by going under Slaughter Lane and La Crosse Avenue, Texas Department of Transportation spokesperson Kelli Reyna said.

An innovative intersection called a Diverging Diamond Intersection, or DDI, is proposed at MoPac and Slaughter Lane, she said. The current intersection's design is such that one group, or phase, of vehicles can progress through the intersection at a time, followed by a second phase, and then a third. Making that intersection into a DDI would add new mainlanes to MoPac and reroute lanes on Slaughter Lane in a way that eliminates one of those phases. Reyna said the goal is to improve mobility.

An environmental finding could be received this year for the project, which could cost $45 million to build, L'Amie said. TxDOT would fund and construct the project.

Publication: Austin American Statesman; Date: Jul 28, 2015; Section: Front page; Page: A1

STATESMAN IN-DEPTH MOPAC CONSTRUCTION

MoPac underpasses would skip red lights

Cars head north past the intersection of Slaughter Lane and MoPac Boulevard on Monday. The Texas Department of Transportation's "MoPac Intersection Improvements" project would build MoPac lanes underneath what would be newly built overpasses at Slaughter Lane and La Crosse Avenue. JUE LIN/AMERICAN-STATESMAN

TxDOT to hold public hearing on MoPac intersection project.

By Ben Wear
bwear@statesman.com

Southwest Austin could have two major highway projects underway less than a year from now.

The Texas Department of Transportation on Thursday evening will host a public hearing at Bowie High School for what it calls its "MoPac Intersection Improvements" project: construction of MoPac Boulevard lanes underneath what would be newly built overpasses at Slaughter Lane and La Crosse Avenue.

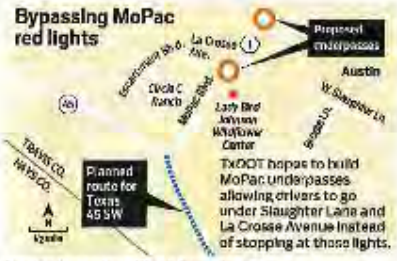
After that hearing — a key milestone in the environmental assessment of the 2-mile, $46 million project — TxDOT officials expect to complete their review and get clearance for the work by the end of the year.

What TxDOT estimates is that two to three years of construction on the project, which is already fully funded by the agency, would commence by late spring 2016.

Construction of the Texas 45 Southwest tollway a few miles to the south is estimated to start about the same time.

The Texas 45 Southwest project should be complete

MoPac continued on A4



Construction projects: What's happening when

Spring 2016 — Work to begin on MoPac underpasses at Slaughter Lane and La Crosse Avenue, taking 2-3 years.

Spring 2016 — Construction to begin on Texas 45 Southwest, linking to MoPac, with fall 2018 target date.

Mid- to late 2016 — Construction is slated to finish on North MoPac toll lanes from Cesar Chavez Street to Parmer Lane.

2017 — Work is slated to begin on new toll lanes for South MoPac, from Cesar Chavez to Davis Lane, finishing in about 3 years.

[illegible]

Date: Jul 28, 2015; Section: Front page; Page: A4

MoPac

continued from A1

by fall 2018, potentially a few months before the new Mopac underpass can flow traffic to bypass the lights at Slaughter and La Crosse, according to spokesman Rick Cimo with the Central Texas Regional Mobility Authority. The authority was deputized by TxDOT to build and operate the tollway.

Once those underpass at on MoPac are complete, motorists would have expressway lanes all the way from FM 1626 near Manchaca to downtown Austin. However, commuters would likely spend the first couple of years seeking their way through yet another major construction project, the proposed additional toll lanes to South MoPac from just north of Slaughter to Lady Bird Lake.

The mobility authority would also build the South MoPac toll lane project. TxDOT is handling the intersection project, which would not have tolls.

South MoPac's existing four lanes are divided by large medians in the vicinity of both Slaughter and La Crosse, with more than 400 feet of grass and greenery left

IF YOU GO

The public hearing on proposed changes to the MoPac Boulevard intersections at Slaughter Lane and La Crosse Avenue will be held Thursday at the Bowie High School cafeteria, 6700 W. Slaughter Lane. An open house runs from 5 to 6 p.m. for residents to view the plans, followed by a presentation and public comment period. For information or to submit your comments online, visit mopacsouth.com/intersections.

HOW DOES A 'DIVERGING DIAMOND' WORK?

Watch the Texas Department of Transportation's video on how to turn through such an intersection: bit.ly/1HiKIX4

allow 23 years ago when South MoPac opened in that interval to undergo plans of eventually extending the freeway lanes farther south.

TxDOT's plans call for running the four-lane freeway about 35 feet below the current ground level at both Slaughter and La Crosse.

In addition, Slaughter at MoPac would become a "diverging diamond" intersection, a still-new approach that would have eastbound and westbound motorists in effect switch sides just before getting to MoPac. Traffic signals would stay the approach, which then allows motorists to make both left and right turns without waiting on a light, in an effort more efficiently through highway interchanges.

The plans for MoPac underpasses at Slaughter and La Crosse, while still opposed by the Save Our Springs Alliance, appear to have solid support in Southwest Austin. At an October 2013 public meeting on the project, about two-thirds of the 127 comments submitted to TxDOT favored moving ahead, according to agency records. The traffic lights at Slaughter are a particular headache for the Eagle Circle Colonial neighborhood, located mostly south and west of MoPac and Slaughter.

Jaime Moseley, a Circle Co-president, said that while many residents are concerned about the plan to build Texas 45 Southwest, most are in favor of building the underpasses.

"That's going to speed up the traffic at those intersections," he said.

Officials with the Lady Bird Johnson Wildflower Center, just east of MoPac near La Crosse, had expressed reservations about the project at the 2013 hearing.

Spokeswoman Lee Clippard said last week that those concerns, most involve potential noise disturbing the peaceful getaway, have been assuaged.

"Because the main lanes are going to be lower with La Crosse, it lowers that intersection, which in many ways will abate the noise," Clippard said. "So that's a good solution."

Bill Bunch, executive director of Save Our Springs, said TxDOT could have alleviated the Slaughter and La Crosse traffic problems by installing so-called Michigan left turns, in which a driver turns right and makes a U-turn instead of a left turn, or with roundabouts.

But Bunch said his main problem with the intersection project is the same complaint he has raised about the separate environmental studies of the Texas 45 Southwest and South MoPac toll projects.

"They're all chopping it up into pieces and pretending they're not building a tolled loop from I-35 to Cesar Chavez," Bunch said.

After being reminded there would be no toll lanes on the MoPac stretch from Slaughter to La Crosse, and for the next 2 miles to the south, Bunch responded, "Yes, but it leads into tolled lanes immediately south and immediately north."

Contact Ben Wear at 512-445-3690

The Texas Department of Transportation aims to build MoPac lanes underneath current lanes at Slaughter Lane and La Crosse Avenue. TxDOT estimates that two to three years of construction on the project, which is already fully funded by the agency, would commence early next spring. [illegible]

www.mystatesman.com/news/news/local/txdot-planning-for-mopac-underpasses-at-slaughter-/nm7Q2/

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Wednesday, July 29, 2015

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TxDOT planning for MoPac underpasses at Slaughter, La Crosse

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Posted: 1:52 p.m. Monday, July 27, 2015

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By Ben Wear - American-Statesman Staff

Southwest Austin could have two major highway projects underway less than a year from now.

The Texas Department of Transportation on Thursday evening will host a public hearing at Bowie High School for what it calls its "MoPac intersection improvements" project: construction of MoPac Boulevard lanes underneath what would be newly built overpasses at Slaughter Lane and La Crosse Avenue.

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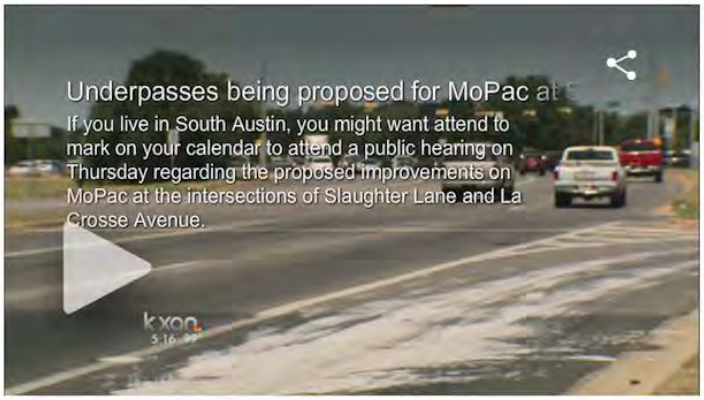
Underpasses being proposed for MoPac at Slaughter Lane, La Crosse Avenue

By Amanda Dugan
Published: July 28, 2015, 2:40 pm | Updated: July 28, 2015, 5:37 pm



AUSTIN (KXAN) — If you live in South Austin, you might want attend to mark on your calendar to attend a public hearing on Thursday regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

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- ACL announces weekend lineups
- Motorcyclist okay after going through a restaurant window

Avenue.

The Texas Department of Transportation and the Central Texas Regional Mobility Authority are proposing an underpass that would run about 2 miles and drop MoPac about 25 feet underground. The change will make Slaughter and Lacrosse bridges, eliminating signal lights at the intersections.

The project is designed to help with the back-ups due to the rapid population growth in Southwest Austin. The entire project hinges on an two-year long environmental study. The results from the study should be in by the end of this year. If approved, construction could start as early as March 2016.

Matthew Lamm has lived in Southwest Austin for 10 years and commutes through the area regularly on both bike and vehicle between 3-4 times a day.

"It needs to think about the residents on their bikes, the people that walk this neighborhood especially with the shopping. Just increase the traffic flow, just get it moving."

Along with building MoPac under Slaughter Lane and Lacrosse Avenue, officials would like to build a diverging diamond at Slaughter Lane. The goal for the completion of the overall project would be in 2018.

The public hearing is scheduled for Thursday, July 30 at Bowie High School, 4103 W. Slaughter Ln. The open house runs from 5-6 p.m. and then there will be presentation at 6 p.m.

Editor's picks

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CCHOA Assessment Statements Mailed

Your 2nd semi-annual assessments have been mailed. The 2nd assessment billing is due August 1st and considered late at August 30th. Payments are not accepted at the CCHOA office but you can make your payment using the following options. If you are making your payment through the website please remember to note your property address in the note section.

- Mail your check to PO Box 163541, Austin, Texas 78716
- Make your payment using Bill Pay through your financial institution
- Use the New "On-line Payment" Option through the Circle C HOA website

July Newsletter Published

The July issue of the CCHOA newsletter is available online or on your digital device! You can visit the publisher's website [here] to view an online copy or you can check it out on your phone by downloading the "Peel Inc." app in the App Store.

Annual 4th Of July Parade

The CCHOA will host the annual **4th of July Parade on Saturday July 4th at the Swim Center Plaza** located at the corner of La Crosse and Escarpment. Join us for face painting, balloon twisting, sno cones and other festivities! Children will gather to decorate their wheels for the parade at 8:30am, the parade will begin at 9:00am. Festivities will end promptly at 11:00am. We hope to see you there!

MoPac Intersections Environmental Study Public Hearing

Join us for a **Public Hearing on Thursday July 30th, 2015** regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. Click here to view event flyer.

WHAT: Public Hearing
WHEN: Thursday, July 30, 2015
5 – 6 p.m.: Open House
6 p.m.: Technical Presentation, followed by a public comment period
WHERE: Bowie High School (cafeteria), 4103 W. Slaughter Lane, Austin, TX 78749

Stay Connected

Click here to view News and Announcements.
Click here to view Resident Activities

Homeowners Association

CIRCLE C RANCH

Board Meeting Tomorrow

The Circle C HOA Board of Directors will meet tomorrow, **Tuesday July 28th at 6:30pm,** at the Circle C Community Center (7817 La Crosse Avenue). The meeting agenda will be posted in the "Board Meeting Agenda" folder under the "Resource Center" tab on the Friday prior to the meeting.

Wildflower Center Prescribed Burn

Weather permitting, the Lady Bird Johnson Wildflower Center staff will be conducting prescribed burns this week on **Tuesday July 28th** and **Wednesday July 29th** in support of our research and land management goals. As with any type of fire, our highest priority is firefighter and public safety. Other objectives of these prescribed burn are to: reduce fuel loads, improve landscape diversity, and demonstrate to the public the benefits of prescribed fire. Currently the Wildflower Center will be assisted by Austin Fire Department-Wildfire Division (AFD) and US Fish and Wildlife Service personnel.

MoPac Intersection Public Hearing

Join us for a Public Hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

WHEN: Thursday, July 30, 2015
5 - 6pm: Open House
6 pm: Technical Presentation, followed by a public comment period
WHERE: Bowie High School Cafeteria (4103 W. Slaughter Lane, Austin, TX 78749)

Click here to learn more about the proposed improvements, watch a video demonstration and submit official comments.

CIRCLE C RANCH
The Circle C Homeowners Association

MEMBER SIGN-IN

Keyword: Search

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MoPac Intersections Environmental Study Public Hearing

Join us for a Public Hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

WHAT: Public Hearing
WHEN: Thursday, July 30, 2015
5 – 6p.m.: Open House
6 p.m.: Technical Presentation, followed by a public comment period
WHERE: Bowie High School (cafeteria), 4103 W. Slaughter Lane, Austin, TX 78749

Improvements, as proposed, would extend the MoPac mainlanes through both intersections by going under Slaughter Lane and La Crosse Avenue. The intersection at MoPac and La Crosse Avenue would be a conventional intersection, similar to most intersections in the area. The study team is proposing an innovative intersection called a Diverging Diamond Intersection (DDI) at MoPac and Slaughter Lane.

A DDI shifts traffic approaching the intersection to the left side of the roadway, then back to the right side of the roadway once they've cleared the intersection. This allows drivers who want to turn left to keep moving and reduces the number of traffic signals, resulting in a reduction in delays and travel time. The project team developed an informational video to demonstrate how a DDI works. Check it out here: http://www.mopacsouth.com/intersections/innovative-solutions.php

Official Comments Can Be Submitted through August 10th. The official comment period for the MoPac Intersections Environmental Study Public Hearing began on Tuesday, June 30 and ends on Monday, August 10, 2015. Comments can be submitted online here: http://www.mopacsouth.com/contact/ Be sure to select the button that says, "Official MoPac Intersections Public Hearing Comment*". All public comments submitted since the project began in 2013 will be considered as part of the environmental study and included in the Environmental Assessment document.

RECENT POSTS

Avaña Pool Now Open

Angel Wings Wedding Dress Donations

Park

Circle C Select Swim Teams

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This Week in Downtown

DOWNTOWN AUSTIN ALLIANCE

July 20-26, 2015

In This Week's Newsletter...

- Austin Austin Downtown Grand Opening
- Reminder: Open House on Northwestern Date Proposal
- The Bernard Now Open on The Blue Street of Texas
- MoPac Intersection Improvements Public Hearing
- Conservation Corps Community Dialogue, Affordability
- Finance and Fall of City Hall Garage to Switch Monday
- Music Under the Star: The Bonnie Project at Sixth Down Arsenal
- RideScout Route Planning Service to include Whole Foods
- Street Closures

MoPac Intersection Improvements Public Hearing

MoPac South

Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at a public hearing regarding proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

Thursday, July 30, 2015
Open House: 5 to 6 p.m.
Technical presentation: 6 p.m. followed by a public comment period
Bowie High School cafeteria
4103 W. Slaughter Lane
Austin, TX 78749

Study team members will be on hand to answer questions and provide information during the open house. The Draft Environmental Assessment (EA) is available for public review online at www.MoPacSouth.com/Intersections/

Can't make it to the public hearing? Visit the virtual public hearing online at www.MoPacSouth.com/Intersections/, Thursday, July 30 – Monday, August 10.

Monday, August 10 is the deadline for public hearing comments.

Our Mission

The Mission of the Downtown Austin Alliance is to preserve and enhance the value and vitality of downtown Austin.

Downtown Austin Facts

- 123,178 employees work in downtown Austin.

- The average rental rate for downtown

Marshall Jones
Bon Vivant Consulting

Adam Nima
Trammel Crow Company

Mac Pike
Sutton Company

Pamela Power

Jim Rills
Austin Theatre Alliance

Stephen Roberts
Strasburger & Price LLP

Amy Show Thomas
University of Texas System

Joel Shor
Congress Holdings Group

Sonia Shifflett
SJSGroup Architecture & Design

Andy Smith
Parkway Properties, Inc.

Tom Stacy
CedRidge Partners

Craig Staley
Royal Blue Grocery

Lance Stumpf

This Week in Downtown

DOWNTOWN AUSTIN ALLIANCE

July 28-August 2, 2015

In This Week's Newsletter...

- MoPac Intersection Improvements Public Hearing: Thursday, July 30
- Last Week to Catch the Ridescout Route
- You're Invited to Meet the New Waller Creek
- Conversation Corps Community Dialogue: Affordability
- Preservation Austin Annual Meeting: Tuesday, August 18
- Travis County Accepting Applications for ATCIC Board of Trustees
- Real Goodwill Tour: Tuesday, July 28
- Street Closures

MoPac Intersection Improvements Public Hearing: Thursday, July 30

MoPac South
ENVIRONMENTAL STUDY

Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at a public hearing this Thursday, July 30th at the Bowie High School cafeteria. The public hearing will address the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. The open house will be held from 5-6 p.m., followed by a technical presentation at 6 p.m., with time for comments at the end of the presentation.

Click here for more information.

Our Mission

The Mission of the Downtown A
Alliance is to preserve and enha
the value and vitality of downtov
Austin.

Downtown Austin Facts

- There are 7,400 hotel rooms a
in downtown Austin.

- There are 2,072 hotel rooms u
construction in downtown Austir

-Annual economic impact from
spending in Austin is $6.2 billior

This Month's Meetings/Events

-Mobility/Streetscapes Committee: July meeting cance

-Board of Directors Meeting:
19 @ noon. 98 San Jacinto, 5th
Conference Rm

-Security/Maintenance Comm
August 26 @ 8:30 a.m. St. Davi
Church, 301 E. 8th St.

Contact Us

Downtown Austin Alliance
211 East 7th Street,
Suite 818
Austin, TX 78701

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AUSTIN MOBILITY go!

CITY OF AUSTIN TRANSPORTATION DEPARTMENT

Facebook Twitter Website

Reminder: Open House on I-35/Riverside Drive proposal

In partnership with the City of Austin and regional partners, the Texas Department of

interchanges and intersections along I-35 through Travis County, including at Riverside Drive. Community members are invited to attend an open house to review and comment on the proposed improvements and area impacts.

I-35 at Riverside Drive Open House
Tuesday, July 21, 2015
5:30-7 p.m.
Martin Middle School Cafeteria
1601 Haskell Street
Austin, Texas 78702
A brief presentation will be made at 6 p.m. with a question and answer session to follow

For more information about the Open House and proposed improvements to I-35, visit www.my35.org/capital.

Mark your calendars: MoPac intersection improvements public hearing

Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at a public hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

Thursday, July 30, 2015
Open house: 5 to 6 pm
Technical presentation: 6 pm followed by a public comment period
Bowie High School cafeteria
4103 W. Slaughter Lane
Austin, TX 78749

Study team members will be on hand to answer questions and provide information during the open house. The Draft Environmental Assessment (EA) is available for public review online at www.MoPacSouth.com/Intersections/.

Print copies are also available for review at the following locations in Austin:

- TxDOT Austin District, 7901 N. IH-35

Nextdoor

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JUL
30

CTRMA - MoPac Intersections Environmental Study Public Hearing

Going Maybe Share

Details

Thu, Jul 30, 5:00 PM

Bowie High School (cafeteria), 4103 W. Slaughter Lane, Austin, TX 78749

CTRMA Public Hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

The Draft Environmental Assessment is available at:
http://www.mopacsouth.com/intersections/...

Diverging Diamond Intersection, or DDI
http://www.mopacsouth.com/intersections/...

WHAT: Public Hearing
WHEN: Thursday, July 30, 2015
5 - 6 p.m.: Open House
6 p.m.: Technical Presentation, followed by a public comment period
WHERE: Bowie High School (cafeteria), 4103 W. Slaughter Lane, Austin, TX 78749

MoPac Intersections Environmental Study Public Hearing in Austin

TRACK SHARE

July 30, 2015
Thursday 5:00 PM

Bowie High School (Austin, TX)
4103 W Slaughter Lane
Austin, Texas 78749
Map

PERFORMERS:

No Performers Listed

EVENT DETAILS

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY PUBLIC HEARING

MoPac Intersections Environmental Study Public Hearing on July 30, 2015

Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at a Public Hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

Thursday, July 30, 2015
Bowie High School cafeteria
4103 W. Slaughter Lane
Austin, TX 78749
Open House: 5 to 6 pm
Technical presentation: 6 pm followed by a public comment period

Study team members will be on hand to answer questions and provide information during the Open House. The Draft Environmental Assessment (EA) is available for public review online at www.MoPacSouth.com/Intersections/.

Print copies are also available for review at the following locations in Austin:

- TxDOT Austin District, 7901 N. IH-35
- Central Texas Regional Mobility Authority, 3300 N. IH-35, Suite 300

Can't make it to the Public Hearing? Visit our Virtual Public Hearing online at www.MoPacSouth.com/Intersections/, Thursday, July 30 – Monday, August 10.

Monday, August 10 is the deadline for Public Hearing comments.

Categories: Education | Neighborhood

News | The Downtown Au

www.downtownaustin.com/news-article/mopac-intersection-improvements-public-hearing

News

MoPac Intersection Improvements Public Hearing

JULY 20, 2015
Categories: News
Topics: Mobility

MoPac South
ENVIRONMENTAL STUDY

Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at a public hearing regarding proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

Thursday, July 30, 2015
Open House: 5 to 6 p.m.
Technical presentation: 6 p.m. followed by a public comment period
Bowie High School cafeteria
4103 W. Slaughter Lane
Austin, TX 78749

Study team members will be on hand to answer questions and provide information during the open house. The Draft Environmental Assessment (EA) is available for public review online at www.MoPacSouth.com/Intersections/.

Can't make it to the public hearing? Visit the virtual public hearing online at www.MoPacSouth.com/Intersections/, Thursday, July 30 – Monday, August 10.

Monday, August 10 is the deadline for public hearing comments.

THIS WEEK IN DOWNTOWN

Subscribe to our weekly newsletter to get the latest information delivered direct to your inbox.

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Discover local events that match your passions or interests

MoPac Intersections Environmental Study Public Hearing

07/30/2015

05:00 PM

Bowie High School (Austin, TX)
4103 W Slaughter Lane
Austin, TX 78749

View on Map

Interests

Education, Neighborhood,

Event details may change at any time, always check with the event organizer when planning to attend this event or purchase tickets.

Recent Listings in 78749 Zip Code

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Hi, just a reminder that you're receiving this email because you have expressed an interest in City Council District 10. Don't forget to add district10@austintexas.gov to your address book so we'll be sure to land in your inbox!

You may unsubscribe if you no longer wish to receive our emails.

August 7, 2015

Join Our Mailing List!

Sheri Gallo

District 10 Austin City Council Member

August 7, 2015

Contact Us: Email or Call (512)978-2110

If you missed the chance to tell the Central Texas Regional Mobility Authority your thoughts on the Mopac Intersections Environmental Study, there's still time. The Virtual Public Hearing will be available through August 10th. Click here to review materials and submit your comments. The link includes fact sheets, presentations, exhibits, and more.

www.txdot.gov/inside-txdot/media-center/local-news/austin/022-2015.html

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Public Hearing to take Place for MoPac Intersections Project

Home > Inside TxDOT > Media Center > Local News > Austin

Contact: Kelli Reyna **Phone:** (512) 832-7060 **Date:** July 23, 2015

AUSTIN – The Texas Department of Transportation, in cooperation with the Central Texas Regional Mobility Authority, will conduct a public hearing to discuss the proposed improvements on Loop 1 (MoPac) at the intersections of Slaughter Lane and La Crosse Avenue, on Thursday, July 30, at Bowie High School cafeteria, located at 4103 Slaughter Lane, Austin, TX 78749.

The hearing will begin with an open house at 5 p.m. followed by a formal presentation at 6 p.m. A public comment session will be held after the presentation.

The purpose of the proposed MoPac intersections project is to improve intersection operations and enhance safety. As currently proposed, the MoPac mainlanes would extend through both intersections by going under both Slaughter Lane and La Crosse Avenue. Traffic traveling north and southbound on MoPac in this location would pass under the existing cross streets and no longer need to stop at a signalized intersection.

The need for the project arises from historic population and employment growth in the surrounding area, which has led to traffic congestion, increased delay, and a high crash rate at the intersections.

The proposed $46 million underpass project would construct two 12-foot lanes, 10-foot outside shoulders, and four-foot inside shoulders in each direction. In addition, a 10-foot wide shared use path is proposed within the existing right-of-way on the west side of MoPac from Slaughter Creek to La Crosse Avenue. The underpass at La Crosse Avenue and MoPac would be configured as a conventional interchange, while the one at Slaughter Lane and MoPac would be configured as a Diverging Diamond Intersection (DDI). A DDI is an innovative design that shifts motorists approaching the intersection to the left, then back to the right side of the roadway once they've cleared the intersection. This allows drivers who want to turn left to keep moving and reduce the number of traffic signals, resulting in a reduction in delays and travel time.

The Mobility Authority has been partnering with TxDOT to develop the environmental study; however, if the project receives environmental clearance, TxDOT would construct the proposed non-tolled improvements within the existing right-of-way.

The environmental document, maps, drawings and other project information will be on display at the hearing. Written comments may be submitted at the public hearing, mailed to Central Texas Regional Mobility Authority, c/o MoPac Intersections Environmental Study, 3300 North I-35, Suite 300, Austin, Texas 78705, faxed to (512) 996-9784, or submitted online at www.MoPacSouth.com/contact. Written comments must be received by Monday, Aug. 10, 2015 in order to be included in the official public hearing record.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. TxDOT and its 12,000 employees are committed to working with others to provide safe and reliable transportation solutions for Texas by maintaining a safe system, addressing congestion, connecting Texas communities, and being a Best in Class state agency. Find out more at TxDOT.gov. Fan us on Facebook, and follow us on Twitter.

SAVE OUR SPRINGS

Austin's water watchdog since 1992

Keep Keepin' Mopac Local; Swim, Play, Learn at the Springs

Mopac Public Hearing Thursday

Our local toll road agency, the Central Texas Regional Mobility Authority (CTRMA) and TxDOT are **hosting a public hearing** this Thursday at Bowie High School on the proposed "Mopac Intersections" piece of the much larger proposed 45SW/Mopac expansion toll loop. Open house at 5 p.m.; presentation at 6 p.m.; public comment afterward. This specific piece would stretch 2 miles, adding six lanes, 3 each way, in the currently green median from the southern end of Mopac (at 45SW) to north of Slaughter Lane. Don't be fooled by the "intersections" name: this is key segment in the plan to convert Mopac from a local commuter highway to a second Interstate 35 through Austin.

SOS will be there with our own information. Come on out, learn more, and speak up.

Send a written, email comment. Please take a minute to send a comment to the official CTRMA/TxDOT public comment process for their "Mopac Intersections" project. Send the suggested comment at the link, or write your own, no later than August 10th. You can read the draft "Mopac Intersections" environmental assessment here. We'll also make sure that local officials with a stake in the matter receive a copy of your message. And we will keep you posted with occasional updates. With your help we can keep a second I-35 out of south, west, and north Austin.

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Public Hearing - MoPac Intersection Improvements

Home > Inside TxDOT > Get Involved > Hearings & Meetings > Schedule

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Contact Us

Where: Bowie High School (cafeteria)
4103 W. Slaughter Lane
Austin, TX 78749

When: Thursday, July 30, 2015
Open House: 5 p.m. - 6 p.m.
Public Hearing: 6 p.m. until public comments are complete

Purpose: The purpose of the hearing is to present the planned improvements for the MoPac intersections at Slaughter Lane and at La Crosse Avenue.

The proposed project limits are from approximately 2,500 feet north of Slaughter Lane to approximately 3,700 feet south of La Crosse Avenue, in the city of Austin, Travis County, Texas. The proposed project is approximately two miles long.

Displays will be available for viewing at 5 p.m. and staff will be available to answer questions. The formal hearing will commence with a presentation at 6 p.m. followed by a public comment period.

Description: Proposed improvements include:

- Improve intersection operations
- Enhance safety
- Reduce traffic congestion and travel delays

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

Downloads:

- Notice
- Flier

Contact: TxDOT Austin District
P.O. Box 15426
Austin, TX 78761-5426

(512) 832-7000
Email

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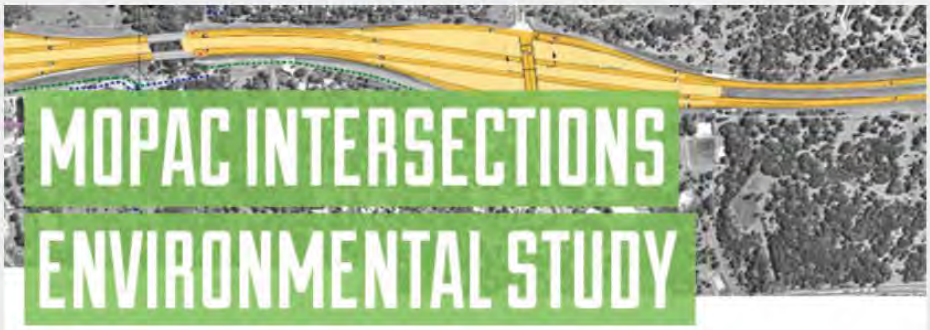


MoPac Intersections Environmental Study Public Hearing Planned for July 30, 2015

Join us for a Public Hearing regarding the proposed improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

WHAT: Public Hearing
WHEN: Thursday, July 30, 2015
5 - 6 p.m.: Open House
6 p.m.: Technical Presentation, followed by a public comment period
WHERE: Bowie High School (cafeteria), 4103 W. Slaughter Lane, Austin, TX 78749

Attachment B

Hand-outs

SPEAKER SIGN-UP CARD

(PLEASE PRINT)

NAME: _____

ADDRESS: _____

REPRESENTING: _____

(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

SPEAKER SIGN-UP CARD

(PLEASE PRINT)

NAME: _____

ADDRESS: _____

REPRESENTING: _____

(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

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: _____

Address _____

Representing: _____

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015**. (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

_____

_____

_____

_____

_____

_____

_____

Central Texas Regional Mobility Authority
c/o MoPac Intersections Environmental Study
3300 North IH-35, Suite 300
Austin, TX 78705

Public Hearing 7-30-15

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

DIVERGING DIAMOND INTERSECTION

BACKGROUND

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with local partners to study mobility and safety improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue. Construction of an innovative intersection design, called a Diverging Diamond Intersection (DDI), is currently being proposed for the intersection of MoPac and Slaughter Lane as part of the MoPac Intersections Environmental Study. A DDI is an innovative design solution that addresses congestion by allowing vehicles to travel more quickly through an intersection.

BENEFITS OF A DDI

A DDI reduces the number of potential crash points between cross-traffic and left-turn movements resulting in increased safety and a reduction in delays and travel times. Other benefits include increased pedestrian and cyclist safety with the addition of sidewalks. Additional advantages include:

- No additional right-of-way would be needed
- The design would not impact business access in the area
- Pedestrians would have safe east-west crosswalks
- Cyclists would have a dedicated bike lane across Slaughter Lane for a safe east-west connection
- The solution is a cost-effective way of addressing traffic needs for the long term

HOW IT WORKS

Traffic is temporarily shifted to the left side of the bridge. This allows through traffic and left-turning traffic to move through the intersection simultaneously.

The study team is committed to maintaining open communication with residents, local leaders and businesses in the area, as well as the traveling public to ensure that recommended improvements reflect the needs and input of the community and its various stakeholders. We welcome your feedback and questions about the **MoPac Intersections Environmental Study**.

To learn more or to request a presentation for your group, please contact:

Melissa Hurst, Community Outreach Manager
Central Texas Regional Mobility Authority
Email: **mhurst@mobilityauthority.com**
Phone: **(512) 996-9778**

Please visit the MoPac Intersections Environmental Study page at **www.MoPacSouth.com** for more information.

If the proposed improvements are environmentally cleared, the project will transition from the Mobility Authority to TxDOT, the agency who will design, construct, and maintain the project.

Central Texas Regional Mobility Authority

Texas Department of Transportation

IS THIS PROJECT RELATED TO THE MOPAC SOUTH ENVIRONMENTAL STUDY?

At the same time the intersections study is underway, a separate study is being conducted to assess potential improvements on approximately eight miles of MoPac from Cesar Chavez Street to Slaughter Lane. For more information about this study, contact **Melissa Hurst** at **mhurst@ctrma.org** or **(512) 996-9778**.

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

THE PROBLEM

The MoPac Expressway intersections at Slaughter Lane and La Crosse Avenue in southwest Austin were originally constructed in 1992 and have grown increasingly congested over the years. Traffic congestion at these intersections is causing travel delays and adversely affecting access and mobility.

IDENTIFYING A SUSTAINABLE SOLUTION

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with local partners to study mobility and safety improvements on MoPac at the intersections of Slaughter Lane and La Crosse Avenue.

THE PROCESS

The Mobility Authority and TxDOT initiated an environmental study to analyze the two intersections and determine the best options for reducing delay and enhancing safety.
Over the course of the study, analysis of the potential social, economic and environmental impacts of the proposed improvements was conducted. The Draft Environmental Assessment, available at www.MoPacSouth.com/Intersections/, was released on June 30, 2015. An environmental decision on the MoPac Intersections Environmental Study is expected in 2015. If the proposed improvements are environmentally cleared, TxDOT will design and construct the project and maintain the facilities.

WHAT WE'RE PROPOSING

Several alternatives were presented to the community, including an extension of the MoPac mainlanes through the intersections by using an overpass, underpass, or implementing other intersection concepts. In light of the public input received and our continuing engineering analysis, proposed mobility improvements would include extending the MoPac mainlanes under Slaughter Lane and La Crosse Avenue. A "do nothing" or No-Build option is also still under consideration. The project would include additional mobility improvements, such as bicycle and pedestrian accommodations and improved signal timing, at each intersection beyond those associated with the construction of underpasses.

Central Texas Regional Mobility Authority

Texas Department of Transportation

JULY 2015

INNOVATIVE INTERSECTION DESIGNS

The project team is working on an innovative, long-term solution for traffic congestion at MoPac and Slaughter Lane. The solution would involve separating the north-south traffic on MoPac from the east-west traffic on Slaughter Lane using what is called a Diverging Diamond Intersection (DDI). The design reflects public comments and stakeholder suggestions for a solution that would minimize traffic noise and visual impacts while making it faster and safer for motorists, cyclists and pedestrians to get through the intersection.

The DDI will shift traffic approaching the intersection to the left, then back to the right after the intersection to allow drivers who want to turn left to keep moving and reduce the number of traffic signal intervals. A key advantage of the DDI is the reduced wait time for traffic making a left turn. Check out our DDI visualization and fact sheet online at www.MoPacSouth.com/intersections/innovative-solutions.php.

At La Crosse Avenue, the study team is proposing a standard diamond intersection, similar to most intersections in the area.

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

Bicycle and pedestrian accommodations are included in the build alternative for the MoPac Intersections Environmental Study. An additional 10-foot wide shared use path on the west side of MoPac from Slaughter Lane to La Crosse Avenue would be included. This shared use path would supplement the existing recreational trail outside the right-of-way from Slaughter Lane to Slaughter Creek on the west side of MoPac. These improvements, in combination with existing and planned pedestrian and bicycle facilities, would provide a continuous bicycle and pedestrian connection between Slaughter Lane and La Crosse Avenue.

STAY INVOLVED

We welcome your feedback and questions about the **MoPac Intersections Environmental Study**. To learn more, please contact:

Melissa Hurst, Community Outreach Manager
Central Texas Regional Mobility Authority
Email: **mhurst@ctrma.org**
Phone: **(512) 996-9778**

Please visit the MoPac Intersections Environmental Study page at **www.MoPacSouth.com** for more information.

IS THIS PROJECT RELATED TO THE MOPAC SOUTH ENVIRONMENTAL STUDY?

At the same time the intersections study is underway, a separate study is being conducted to assess potential improvements on approximately eight miles of MoPac from Cesar Chavez Street to Slaughter Lane. For more information about this study, contact **Melissa Hurst** at **mhurst@ctrma.org** or **(512) 996-9778**.

JULY 2015

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

VIRTUAL PUBLIC HEARING

You can also visit us online at our Virtual Public Hearing

www.MoPacSouth.com/Intersections
FROM JULY 30 THROUGH AUGUST 10

- **Download and review Hearing materials**
- **Leave us your comments and questions**
- **Sign up for electronic updates**

Attachment C

Display Boards and Maps

PROJECT LOCATION

MOPAC INTERSECTIONS PROJECT

MoPac (Loop 1)

From: North of Slaughter Lane

To: South of La Crosse Avenue

Travis County, Texas

MoPac Intersections Environmental Study

PURPOSE AND FORMAT OF PUBLIC HEARING

WHY AM I HERE?

TO REVIEW, DISCUSS, AND PROVIDE INPUT ON THE:

- Results of the Draft Environmental Assessment
- Build Alternative

FORMAT

EVENT	OPEN HOUSE	(public hearing) TECHNICAL PRESENTATION	BREAK
TIME (P.M.)	5 – 6 PM	6 PM	
	PUBLIC COMMENT SESSION (until all registered speakers have shared comments)		ADJOURN

MoPac Intersections Environmental Study

PUBLIC HEARING COMMENTS (VERBAL AND WRITTEN)

VERBAL

PROVIDE COMMENTS DURING PUBLIC HEARING COMMENT SESSION
1. Submit speaker registration card
2. Limit comments to three minutes

SUBMIT COMMENTS DIRECTLY TO COURT REPORTER
1. Court reporter transcribes verbal comments
2. Comment time *not* limited to three minutes

WRITTEN

PLACE IN COMMENT BOX

MAIL OR FAX
Central Texas Regional Mobility Authority
c/o MoPac Intersections Environmental Study
3300 North IH-35, Suite 300
Austin, Texas 78705
Fax: (512) 996-9784

SUBMIT ONLINE
www.MoPacSouth.com

SUBMIT ON OR BEFORE AUGUST 10

MoPac Intersections Environmental Study

PURPOSE AND NEED OF PROJECT

WHAT ARE WE TRYING TO DO?

REDUCE TRAVEL DELAY

ENHANCE SAFETY

WHAT PROBLEMS ARE WE TRYING TO ADDRESS?

POPULATION & EMPLOYMENT GROWTH

TRAFFIC CONGESTION & DELAY

CRASH RATES

MoPac Intersections Environmental Study

BIKE AND PEDESTRIAN FACILITIES

- 10-foot-wide Shared Use Path along the west side of MoPac from Slaughter Lane to La Crosse Avenue
- Provides continuous sidewalks where there are now gaps
- ADA-compliant
- Provides connections to existing and proposed bicycle and pedestrian facilities

Shared use path along US 183A. Source: Jacobs 2015

MoPac Intersections Environmental Study

DIVERSE NATIVE ROADSIDE

WHAT IT PROVIDES:

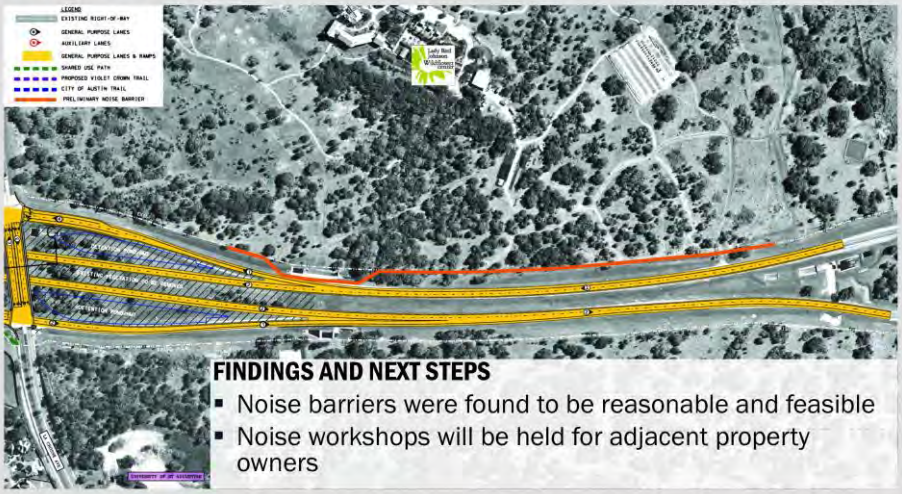
- Regional Texas character
- Roadside beautification
- Butterfly and pollinator habitat
- Water infiltration and cleansing
- Erosion control
- Reduced water use
- Reduced mowing costs

In Central Texas, native roadsides mean diverse communities of prairie grasses and wildflowers that change through the seasons. Early spring displays swaths of bluebonnets and red Indian paintbrush. Yellow and red coreopsis appear in early summer followed by green prairie grasses throughout the summer. Winter highlights the earth tones of dormant grasses.

MoPac Intersections Environmental Study

TRAFFIC NOISE

PROPOSED NOISE BARRIERS



FINDINGS AND NEXT STEPS

- Noise barriers were found to be reasonable and feasible
- Noise workshops will be held for adjacent property owners

MoPac Intersections Environmental Study

TRAFFIC NOISE

PROPOSED NOISE BARRIERS

FINDINGS AND NEXT STEPS

- Noise barriers were found to be reasonable and feasible
- Noise workshops will be held for adjacent property owners

MoPac Intersections Environmental Study

ENVIRONMENTAL ASSESSMENT OVERVIEW

WHAT WE STUDIED...

Indirect, Direct and Cumulative Impacts	Streams, Wetlands and Floodplains
Land Use	Vegetation
Socioeconomic Resources	Threatened and Endangered Species
Geology and Soils	Archeological Resources
Air Quality	Historic Resources
Traffic Noise	Hazardous Materials
Ground Water The proposed project will comply with the Edwards Aquifer Rules.	Visual Quality

MoPac Intersections Environmental Study

PROJECT FUNDING AND SCHEDULE

FUNDING

NON-TOLLED PROJECT IS FUNDED WITH LOCAL, STATE, AND FEDERAL RESOURCES

$46 MILLION

(Current total project cost)

SCHEDULE

DATE	MILESTONE
2015	PUBLIC HEARING SUMMARY REPORT
	FINAL ENVIRONMENTAL ASSESSMENT & ENVIRONMENTAL DECISION
2016	ANTICIPATED CONSTRUCTION START (if environmentally approved)

ANTICIPATED CONSTRUCTION DURATION IS 2-3 YEARS.

MoPac Intersections Environmental Study

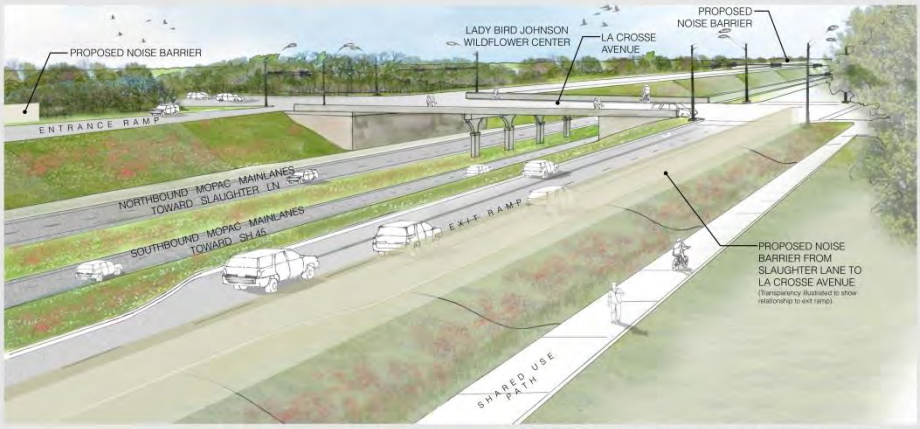
SLAUGHTER LANE AT MOPAC

The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

Looking West

MoPac Intersections Environmental Study

LA CROSSE AVENUE AT MOPAC



The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

Looking South

MoPac Intersections Environmental Study

PRELIMINARY
SUBJECT TO CHANGE
CENTRAL TEXAS
REGIONAL MOBILITY AUTHORITY
Texas Department of Transportation
JACOBS

CENTRAL TEXAS
REGIONAL MOBILITY AUTHORITY
Texas Department of Transportation
JACOBS
PRELIMINARY
SUBJECT TO CHANGE

Attachment D

Photographs

Photo 1: Guests registered at the sign in table for public hearing.

Photo 2: Ms. Melissa Hurst from the Mobility Authority explains the preliminary layout for the Build Alternative.

Photo 3: Video shows neighbors how the diverging diamond intersection at Slaughter Lane/MoPac will work.

Photo 4: Attendees discuss the diverging diamond intersection at Slaughter Lane and MoPac.

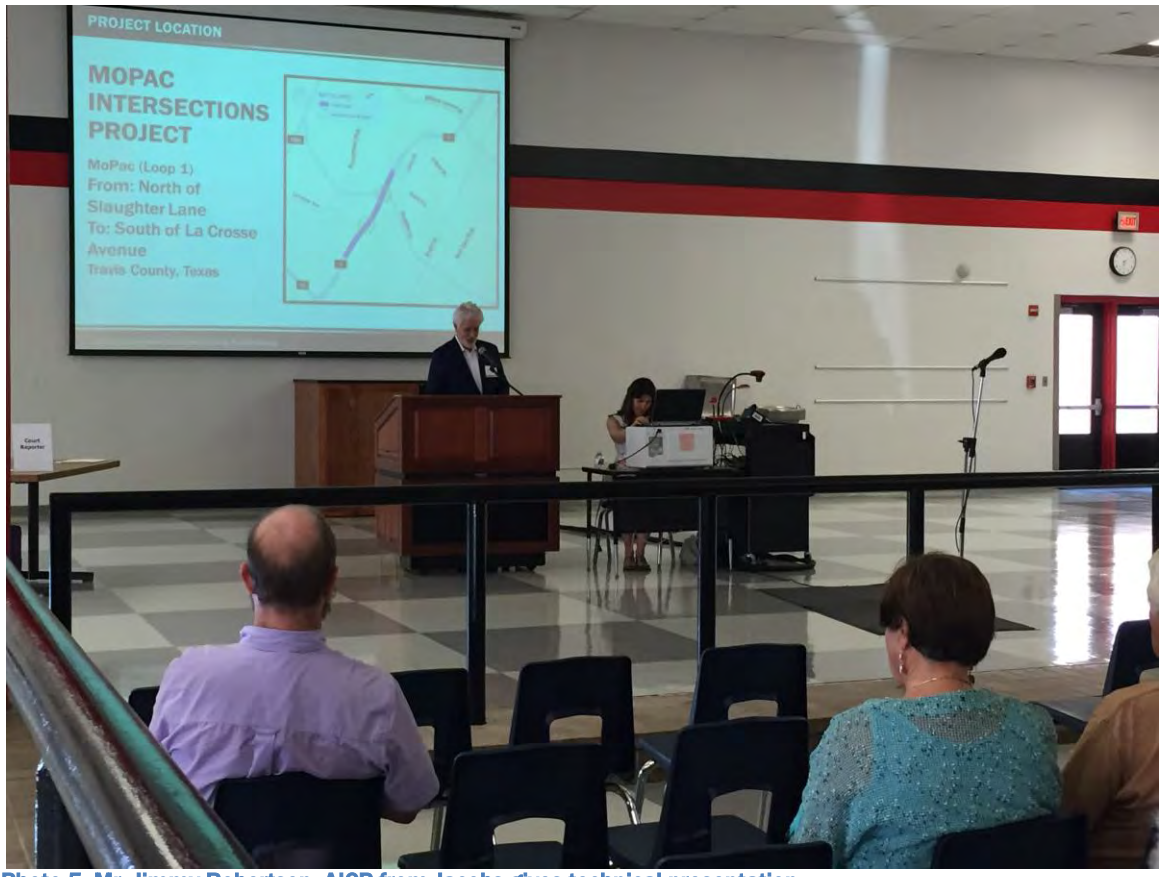


Photo 5: Mr. Jimmy Robertson, AICP from Jacobs gives technical presentation.

Photo 6: Audience listens to presentation at public hearing.

Photo 7: Mr. Bill Bunch of Keep MoPac Local provides testimony.

Photo 8: Mr. Chris Bishop from TxDOT gives background information on project.

Photo 9: Visitor reviews proposed noise barrier locations.

Photo 10: Project team discusses MoPac Intersections with attendees.

Photo 11: Project team discusses MoPac Intersections with attendees.

Photo 12: Attendees walk through a series of display boards explaining the project.

Attachment E

Presentation

TEXAS DEPARTMENT OF TRANSPORTATION

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

Public Hearing – July 30, 2015

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

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY PUBLIC HEARING

1. INTRODUCTIONS
2. HEARING PURPOSE & FORMAT
3. PROJECT OVERVIEW
4. DRAFT ENVIRONMENTAL ASSESSMENT
5. ENGINEERING & DESIGN
6. PROJECT SCHEDULE & FUNDING
7. PUBLIC COMMENT SESSION

MoPac Intersections Environmental Study Public Hearing July 30, 2015 2

TEXAS DEPARTMENT OF TRANSPORTATION

1. INTRODUCTIONS

TEXAS DEPARTMENT OF TRANSPORTATION

2. HEARING PURPOSE & COMMENTS

PURPOSE OF THE PUBLIC HEARING

To review, discuss, and provide input on the:

- Results of the Draft Environmental Assessment
- Build Alternative

MoPac Intersections Environmental Study Public Hearing July 30, 2015

PUBLIC HEARING COMMENTS (VERBAL)

PROVIDE COMMENTS DURING PUBLIC HEARING COMMENT SESSION

1. Submit speaker registration card
2. Limit comments to three minutes

SUBMIT COMMENTS DIRECTLY TO COURT REPORTER

1. Court reporter transcribes verbal comments
2. Comment time *not* limited to three minutes

MoPac Intersections Environmental Study Public Hearing July 30, 2015

PUBLIC HEARING COMMENTS (WRITTEN)

PLACE IN COMMENT BOX

MAIL OR FAX

Central Texas Regional Mobility Authority
c/o MoPac Intersections Environmental Study
3300 North IH-35, Suite 300
Austin, Texas 78705
Fax: (512) 996-9784

SUBMIT ONLINE

www.MoPacSouth.com

SUBMIT ON OR BEFORE AUGUST 10

MoPac Intersections Environmental Study Public Hearing July 30, 2015

TEXAS DEPARTMENT OF TRANSPORTATION

3. PROJECT OVERVIEW

PROJECT LOCATION

MOPAC INTERSECTIONS PROJECT

MoPac (Loop 1)
From: North of Slaughter Lane
To: South of La Crosse Avenue
Travis County, Texas

MoPac Intersections Environmental Study Public Hearing July 30, 2015

TEXAS DEPARTMENT OF TRANSPORTATION

4. DRAFT ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL ASSESSMENT OVERVIEW

The Draft Environmental Assessment was developed in accordance with the National Environmental Policy Act requirements.

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

ENVIRONMENTAL ASSESSMENT OVERVIEW – WHAT WE STUDIED

Direct, Indirect and Cumulative Impacts	Streams, Wetlands and Floodplains
Land Use	Vegetation
Socioeconomic Resources	Threatened and Endangered Species
Geology and Soils	Archeological Resources
Air Quality	Historic Resources
Traffic Noise	Hazardous Materials
Ground Water The proposed project will comply with the Edwards Aquifer Rules.	Visual Quality

COMMUNITY INVOLVEMENT

- **Stakeholder meetings and community events**
- **Open House and Virtual Open House**
- **Additional outreach, including:**
  - E-newsletters
  - Website
  - Fact sheets

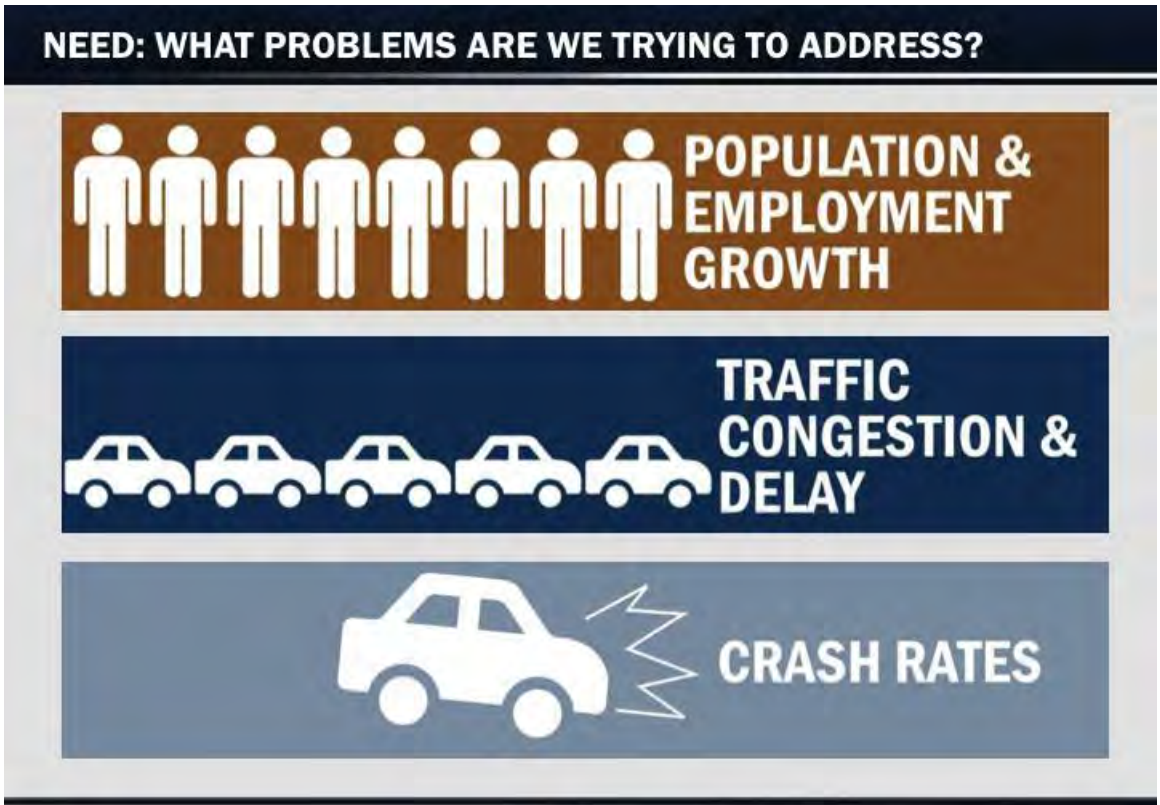
MoPac Intersections Environmental Study Public Hearing July 30, 2015 13

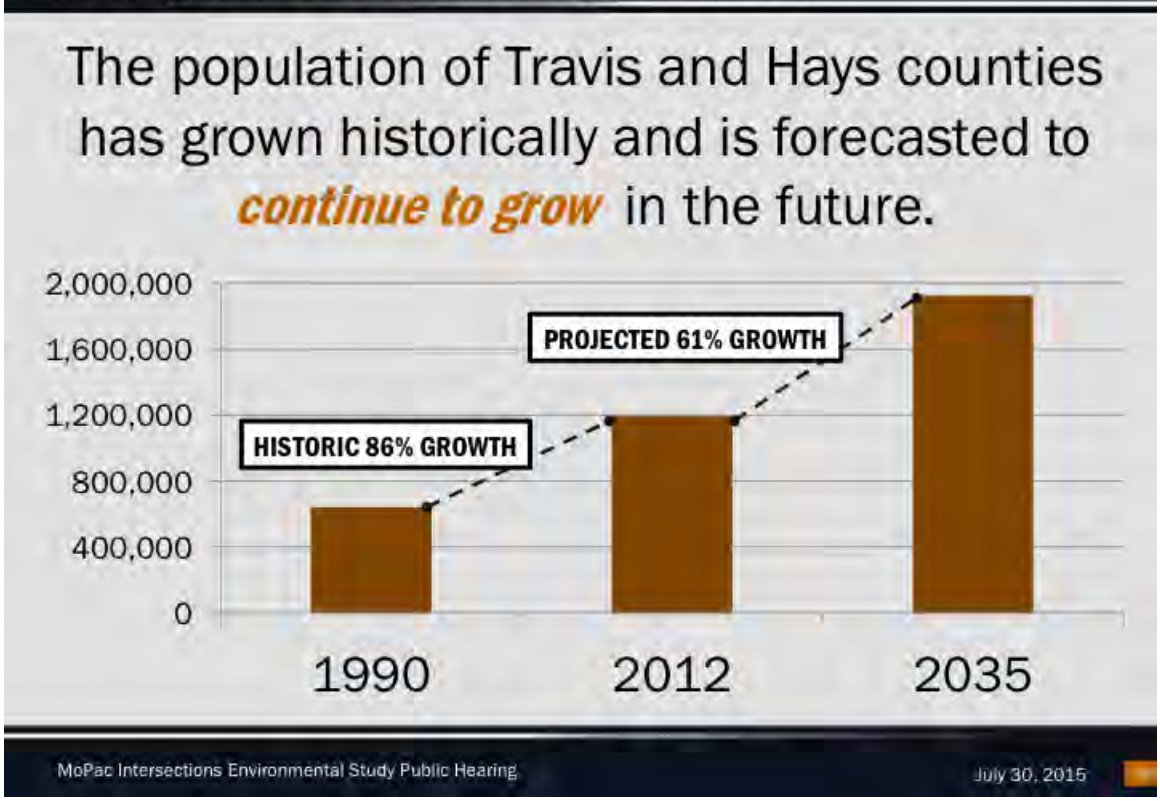
PURPOSE: WHAT ARE WE TRYING TO DO?

REDUCE TRAVEL DELAY

ENHANCE SAFETY

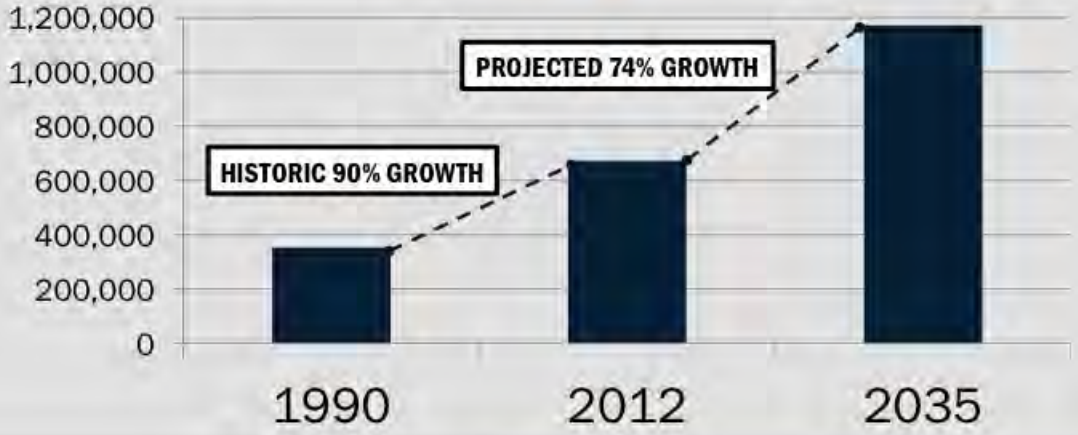
MoPac Intersections Environmental Study Public Hearing July 30, 2015 14


NEED: WHAT PROBLEMS ARE WE TRYING TO ADDRESS?
POPULATION & EMPLOYMENT GROWTH
TRAFFIC CONGESTION & DELAY
CRASH RATES
MoPac Intersections Environmental Study Public Hearing
July 30, 2015
15


NEED: WHAT POPULATION GROWTH TELLS US
The population of Travis and Hays counties has grown historically and is forecasted to continue to grow in the future.
2,000,000
1,600,000
1,200,000
800,000
400,000
0
PROJECTED 61% GROWTH
HISTORIC 86% GROWTH
1990
2012
2035
MoPac Intersections Environmental Study Public Hearing
July 30, 2015

NEED: WHAT EMPLOYMENT GROWTH TELLS US

The employment rate in Travis and Hays counties has grown historically and is forecasted to ***continue to grow*** in the future.



MoPac Intersections Environmental Study Public Hearing July 30, 2015

NEED: WHAT THE TRAFFIC MODEL TELLS US

Under the No Build (Do Nothing) alternative, it could take ***three times longer*** to drive on MoPac through the Slaughter Lane and La Crosse Avenue intersections in 2035.

SLAUGHTER LANE		LA CROSSE AVENUE	
IN 2013...	IF WE DO NOTHING, IN 2035...	IN 2013...	IF WE DO NOTHING, IN 2035...
MORNING PEAK HOUR NORTHBOUND TRAVEL TIME:			
3 MIN.	8 MIN.	<1 MIN.	6 MIN.
EVENING PEAK HOUR SOUTHBOUND TRAVEL TIME:			
3 MIN.	4 MIN.	<1 MIN.	1.5 MIN.

MoPac Intersections Environmental Study Public Hearing July 30, 2015

NEED: WHAT THE CRASH DATA MEANS

Overpasses/underpasses (grade-separated intersections) are safer than at-grade intersections where two roads cross at the same level because ***a large portion of the traffic volume is separated***.

How do we know?

The intersections with overpasses/underpasses that we studied on MoPac, from William Cannon Drive to Davis Lane, have a lower crash rate than on MoPac from Slaughter Lane to La Crosse Avenue, even though they carry ***more than double*** the traffic volume.

ALTERNATIVES CONSIDERED

1. **NO BUILD (DO NOTHING)**
   No improvements are constructed; assumes all other projects in the CAMPO Plan would be constructed
2. **OVERPASSES**
   MoPac runs **over** Slaughter Lane and La Crosse Avenue
3. **UNDERPASSES**
   MoPac runs **under** Slaughter Lane and La Crosse Avenue

BUILD ALTERNATIVE: UNDERPASS CONFIGURATIONS

BUILD ALTERNATIVE

THE BUILD ALTERNATIVE IS RECOMMENDED BECAUSE IT:

- Is consistent with Purpose and Need
- Does not require right-of-way acquisition
- Does not require residential or commercial relocations
- Avoids and minimizes impacts to water quality
- Minimizes traffic noise levels
- Is consistent with regional planning efforts
- Accommodates safe pedestrian and bicycle access
- Does not harm threatened and endangered species

HUMAN ENVIRONMENT

- Land Use
- Archeological Resources
- Historic Resources
- Socioeconomic Resources
- Air Quality
- Hazardous Materials
- Visual Quality
- Traffic Noise

HUMAN ENVIRONMENT: TRAFFIC NOISE

TRAFFIC NOISE ANALYSIS CONDUCTED

- Noise barriers were found reasonable and feasible
- Noise workshops will be held for property owners adjacent to a proposed barrier

NATURAL ENVIRONMENT

- Vegetation
- Streams, Wetlands and Floodplains
- Geologic Studies
- Water Quality and Quantity
- Threatened and Endangered Species

Geologic feature located within Slaughter Creek. Source: Zara 2014

MoPac Intersections Environmental Study Public Hearing July 30, 2015 25

NATURAL ENVIRONMENT: GEOLOGIC STUDIES, WATER QUALITY & WATER QUANTITY

- Project is over Barton Springs Segment of Edwards Aquifer Recharge Zone
- Project will meet Texas Commission on Environmental Quality's Edwards Aquifer Rules

Source: TCEQ 2015

MoPac Intersections Environmental Study Public Hearing July 30, 2015 26

NATURAL ENVIRONMENT: THREATENED & ENDANGERED SPECIES

The project area includes habitat for threatened and endangered species, therefore surveys were conducted for karst invertebrates, salamanders and the golden-cheeked warbler.

No threatened or endangered species were encountered during these surveys.

INDIRECT AND CUMULATIVE IMPACTS

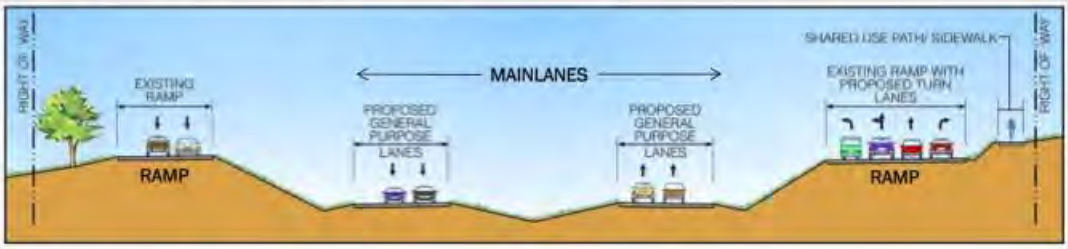
The potential for indirect and cumulative impacts was evaluated in the Environmental Assessment

- The project would not result in induced growth, and therefore would not result in indirect impacts.
- Study evaluated the cumulative impacts of every project in the Capital Area Metropolitan Planning Organization 2035 Plan, including MoPac South and SH 45SW.
- It is unlikely that the project would contribute to cumulative impacts to at-risk resources, including groundwater resources or threatened or endangered species, due to the incorporation of Texas Commission on Environmental Quality approved Best Management Practices.

TEXAS DEPARTMENT OF TRANSPORTATION

5. ENGINEERING & DESIGN

PROPOSED MOPAC TYPICAL SECTION



Mainlanes:

- Two 12-foot travel lanes in each direction
- Four-foot inside shoulder
- 10-foot outside shoulder

MoPac Intersections Environmental Study Public Hearing July 30, 2015 30

LA CROSSE AVENUE AT MOPAC

Looking South

SLAUGHTER LANE AT MOPAC

Looking West

BICYCLE AND PEDESTRIAN ACCESS

- 10-foot-wide Shared Use Path along the west side of MoPac from Slaughter Lane to La Crosse Avenue
- Provides continuous sidewalks where there are now gaps
- ADA-compliant
- Provides connections to existing and proposed bicycle and pedestrian facilities

Shared use path along US 183A. Source: Jacobs 2015

CONSTRUCTION BEST MANAGEMENT PRACTICES

Water Quality:

- Stormwater Pollution Prevention Plan
- Water Pollution Abatement Plan

Air Quality:

- Covering or treating disturbed areas with dust suppression techniques

Vegetation/Wildlife:

- Stormwater controls will remain in place until vegetation is reestablished where possible
- Proper phasing of construction around nesting season of migratory birds

Geologic Features:

- Measures will be taken to protect geologic features discovered during construction

TEXAS DEPARTMENT OF TRANSPORTATION

6. PROJECT SCHEDULE & FUNDING

PROJECT FUNDING

Non-tolled project is funded with local, state and federal resources

$46 million

current total project cost

MoPac Intersections Environmental Study Public Hearing

July 30, 2015

PROJECT SCHEDULE

DATE	MILESTONE
2015	PUBLIC HEARING SUMMARY REPORT
	FINAL EA & ENVIRONMENTAL DECISION
2016	ANTICIPATED CONSTRUCTION START (if environmentally approved)

Anticipated construction duration is 2-3 years.

MoPac Intersections Environmental Study Public Hearing July 30, 2015 37

TEXAS DEPARTMENT OF TRANSPORTATION

BREAK

38

TEXAS DEPARTMENT OF TRANSPORTATION

7. PUBLIC COMMENTS

PUBLIC COMMENT SESSION

1. Use the microphone
2. State your full name
3. Face the court reporter
4. Comment on issues relevant to the environmental study
5. Three-minute time limit

MoPac Intersections Environmental Study Public Hearing July 30, 2015

WRITTEN COMMENTS
COMMENTS
PLACE IN COMMENT BOX
MAIL OR FAX
Central Texas Regional Mobility Authority
c/o MoPac Intersections Environmental Study
3300 North IH-35, Suite 300
Austin, Texas 78705
Fax: (512) 996-9784
SUBMIT ONLINE
www.MoPacSouth.com
SUBMIT ON OR BEFORE AUGUST 10
MoPac Intersections Environmental Study Public Hearing
July 30, 2015

Attachment F

Court Reporter Transcript

1
2
3
4
5 MOPAC INTERSECTIONS
6 ENVIRONMENTAL STUDY
7 PUBLIC HEARING
8 THURSDAY, JULY 30, 2013
9 BOWIE HIGH SCHOOL
10 4103 W. SLAUGHTER LANE
11 AUSTIN, TEXAS 78749
12 6:00 PM
13
14
15
16
17
18
19 reported by: Debbie D. Cunningham, CSR
20
21
22
23
24
25 Job No. 2095200

AcuScribe Court Reporters, Inc. - A Veritext Company
(800) 497-0277

1 P R O C E E D I N G S
2 MR. BISHOP: Ladies and gentlemen if you
3 will, take your seats, please.
4 If you can hear me, please take your
5 seats so the public hearing can begin this evening.
6 UNIDENTIFIED SPEAKER: We can't hear you.
7 MR. BISHOP: Is that better? Oh,
8 wonderful.
9 Well, first of all, good evening. My
10 name is Chris Bishop; and I am the Public Information
11 Officer for the Austin District of TxDOT, or the Texas
12 Department of Transportation, if you like the long name.
13 Today is July 30, 2015; it is 6:01 p.m.
14 I would like to begin the Public Hearing for the
15 proposed MoPac Intersection Project. The project limits
16 are from north of Slaughter Lane to south of Lacrosse
17 Avenue.
18 Tonight Lorena Echeverria de Misi is
19 going to be serving as our Official Public Hearings
20 Officer.
21 This evening's proceedings are going to
22 be conducted in English. We do have, I believe, Spanish
23 translation services available; and if needed, please
24 raise your hand and talk to the folks back at the table.
25 On behalf of TxDOT, I would like to

1 welcome you to tonight's hearing. We want to thank you
2 all for your attendance, and we look forward to
3 receiving your comments.
4 If you did not sign in tonight, please do
5 so either during the break or before leaving tonight.
6 We want to have a record of everybody's attendance this
7 evening. That way we can also add you to our mailing
8 list for any future project updates.
9 The format of this hearing is shown on
10 the agenda located in your information packet and on the
11 screen. If you did not receive a packet when you
12 entered, once again, they are back at the sign-in table.
13 After my opening and brief introduction,
14 Jimmy Robertson with Jacobs is going to present a
15 summary of the proposed project, environmental process
16 and studies; and then Stephanie Messerli with Jacobs is
17 going to present the engineering design.
18 At this time we're going to take a moment
19 also to recognize the local government officials that
20 are present tonight. Austin City Council Member Ellen
21 Troxclair. There she is.
22 (Applause.)
23 MR. BISHOP: Did we miss anybody else
24 from the list, somebody that they didn't catch? Any
25 other elected officials? Terrific. It's nice to be on

1 top of things.
2 I would also like to recognize the
3 personnel here from TxDOT and from the Central Texas
4 Regional Mobility Authority. If you're sitting, please
5 stand and wave. If you're standing, please wave. These
6 are typically the people you're going to find at the
7 display boards over on the sides and in the back. Look
8 for folks with name tags.
9 And we also want to thank the Austin
10 Independent School District and Bowie High School for
11 allowing us the use of their facility for tonight's
12 hearing.
13 You may be asking: Why am I here? In
14 which case --
15 (Loud horn sounded.)
16 MR. BISHOP: Okay. We'll fix that for
17 you.
18 (Laughter.)
19 MR. BISHOP: The purpose of this Public
20 Hearing is to provide an update on the project, describe
21 the alternatives studied to address project need and
22 purpose, present the Draft Environmental Assessment and
23 the Build Alternative that resulted from those studies,
24 and to receive public input on the Environmental
25 Assessment and the Build Alternative.

1 Here's the way this works: Following the
2 technical presentations, we're going to take a 15-minute
3 break. Then we're going to be receiving your verbal
4 comments. Please feel free to, once again, go back to
5 the exhibits in the open house area. Staff is going to
6 be available -- look for the tags -- to answer your
7 questions at that time.
8 After the break, we're going to call the
9 hearing back to order for the public comment session.
10 Verbal comments will be limited to 3 minutes and will be
11 taken in the order that the speaker cards are received,
12 and you will make the comments to me and the court
13 reporter up here at the microphone.
14 You may have noticed, as I just said, we
15 have a court reporter here with us tonight to record
16 your comments. She will be preparing a transcript of
17 this hearing.
18 The comment portion of the hearing is
19 solely intended for receiving verbal public comment
20 about the proposed MoPac Intersections project. For
21 that reason, we will not be answering questions during
22 the formal public comment period. It's your time to
23 talk, not necessarily to ask questions. You get to
24 state your mind. We're not going to be answering any
25 questions you raise. However, the project team is going

1 to be available during the break to answer questions one
2 on one. We will be available for a short period after
3 the comment period; and, if necessary, after the
4 hearing, we'll find somebody for you to talk to.
5 If you wish to present a verbal
6 comment -- I know you probably understand, but I'm going
7 over this for the newbies -- please fill out a speaker
8 registration card at the sign-in table. Leave the
9 completed card with the staff there. The speakers will
10 be called up in the order submitted.
11 You can provide verbal comments to the
12 court reporter. You can also submit written comments --
13 there's other ways for you to send those in -- if you
14 want to let things gel, you're not quite ready to speak
15 this evening.
16 At the back of your information packet
17 there is a comment form. If you don't want to comment
18 or if you do want to comment, but you don't want to
19 speak verbally tonight or want to comment in more detail
20 or in addition to anything you say tonight, please
21 submit your comments in writing. They can be placed in
22 the box in the back, they can be faxed, mailed, or sent
23 online. Sorry, no carrier pigeons allowed tonight. You
24 can find out all the ways you can submit a comment in
25 your handout packet.

1 All comments to be included in the public
2 hearing comment Record must be received by August 10th,
3 2015 -- you have a little bit of time -- by midnight
4 Central Daylight Time. Your comments will be reviewed
5 and taken into consideration during future project
6 development. A comment and response report is going to
7 be included in the summary of this Public Hearing and
8 will be posted online at www.MoPacSouth.com when
9 complete. You be able to find them there.
10 At this time Jimmy Robertson with Jacobs
11 is going to come up and present a summary of the
12 environmental process and studies.
13 Jimmy.
14 MR. ROBERTSON: Thank you, Chris.
15 Good evening, everyone. My name is Jimmy
16 Robertson with Jacobs Engineering, and I am assisting
17 TxDOT and the Mobility Authority on the MoPac
18 Intersections Environmental Study.
19 Now that we have covered the format of
20 the Public Hearing and ways to provide comments, I want
21 to share an overview of the proposed project.
22 As Chris mentioned, the proposed project
23 limits are from approximately 2,500 feet north of
24 Slaughter Lane to approximately 3,700 feet south of
25 La Crosse Avenue. The proposed project is approximately

1 2 miles long.
2 The Mobility Authority and TxDot studied
3 several alternatives for addressing the purpose and need
4 for improvements. The Build Alternative identified
5 through the Environmental Assessment would extend MoPac
6 through lanes under both Slaughter Lane and La Crosse
7 Avenue intersections using under passes. Before we get
8 into the details of the Build Alternative, I'd like to
9 talk about the Draft Environmental Assessment that was
10 made available for public comment on June 30th, 2015.
11 This Federal Environmental Assessment was
12 conducted under the requirements defined in the National
13 Environmental Policy Act.
14 The document includes an assessment of
15 potential direct, indirect and cumulative impacts to the
16 natural and human environment as shown on this slide and
17 on the exhibits at the back of the room.
18 The public was engaged on this project
19 beginning with the development of the need for and
20 purpose of the proposed improvements, and on the
21 evaluation of alternative options.
22 Community involvement has taken many
23 forms including over 20 stakeholder meetings, an open
24 house outside Burger Fi in October 2013, a virtual open
25 house, attendance at community events such as the

1 Circle C Food Trailer Night, fact sheets, e-newsletters,
2 and webpage updates.
3 The purpose of the proposed project is to
4 reduce travel delay and enhance safety.
5 The need for a project arises from
6 historic population and employment growth in the
7 surrounding area, which has led to traffic congestion,
8 increased delay, and crashes at the intersections.
9 Growth trends are expected to continue, leading to
10 further deterioration in intersection operations and
11 safety.
12 The Metropolitan Planning Organization,
13 MPO, for Bastrop, Burnet, Caldwell, Hays, Travis, and
14 Williamson counties, the Capital Area Metropolitan
15 Planning Organization, CAMPO, is responsible for
16 conducting urban transportation planning process for the
17 Austin metropolitan area. As part of this mission,
18 CAMPO monitors regional growth trends and provides
19 forecasts for population, households, and employment for
20 use in both short-term and long-term planning.
21 Based on information from CAMPO, between
22 1990 to 2012, the population has increased by 86
23 percent. These growth trends are expected to continue.
24 Between 2012 an 2035, the population is projected to
25 grow by another 61 percent.

1 Between 1990 to 2012, the employment has
2 grown almost 90 percent. These growth trends are
3 expected to continue. Between 2012 and 2035, the
4 employment is projected to grow by 74 percent.
5 This continued growth will exacerbate the
6 current congestion problems at the Slaughter Lane and
7 La Crosse Avenue intersections.
8 Increasing traffic on MoPac has created
9 an additional burden to the already congested
10 intersections at Slaughter Lane and La Crosse Avenue.
11 A traffic analysis was performed using
12 peak-hour turning movement counts collected in October
13 2013 to understand the current intersection operations
14 at these two cross streets MoPac northbound and south-
15 bound lanes. In addition, the CAMPO 2035 Travel Demand
16 Model was used to forecast the travel times at these
17 intersections.
18 Under the No Build or Do Nothing
19 Alternative, it could take three times longer to drive
20 on MoPac through the Slaughter Lane and La Crosse Avenue
21 intersections in 2035.
22 MoPac is a grade-separated intersection
23 and access-controlled facility from its northern
24 terminus at SH 45 North down to Davis Lane. South of
25 Davis Lane, MoPac has at-grade intersections with

1 Slaughter Lane and La Crosse Avenue, representing the
2 only remaining signalized intersections on the entire
3 facility. An analysis of crash data from 2008 to mid-
4 2013 was performed to compare conditions and crash rates
5 for the project area with the grade-separated area
6 immediately to the north.
7 The grade-separated section of MoPac from
8 William Cannon Drive to Davis Lane has a crash rate of
9 47.1 crashes per 100 million vehicle miles travelled, or
10 VMT, as compared to the project area, which has 55.7
11 crashes per 100 million VMT. The grade-separated
12 section just north of the project area has a lower crash
13 rate even when it carries more than double the traffic
14 volume.
15 After defining the need for and purpose
16 of improvements at these two intersections with MoPac,
17 the Study Team considered alternatives that could reduce
18 travel delay and enhance safety.
19 Initially the Study Team evaluated
20 overpasses, the MoPac non-tolled mainlanes passing over
21 Slaughter Lane and La Crosse Avenue, and underpasses,
22 the MoPac non-tolled mainlanes passing under Slaughter
23 Lane and La Crosse Avenue.
24 Based on this evaluation and the support
25 of the public, the Study Team decided to focus on

1 underpasses for the following reasons: Existing
2 conditions in the project area favor the geometry for an
3 underpass, owing in part to the original construction
4 plans, which were designed with a planned future
5 underpass at both Slaughter Lane and La Crosse Avenue.
6 When MoPac was built in early 1990s, the intent was to
7 convert the connections at Slaughter Lane and La Crosse
8 Avenue to entrance and exit ramps when the future lanes
9 were constructed.
10 The cost of constructing underpasses is
11 about $12.5 million less than overpasses. The No Build
12 or Do Nothing Alternative was also considered in the
13 Draft Environmental Assessment.
14 Several innovative underpass options were
15 considered, including: standard diamond intersection,
16 single-point urban intersection, grade-separated round-
17 about, and diverging diamond intersection.
18 At Slaughter Lane and MoPac a diverging
19 diamond intersection would best achieve the project
20 purpose to reduce travel delay and enhance safety:
21 No conditional right-of-way is needed.
22 It is important that the intersection improvements fit
23 within existing right-of-way to cause the least amount
24 of impacts to the surrounding environmental and adjacent
25 land uses.

1 The standard diamond and the roundabout
2 alternatives would not accommodate anticipated 2035
3 traffic volumes or number of turning movements.
4 The single-point urban intersection would
5 accommodate anticipated 2035 traffic volumes, but travel
6 time delays would be longer than a diverging diamond
7 intersection and it would be more expensive than a
8 diverging diamond intersection.
9 At La Crosse Avenue a standard diamond
10 intersection best achieved the project purpose:
11 No additional right-of-way is needed.
12 The standard diamond intersection
13 accommodates the anticipated traffic volume in 2035.
14 And it was originally envisioned in the
15 design when MoPac was constructed in the early 1990s;
16 therefore, it fit well in the existing facility.
17 The Build Alternative that was analyzed
18 in the Environmental Assessment includes the non-tolled
19 mainlanes passing under Slaughter Lane and under
20 La Crosse Avenue. This was accomplished with a
21 diverging diamond intersection at Slaughter Lane and a
22 standard diamond intersection at La Crosse Avenue.
23 Stephanie Messerli will provide more detail on the
24 design of the Build Alternative later in this
25 presentation.

1 The Build Alternative is consistent with
2 the purpose and need; requires no additional
3 right-of-way and, therefore, no commercial or
4 residential relocations; avoids and minimizes impacts to
5 water quality; minimizes traffic noise levels; is
6 consistent with the regional planning efforts; provides
7 safe pedestrian and bicycle access; and causes no harm
8 to endangered species.
9 Potential impacts resulting from the
10 proposed project to the human environment were evaluated
11 in the Environmental Assessment.
12 There would be no impacts to land use in
13 the area because this project would be built within the
14 exist right-of-way.
15 Background research of archeological and
16 historic resources was conducted, resulting in the
17 identification of two archeological sites which were not
18 eligible for the National Register of Historic Places.
19 These studies showed that no adverse effects to cultural
20 resources would result from this project.
21 An analysis of socioeconomic resources
22 was conducted and found that there would be no
23 disproportionately high and adverse effects on minority
24 and low-income populations.
25 Potential impacts from carbon monoxide

1 and mobile source air toxics or (MSATs) were also
2 evaluated and no adverse effects to air quality are
3 anticipated.
4 A review of regulatory databases was
5 conducted and an Initial Site Assessment for Hazardous
6 Materials was prepared. No hazardous materials concerns
7 were identified.
8 Visual impacts would be minimal.
9 Slaughter Lane would be raised less than 3 feet above
10 its existing elevation. La Crosse Avenue would remain
11 at current its current elevation, resulting in
12 negligible to no change in viewsheds of adjacent
13 properties. The removal of trees in the median may make
14 the intersection more visible for some properties and
15 may result in a view across the right-of-way which was
16 previously blocked by vegetation.
17 Traffic noise will be highlighted in more
18 detain in the next slide.
19 A Traffic Noise Analysis was conducted to
20 examine existing noise levels and projected future noise
21 levels. This analysis concluded that there would be a
22 noise impact at 101 noise receivers including
23 residences, commercial properties, parks, and trails.
24 To mitigate for these impacts the effectiveness of noise
25 abatement was evaluated. Noise barriers were found both

1 reasonable and feasible. In order to be feasible, the
2 abatement measure must be able to reduce the noise level
3 at greater than 50 percent of impacted, first row
4 receivers by at least 5 decibels. To be considered
5 reasonable, the abatement measure must not exceed the
6 cost-effectiveness criterion of $25,000 for each
7 receiver that would benefit from a noise reduction of at
8 least 5 decibels. Noise barriers, shown with orange
9 lines on the slide, were found to be reasonable and
10 feasible on east side of MoPac at Circle C Wildflower
11 Park and the Lady Bird Johnson Wildflower Center and on
12 the west side of MoPac from Slaughter Lane to La Crosse
13 Avenue.
14 TxDOT will conduct noise workshops with
15 the owners of property adjacent to the proposed noise
16 barriers. These property owners will assist TxDOT in
17 determining whether the noise barrier would be
18 constructed.
19 Potential impacts resulting from the
20 proposed project to the natural environment were also
21 evaluated in the Draft Environmental Assessment.
22 The proposed project would remove the
23 trees currently in median between Slaughter Lane and
24 La Crosse Avenue. If the Build Alternative is approved
25 TxDOT will utilize a native seed mix to create a diverse

1 native roadside.
2 Less than a tenth of an acre of a
3 tributary of Slaughter Creek within the existing
4 right-of-way would be impacted by the project. These
5 impacts would be authorized under a U.S. Army Corps of
6 Engineers Nationwide Permit.
7 Part of the project is located within the
8 100 year floodplain. The hydraulic design for this
9 project will meet current FEMA and TxDOT design
10 criteria.
11 The results of studies relating to
12 geology, water quality, water quantity, and threatened
13 and endangered species will be described in the next two
14 slides.
15 TxDOT coordinated with TCEQ, the Texas
16 Commission on Environmental Quality, on this project.
17 This project is located over the Barton
18 Springs Segment of the Edwards Aquifer Recharge Zone.
19 Caves and karst voids are known to be
20 present in this area. The word "karst" describes an
21 area of irregular limestone in which erosion has
22 produced fissures, sinkholes, underground streams, and
23 caverns.
24 Construction activities would not occur
25 within the surface drainage of any known cave. However,

1 the proposed project area lies within the subsurface
2 drainage basin for Blowing Sink Cave, a cave which
3 connects directly to the Edwards Aquifer. To avoid
4 impacts to caves and water quality, drainage would be
5 directed away from cave entrances located outside the
6 right-of-way.
7 The maximum cut depth under Slaughter
8 Lane would be approximately 23 feet, and for La Crosse
9 Avenue it would be approximately 25 feet. Relocation or
10 adjustment of underground pipelines that cross the
11 project area do not at this time appear to be necessary.
12 The need for pipeline adjustments will be further
13 evaluated during final design and coordinated with the
14 pipeline owners to ensure the public's safety during and
15 after construction.
16 The proposed improvements would add new
17 impervious cover within the existing right-of-way. This
18 project will comply with the Edwards Aquifer Rules which
19 require 80 percent removal of the increase of Total
20 Suspended Solids, or TSS, which is used as a marker for
21 pollutants in runoff. This will be accomplished by
22 incorporating temporary and permanent TCEQ approved Best
23 Management Practices and measures to protect geologic
24 features discovered during construction.
25 Based on the results of these analyses

1 and mitigation measures no adverse effects on water
2 quality or quantity are anticipated from this project.
3 TxDOT coordinated with the Texas Parks
4 and Wildlife Department on this project.
5 The project area includes habitat for
6 threatened and endangered species; therefore, surveys
7 were conducted for karst invertebrates, salamanders, and
8 the golden-cheeked warbler. No threatened or endangered
9 species were encountered during these surveys.
10 Based on the inclusion of TCEQ approved
11 Best Management Practices to protect water quality and
12 wildlife, no adverse effects are anticipated.
13 The potential for indirect impacts was
14 evaluated in the Environmental Assessment. These are
15 impacts that are farther removed in distance or occur
16 later in time but still are reasonably foreseeable.
17 Indirect impacts are mostly related to growth induced by
18 a project.
19 This project would not result in induced
20 growth and, therefore, would not result in indirect
21 impacts, based on the following reasons: This project
22 would not create new economic or development
23 opportunities. It does not provide new access to land
24 in the project area.
25 The potential for cumulative impacts was

1 also evaluated in the Environmental Assessment.
2 Cumulative impacts are focused on incremental direct and
3 indirect impacts when added to the impacts of actions by
4 others. This study evaluated the cumulative impacts of
5 every project in the CAMPO 2035 Plan, including MoPac
6 South and SH 45 Southwest.
7 Although this project is located within
8 the ecologically sensitive Barton Springs Segment of the
9 Edwards Aquifer, it would utilize TCEQ approved Best
10 Management Practices during construction to avoid
11 impacts to water quality and endangered species. The
12 project would not result in any direct or indirect
13 impacts that would contribute to cumulative impacts to
14 these resources.
15 Stephanie Messerli, our project design
16 engineer, will now provide a brief focus on the proposed
17 Build Alternative.
18 MS. MESSERLI: Good evening. My name is
19 Stephanie Messerli with Jacobs, and I am assisting TxDOT
20 and the Mobility Authority with this project.
21 I'm going to focus the remainder of this
22 presentation on the design elements of the Build
23 Alternative that was evaluated in the Environmental
24 Assessment.
25 As Jimmy mentioned, the proposed

1 allowing through traffic and left-turning traffic to
2 proceed through an intersection simultaneously.
3 This is an artistic rendering of what the
4 intersection of Slaughter Lane and MoPac could look like
5 after construction. The viewpoint in this image is
6 looking west. Vehicles traveling westbound on Slaughter
7 Lane wanting to cross MoPac would diverge to the left
8 and either take the free left turn to enter southbound
9 MoPac or after crossing MoPac diverge back to the right
10 side of the road to continue westbound on Slaughter
11 Lane. Pedestrians are accommodated in a barrier
12 protected median. The cyclist is traveling on the bike
13 lane to cross over MoPac.
14 A diverging diamond intersection is
15 currently being constructed on RM 1431 and I-35 in Round
16 Rock.
17 A representative video on how a diverging
18 diamond intersection would function is located at the
19 back of the room, and it's also available on the project
20 website at www.MoPacSouth.com.
21 A standard diamond intersection is
22 proposed at La Crosse Avenue and MoPac, similar to most
23 intersections in the area.
24 This is an artistic rendering of what the
25 intersection of La Crosse Avenue and MoPac could look

like after construction. The viewpoint in this image is looking south. As you can see, vehicles are traveling on the mainlanes under La Crosse Avenue. Vehicles that need to access La Crosse Avenue have taken an exit and are traveling on the ramps preparing to turn right or left onto La Crosse Avenue. The shared use path is separated from the vehicles on the ramp. Pedestrians and cyclists are traveling on sidewalks and bike lanes to cross over MoPac.

This project includes an ADA-compliant Shared Use Path along the west side of MoPac that connects from Slaughter Lane to La Crosse Avenue. It would also connect to the proposed City of Austin trail and Slaughter Creek.

Proposed improvements include construction of ADA-compliant sidewalks on the new bridge at Slaughter Lane and La Crosse Avenue to provide a safe east-west connection.

Bike lanes are also included on Slaughter Lane and La Crosse Avenue to allow cyclists to safely cross over MoPac.

Several best management practices, or BMPs, would be implemented during construction to avoid and minimize any impacts, including: Stormwater Pollution Prevention Plan; Water Pollution Abatement

1 Plan as required by the Edwards Aquifer Rules dust
2 control measures; covering or treating disturbed areas
3 with dust suppression techniques; stormwater controls
4 will remain in place until vegetation is reestablished
5 where possible; conducting clearing of vegetation
6 outside of nesting season for migratory birds; and
7 measures will be taken to protect geologic features
8 discovered during construction.
9 This project would be funded with local,
10 state, and federal funds. The total project is
11 currently estimated at $46 million.
12 Chris will now describe the schedule and
13 next steps for the proposed project.
14 MR. BISHOP: Thank you, Jimmy and
15 Stephanie.
16 For some of the new people that have come
17 in, I'm going to recap a few things. Please bear with
18 me. The comments received tonight in this Public
19 Hearing about the MoPac Intersections Project, as well
20 as other written comments submitted before the end of
21 the comment period, which is August 10th, will be
22 summarized, analyzed, and responded to in an overall
23 report. This final Public Hearing Report, including the
24 responses to comments, will be available to the public
25 online at www.MoPacSouth.com, and will be addressed in

1 the Final Environmental Assessment.
2 Once again, if you want to make verbal
3 comments tonight, please fill out a speaker card located
4 at the sign-in table at back. We welcome your verbal
5 comments or written comments or a combination of both.
6 All will be included in the official Public Hearing
7 Record.
8 Now, in a just a minute, we'll have a 15-
9 minute recess. We'll then reconvene to take verbal
10 comments.
11 Let me reiterate that public hearings
12 follow a very formalized process where the formalized
13 public comment period is solely intended for receiving
14 public comment. We will not be answering questions
15 during that time; but if you do have questions, please
16 take time to talk with the project team. They're the
17 ones wearing the name tags back at the various exhibits.
18 We're going to take a brief recess,
19 allowing you the opportunity to view the exhibits and
20 discuss with project team. It is 6:33 p.m., and we
21 should reconvene at 6:48. We are in recess.
22 (Recess from 6:33 to 6:55 p.m.)
23 MR. BISHOP: Ladies and gentlemen, if you
24 would, please take a seat. It is time for the public
25 comment portion of our hearing.

1 One point that I would like to make as a
2 reminder, nothing that you've seen presented here
3 tonight is final. It's all subject to change based on
4 written and verbal comments that we receive.
5 If you wish to present a verbal comment
6 tonight, let's formalize it. If you want to tell us
7 your thoughts, that's why we're here at a Public
8 Hearing. If you haven't turned in a speaker card,
9 please give it to Robena Jackson. Robena is at the back
10 table. If you can hear me, hold up your hand. There
11 she is, the very nice lady in the red dress back there.
12 Please give her those cards. They're located back at
13 the sign-in table if you didn't pick one up when you
14 entered. And, likewise, if you're somewhere else, hold
15 up your hand; and somebody will get one to you. Just
16 make sure you get one.
17 If you do not wish to stand and speak
18 tonight, in the back of your information packet is -- or
19 any other paper or card, you can write down your
20 comments and place them in the white box back at the
21 sign-in table; and they can also be mailed or faxed to
22 the project team. That information is in your packet.
23 The mailing address and fax number are there.
24 You may also share your comments with the
25 court reporter. There's a second one, I believe, in the

1 back; and if not, when we wrap this up, we can work on
2 getting that for you.
3 Let me remind you that we will not be
4 answering questions during the verbal comment period.
5 It is your time to speak; and if you still have
6 questions, the staff will be happy to meet with you. We
7 do a time limit on the school; but, you know, you can
8 get with them and ask questions. And if you need even
9 more information, we'll work something out to where
10 someone can get with you, if necessary, after the
11 meeting. It might be in days to come.
12 In order to ensure that everyone who
13 wants to make a formal comment this evening has an
14 opportunity to do so, we will limit all comments to
15 3 minutes. A timer, located on the screen, will
16 indicate the beginning of your 3 minutes; and at the end
17 of the 3 minutes, you will be asked to be seated so the
18 next speaker can make their comments.
19 Once again, we have a court reporter
20 who's going to make a written transcript. If you have
21 additional comments, those will be added to the record
22 as well.
23 I want to state this: Please be sure
24 when you come up, come to the microphone, face the court
25 reporter or face me. The court reporter so that she's

1 sure to get all the nuances of what you're saying, or
2 you can speak to me if you want to have somebody that's
3 pretty much at eye level. I'll be happy to do that for
4 you.
5 I'm going to call out the names of people
6 who are signed up to speak in order, and use the
7 microphone. I ask you to state your name and then go
8 into whatever your comments are so that they can be
9 recorded.
10 Mike Abkowitz. I'm sorry if I have the
11 accent on the wrong syllable.
12 And, if you would, spell your last name
13 just to make sure that, A, we can understand your
14 handwriting and so that the court reporter gets it
15 properly.
16 MR. ABKOWITZ: My name is Mike Abkowitz,
17 A-B-K-O-W-I-T-Z. I'm the Interim Executive Director of
18 the Lady Bird Johnson Wildflower Center. Thank you for
19 the opportunity to speak.
20 The University of Texas Lady Bird Johnson
21 Wildflower Center encompasses 279 acres at the southeast
22 intersection of La Crosse Avenue and MoPac. The Center
23 is a neighboring property that is impacted by the MoPac
24 South, MoPac Intersections, and Southwest 45 projects.
25 It is also a subcontract consultant for this property,

1 providing expertise to TxDOT in the creation of
2 ecological roadside on the MoPac South and Intersections
3 projects.
4 UNIDENTIFIED SPEAKER: We can't hear you.
5 Louder.
6 MR. ABKOWITZ: These three projects taken
7 together will significantly impact people and the
8 environment in this area. If done appropriate, these
9 projects could create beautiful, ecologically rich
10 roadsides that support wildlife, natural ecosystems, and
11 the people living and working nearby.
12 We want these projects to carry forward,
13 supporting Lady Bird Johnson's vision to improve our
14 roadsides with native wildflowers and grasses.
15 The MoPac Intersections Project is a step
16 in the right direction. It will potentially improve
17 safety and access to drivers, pedestrians, and bikers at
18 that intersection.
19 The Wildflower Center welcomed 130,000
20 visitors last year and depends on admissions revenue.
21 Safety is an important concern.
22 We also appreciate TxDOT for the design
23 that suppresses the lanes at La Crosse, which could help
24 noise issues at that intersection. Still, much will
25 need to be done to improve the landscapes at that

1 intersection, particularly in light of (inaudible)
2 species and major tree removals that will occur in the
3 existing median.
4 However, we have concerns that
5 (inaudible) taken together will contribute to the
6 increased traffic on MoPac South. Increased traffic on
7 MoPac South may produce traffic noise and air pollution
8 to the extent that it would jeopardize the viability of
9 the Wildflower Center as a public botanic garden,
10 wildlife haven, popular event center, popular recreation
11 space, and planet research and conservation
12 organization.
13 There's no current plan to alleviate
14 noise from La Crosse South to the connection with
15 Southwest 45. MoPac is currently slated to remain at
16 and above grade level there, which will lead to
17 increased noise pollution, much more than any sound wall
18 can alleviate.
19 We recommend that this concern be
20 identified and addressed in the project planning in a
21 cumulative way so for the MoPac South, MoPac
22 Intersections, and Southwest 45 projects and a solution
23 be found to mitigate increased noise level from traffic.
24 Thank you for your consideration.
25 MR. BISHOP: Thank you.

1 Zoila Vega.
2 (No response.)
3 MR. BISHOP: I was told that she had
4 left, but I'm making sure she didn't come back in.
5 Michael Fossum.
6 (No response.)
7 MR. BISHOP: Same thing.
8 Mr. Dick Kallerman.
9 MR. KALLERMAN: Good evening. My name is
10 Dick Kallerman. I'm Designated Chair for the Austin
11 Sierra Club. On behalf (inaudible.)
12 THE REPORTER: I'm sorry. I can't hear
13 at all.
14 UNIDENTIFIED SPEAKER: Speak up, man.
15 MR. KALLERMAN: (Inaudible) couple of
16 months. I know it's on your website; but I urge you to
17 put a copy in a couple of libraries in town, hard copies
18 in a couple of libraries for those of us who are
19 computer challenged the Environmental Assessment
20 accomplished on this project.
21 An Environmental Assessment is a very
22 weak cousin to an Environmental Impact Statement, and
23 the Environmental Assessment covers cumulative effects
24 which is the MoPac South Project and 45 Southwest.
25 That's about 15 miles over the Edwards Aquifer Recharge

1 Zone, and I don't know how you can do that with an
2 Environment Assessment. I would think an Environmental
3 Impact Statement, a federal impact statement, is the
4 very least to cover that kind of lengthy project.
5 There was no mention of cumulative impact
6 adding on the other part of the loop between 45
7 Southwest and Interstate 35, which would make what we
8 call the Western Loop or Western Bypass on
9 Interstate 35, from 35 all the way to Lady Bird Lake.
10 Now, that's about 18 miles; and we would like to see an
11 Environmental Impact Statement that tells us the
12 environmental impact of 18 miles of highway over the
13 Edwards Aquifer Recharge Zone, what the cultural impact
14 would be, what the social impact would be of on the
15 western bypass to I-35.
16 I think somehow the federal folks in town
17 are in slumber mode because of the magnitude of this
18 project and the other projects that go along with it.
19 An Environmental Impact Statement, certainly, is the
20 very least that should be accomplished.
21 Thank you very much.
22 MR. BISHOP: Bill Bunch.
23 MR. BUNCH: Good evening. I'm Bill
24 Bunch, with the Keep MoPac Local Coalition. As the name
25 suggests, we believe that MoPac should continue to

1 operate as it does today as primarily a local commuter
2 highway; and specifically, because of the limited access
3 at the south end, it does serve us as a local commuter
4 highway. This MoPac Intersections misnamed project is
5 really just a segment of the plan to convert MoPac to a
6 second Interstate I-35 through Austin.
7 Just as the previous speaker was making a
8 point and the speaker before that, you can't pull this
9 little 2-mile segment -- and it is 2 miles long, way
10 more than intersections -- adding three lanes each way,
11 a total of six lanes, occupying that currently beautiful
12 green median that we have with these three-way lanes.
13 That's not being done to serve local commuters. That is
14 being done to accommodate I-35 traffic diverted to MoPac
15 by way of the 45 Southwest connection.
16 There's some good reasons to do this, but
17 there's some really good reasons to not do it. But it's
18 fundamentally dishonest to chop it up into four pieces
19 and never look at the whole and pretend like these
20 pieces don't make a whole because that whole is a second
21 Interstate 35 through southwest and north Austin.
22 That fundamentally changes the city that
23 we all know and love. It endangers our parkland, Lady
24 Bird Lake, the Wildflower Center, Austin High School,
25 the waterfront from MoPac all the way into downtown

1 because you can dump all this traffic off on Caesar
2 Chavez; but if they can't get into downtown, then you
3 have to pave our waterfront.
4 Cities around the world are removing
5 double-decker bridges and giant urban freeways because
6 of the blight that they've caused. They are lifting up
7 pavement out of their parklands, rather than bringing
8 more into it.
9 There are solutions to help MoPac flow
10 better for current commuters. If we make it I-35 west,
11 you cannot build enough lanes to have it ever function;
12 and that's the mess that we're heading towards. Traffic
13 will explode, and these six lanes they want to build now
14 will be overwhelmed basically overnight.
15 So let's be honest. Let's not chop it up
16 into pieces. Let's look at it comprehensively.
17 Thank you.
18 (Applause.)
19 MR. BISHOP: Roy Waley.
20 MR. WALEY: Good evening, y'all. My name
21 is Roy Waley. I'm the Conservation Chair for the Austin
22 Regional Group.
23 MR. BISHOP: Excuse me, sir. Would you
24 please face the court reporter. You're here speaking to
25 us, to make your comments. If you'd like to talk to

1 everybody, I'm sure they'd be happy to meet you out back
2 there. And you speak well enough they'll able to hear
3 who you are and know exactly who you are and will get
4 the message as well, but the purpose here is to make
5 sure your comments are recorded for the record. And my
6 job is to make sure that the court reporter gets that.
7 Okay? No offense, but let's do this right. All right?
8 MR. WALEY: All right. I'm all for
9 following the rules.
10 My name is Roy Waley, and I am
11 Conservation Chair for the Austin Regional Group of the
12 Sierra Club. And I am here tonight to speak
13 sympathetically to the neighbors and friends that we
14 have in Circle C and the traffic problems that they
15 have, and we want to find a solution for that.
16 It's simply that adding more pavement to
17 MoPac is not going to be that solution. As Mr. Bunch
18 said, if we complete the loop around to I-35, that puts
19 30,000 additional cars on MoPac every day; and so it is
20 not a traffic solution.
21 For our friends in Circle C we have an
22 interchange problem, and we do need to find a solution
23 for that. And there is a possibility of a Michigan
24 right turn, U-turn, however you want to call that. And
25 it's possible that simply the diverging diamond could be

1 a solution also, but not if MoPac underneath it.
2 So we speak for our friends and neighbors
3 and fellow Austinites in Circle C, but not for the
4 people that don't live here in Austin. Sierra Club is
5 part of the Keep MoPac Local Coalition, as many
6 neighborhoods and other groups are, and businesses; and
7 we do want to keep it local, as it was originally
8 envisioned, because it was not part of the loop. And by
9 doing it in stages, they are slowly building it into a
10 loop.
11 Now, if we could simply take the money
12 that we'd be spending on this and defray the cost on 130
13 just for the trucks that run through Austin, that would
14 create better flow on I-35, which should help with the
15 MoPac problems; and we won't increase flow on MoPac.
16 Again, adding 30,000 cars a day is not going to increase
17 the traffic flow -- or ease the traffic flow on MoPac.
18 So we do need to find a solution for
19 these interchanges. Again and again I have to say,
20 creating the outer loop which was once envisioned to go
21 well west of Austin but now to say that it's always been
22 planned as a loop, it was never planned for MoPac
23 Boulevard to be that loop. And it has always been
24 considered MoPac Boulevard. Even though it has the
25 misnomer of Loop 1, it was never envisioned as a western

1 loop.
2 Let's find a solution for folks here in
3 south Austin. Let's not make that multiple lanes. It
4 doesn't work. Let's shift traffic to 130 and alleviate
5 some of our concerns here.
6 Thank you.
7 (Applause.)
8 MR. BISHOP: Jason Patman.
9 MR. PATMAN: I'm Jason Patman. Thank you
10 everybody for taking the time to hear your community.
11 This is how the greatest decisions in history have been
12 made.
13 We have reached a critical point for the
14 automobile, where one of the greatest innovations of the
15 modern era has met its limitations. We're swinging away
16 from moderate use and are beginning to experience the
17 effects of abuse, the ever-expanding demand for roadway.
18 In our current frame of mind, it's set
19 TxDOT eyes on a piece of land which contains geological
20 miracles, a place deemed sacred by the indigenous
21 people. This place has retained its virtue despite
22 constant threats of development by the efforts of the
23 people of your community, driven not by money or private
24 interests, driven by unbounded passion to do what's best
25 for the land that gives us everything.

1 The best solution, as always, will take
2 time and hard work. It will take looking at how we
3 lived in the past and interfacing that with today,
4 establishing business closer to home, creating social
5 network spaces to employ your neighbors so you don't
6 have to go as far as to do the jobs that you did, and
7 eliminating the need for commerce outside of town.
8 As of now the majority of commuters
9 travel to work solo. That's a lot of extra cars.
10 Carpooling is more fun, anyway. Employers, incentivize
11 and encourage carpools.
12 The man in the suit that comes to your
13 town in a time of struggle with promises to improve the
14 situation for the right price, the town ends up divided
15 by this unnecessary and ineffective improvement is our
16 type of story. When a town has what they need and
17 somebody comes through with improvement from the new
18 world, it's the same story. It's history repeating
19 itself.
20 Do not be fooled by this quick fix that
21 would just end in more traffic congestion. We have
22 everything we need.
23 You're alive today, aren't you? Let's go
24 forth and honor our ancestors by making the most out of
25 what we have, looking closer to home for solutions,

1 building community and building our neighbors instead of
2 carving up the last of the sacred lands and waters that
3 brought the pioneers and the native people to this
4 enchanting land, where rivers merged and opportunities
5 were thick.
6 Thank you.
7 (Applause.)
8 MR. BISHOP: Jim Schissler.
9 MR. SCHISSLER: Hello. My name is Jim
10 Schissler. I'd like to say that I think this project
11 should move forward to complete MoPac as an expressway,
12 converting the last two signalized intersections into
13 interchanges. This is the last phase of a design for
14 the highway whose time has come based on the volume of
15 traffic and the continued growth in southwest Austin.
16 With their commitment to making the
17 environmental standards and advancements in pollution
18 controls, I'm sure this will be a great example of how
19 engineering can improve the conditions of those using
20 MoPac. The evidence is based on the current conditions
21 of MoPac that these interchanges were originally
22 designed to be built, and their time has come.
23 Thank you.
24 MR. BISHOP: Thank you.
25 (Applause.)

1 MR. BISHOP: Jeremy Martin.
2 MR. MARTIN: Good evening. My name is
3 Jeremy Martin, and I'm here on behalf of the Austin
4 Chamber of Commerce. The Austin Chamber of Commerce is
5 a membership organization representing 3,000 businesses
6 here in Central Texas.
7 The Chamber supports comprehensive
8 regional multi-mobile transportation systems. These
9 proposed intersection improvements on MoPac South will
10 reduce traffic and improve mobility. The Chamber
11 supports the immediate construction at these
12 intersections to provide much needed traffic congestion
13 relief as soon as possible.
14 Thank you for your time this evening.
15 (Applause.)
16 MR. BISHOP: Zach Causey.
17 MR. CAUSEY: Thank you for your time.
18 I'm here to address issues of our flawed infrastructure.
19 Essentially (inaudible) --
20 MR. BISHOP: Move a little closer to the
21 mic. We want to make sure she hears what you're trying
22 to say. We don't want her to have problems.
23 MR. CAUSEY: Can you hear me now?
24 THE REPORTER: When you stay close enough
25 to the mic.

1 MR. CAUSEY: I think that there are
2 issues with our infrastructure. I think that we have
3 solutions on the table that we're not addressing, such
4 as our public transportation system. Carpooling is a
5 great option. There are lots of people on the roads by
6 themselves, commuting to and from work; and it's
7 completely unnecessary, in my opinion.
8 I think that as individuals in our
9 community, we band together and find solutions to the
10 greater problems of traffic and congestion. I don't
11 think the solutions are building overpasses and
12 underpasses. I think the solutions are looking to our
13 neighbors and looking to our friends at destinations
14 that nearby ours and coming together as people, you
15 know, with shared resources. We can save money, save
16 time, and save our lands.
17 And I look at this 45 Southwest
18 connection that we have approved to build, and I don't
19 see very much progress in the way of moving towards a
20 solution. I see progress towards backpedaling and
21 moving away from what is going to be that future.
22 We need to invest in more public
23 transportation as far as trains, and I also think the
24 public bus system could be improved with the same money
25 that would be used for building roads instead of

building more roads for commuters.

Thank you for your time.

(Applause.)

MR. BISHOP: Zoila Vega.

UNIDENTIFIED SPEAKER: She left for good.

MR. BISHOP: Okay. I got the message that she may have come back in.

Okay. That completes the list of speakers for this evening.

Again, all comments received by August 10th will be included in the public hearing record and available to the public online with the cost of reproduction, by contacting our office.

Since this completes the verbal comments, we're going to close this hearing. I want to thank you for attending tonight. The time is 7:20. This hearing is officially adjourned. Have a safe trip home.

(Applause.)

(Hearing adjourned at 7:22 p.m.)

--oo0oo--

1 REPORTER'S CERTIFICATION
2
3
4 I, DEBBIE D. CUNNINGHAM, CSR No. 2065
5 for the State of Texas, do hereby certify that the
6 above and foregoing contains a true and correct
7 transcription of the hearing held on July 30, 2015,
8 all of which occurred and was reported by me.
9 IN WITNESS WHEREOF, I have this date
10 Subscribed my name.
11 Dated: August 10, 2015.
12
13
14
15
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18 Texas CSR No. 2065
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1 OPEN HOUSE AND PUBLIC COMMENT
2 CONDUCTED BY TEXAS DEPARTMENT OF TRANSPORTATION
3 REGARDING MOPAC INTERSECTION PROJECT
4
5 DATE: Tuesday, July 30, 2015
6
7 LOCATION: Bowie High School
8 4103 Slaughter Lane
9 Austin, Texas 78749
10
11 TIME: 5:00 p.m. to 6:47 p.m.
12
13 RE: Open House to obtain verbal and written
comments from interested citizens
14 regarding MoPac Intersection Project.
15
16
17
18
19
20
21
22
23
24 Page 1 through 6
25 Reported by: Karen Geddes, CSR 5627

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1 VERBAL COMMENTS

2 ZOILA VEGA: I am Zoila Vega. I do not
3 live in this area, I live by Congress and Ben White, but
4 I frequent this area a lot. I come to the Wildflower
5 Center often and I shop in this area so I'm familiar
6 with Circle C.

7 My comments are about the trees. I think
8 this project -- the neighborhood says the project is
9 necessary. I don't know that I agree, but I'm very
10 saddened by the loss of so many trees, mostly the
11 Heritage trees. All of the trees will be removed in the
12 medians at Slaughter and La Crosse and I'm told that
13 there is no alternative design because of the slopes.

14 I wish that TxDOT was more sensitive to
15 local ordinances. In the City of Austin, we have a
16 strong Heritage tree ordinance that protects Heritage
17 trees. I know that TxDOT is a state office and
18 therefore they don't have to abide by the ordinance, but
19 I wish they would be more sensitive.

20 For instance, TDOT is not even doing a tree
21 survey because they're saying, well, we're removing
22 everything. In the City of Austin rules, you have to do
23 a tree survey so that you replace what you remove. I
24 know those rules don't apply to Texas law, but I wish
25 that at least they would do a tree survey to know how

1 much they remove. They tell me, well, we are removing
2 everything and we can only plan whatever we can afford,
3 that we have a very small landscaping budget, so we'll
4 plan whatever we can. That's not good enough and that
5 is what makes me very sad about this project.
6 The other thing is on the sound walls.
7 Please put the sound walls in the manner that you don't
8 have to remove Heritage trees because too many trees
9 have been lost already.
10 The last one is the sound wall on top of
11 the bridge on the creek over Circle C parkland, try to
12 build that in the way that it does not interfere at all
13 with the creek. If you have to build pylons to
14 reinforce for the added load, all of that construction
15 will disturb the creeks significantly. Try to
16 transplant some of the trees, try to contribute to that
17 transplanting effort even if there's no budget, maybe
18 that's stuff that TxDOT could fulfill.
19 And my personal opinion is I find this
20 project unacceptable because it removes so many trees.
21 Even if neighbors say it's good, I wish there was a
22 different way. Thank you.
23 MICHAEL FOSSUM: My name is Michael Fossum.
24 I'm the executive director of the Austin Heritage Tree
25 Foundation. I think the road project is a great idea.

1 I think it's a shame that the trees in the median have
2 to all be removed in order to fulfill the goals of the
3 road project.
4 What we're trying to do is organize an
5 effort to perhaps transplant some of those large trees
6 there, and would ask that, you know, we talked to TxDOT
7 and they don't have any money in their budget to do
8 that, but would ask that if we start to mount a campaign
9 to that effect, that they also do an internal campaign
10 to see if their staff members would be willing to
11 contribute a little bit of money towards that because it
12 makes it much more a community effort and makes it
13 easier to raise money to do those types of things, we
14 can say that TxDOT is on board and they put a little bit
15 of money in the kitty and have -- are helping us to do a
16 project of that nature.
17 LILIANE VASSBERG: My comment is that I
18 wonder if there is any way to keep the vegetation that
19 is to be cut, I guess, or that's to be eliminated as you
20 get closer to Slaughter and to La Crosse, because right
21 now there's some nice trees, a little median, you know,
22 and I wonder if we could keep those trees if there's any
23 way.
24 And my other comment is also kind of a
25 question. When a project such as this one is initiated,

is there any plan for any possible future public transportation like light-rail or something like that? I don't know exactly it would make sense to already plan for this. I don't think there is any light-rail being planned at this time, but maybe, you know, within 10 years, 15 years, something could be done. So I'm just wondering if as long as there's some building, if there's a way to plan for that.

SALLY FEDORCHAK: My name is Sally Fedorchak. I live in Circle C. My general comment is to license bikers, so when they don't obey the rules of the road, we have a license number to report them on. That's all.

(Conclusion of comments at 6:47 p.m.)

1 CERTIFICATE OF COURT REPORTER
2 I, Karen Geddes, a Certified Shorthand
3 Reporter in and for the State of Texas, before whom the
4 foregoing comments were taken, do hereby certify that
5 the comments were taken by me in shorthand at the time
6 and place mentioned in the caption hereof and thereafter
7 transcribed by me; that said testimony is a true record
8 of the comments given by said citizen; that I am neither
9 counsel for, related to, nor employed by any of the
10 parties to the action in which this Open House was
11 taken; and further, that I am not a relative or employee
12 of any counsel or attorney employed by the parties
13 hereto, nor financially or otherwise interested in the
14 outcome of this action.
15 Certified to by me this 10th day of August,
16 2015.
17
18
19
20 Karen Geddes
KAREN GEDDES, Texas CSR 5627
21 Expiration Date: 12/31/16
Veritext Legal Solutions
22 Firm Registration No. 571
307 W. 7th Street, Suite 1350
23 Fort Worth, Texas 76102
Phone: (817)336-3042
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25

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Attachment G

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PUBLIC SIGN-IN SHEET

July 30, 2015 — Bowie High School, 4103 W. Slaughter Lane — 5:00 p.m.

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Diane Masuda	78739
	Marc Lampert	78739
	Michelle Dippel	78759
	Alex Kane	78702
	Tacyn Ficke	78749
	Bob/Sally Fedorchak (2)	78739
	Scott MacLeod	78739
	Larry Eheder	78759
	Dean Dreier	78749
	Katy Francis	78739 (11)

MoPac Intersections Environmental Study
Public Hearing
PUBLIC SIGN-IN SHEET

July 30, 2015 — Bowie High School, 4103 W. Slaughter Lane — 5:00 p.m.

✓ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
NO	PETER VARTERESSIAN	78748
No	JOHNATHAN PERRAZAS	78738
NO	MICHAEL FOSSUM	78745
	David Holmes	78749
	Becky Bicy	78749
no	Alexander Flores	78731
no	Andrea el Arculli	78727
no	David Kueller	78731
	Liliane Vassberg	78739
No	Laurel Burnett	78749

(12)

MoPac Intersections Environmental Study
Public Hearing
STAFF SIGN-IN SHEET

July 30, 2015 — Bowie High School, 4103 W. Slaughter Lane — 5:00 p.m.

NAME and ORGANIZATION (PLEASE PRINT)		ZIP CODE
Crupu Ruiz	HSRJW	
Teresa Martinez	HSRJW	
Lucas Short	TxDOT	
Jennifer Zankowski	Jacobs	
Michael Bum	Wildflower Center	
Ray Musselwhite	TXDOT	
Jessica Engelhardt	Rifeline	
Lynda Rife	Rifeline	
Adrian Martinez	TxDot	
Taylor Mansfield	TxDOT	

MoPac Intersections Environmental Study
Public Hearing
STAFF SIGN-IN SHEET

July 30, 2015 — Bowie High School, 4103 W. Slaughter Lane — 5:00 p.m.

NAME and ORGANIZATION (PLEASE PRINT)	ZIP CODE
Victor Varnas	78744
Mario Espinoza CTRMA	
Shirley Nichols TXDOT	
Anna Martin CoA	
Jefferson Ames TxDOT	
Chris Bishop TXDOT	
KAREN CLARY UT-Lady Bird Johnson WFC	
Lorena Echeverria de Misi	
Heather Beatty TXDOT	78749
Sonya Hernandez	

2

MoPac Intersections Environmental Study
Public Hearing
STAFF SIGN-IN SHEET

July 30, 2015 — Bowie High School, 4103 W. Slaughter Lane — 5:00 p.m.

NAME and ORGANIZATION (PLEASE PRINT)	ZIP CODE
Brian Conan Zara Env.	
SUMMER LAWTON HNTB	
Stephanie Messerli Jacobs	
JR Martinez Jacobs	
Robena Jackson GSRSW	
J. Feiselbrecht TxDOT	
ERIC HOLSTEN HNTB	
Melissa Hurst CTRMA	
Samantha Champion Hicks+Company	
Tara Alexander K Friese	

MoPac Intersections Environmental Study
Public Hearing
STAFF SIGN-IN SHEET

July 30, 2015 — Bowie High School, 4103 W. Slaughter Lane — 5:00 p.m.

NAME and ORGANIZATION (PLEASE PRINT)	ZIP CODE
Kelli Reyna - TxDOT	7875

4

Attachment H

Comments Received

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Lauren

Address 1211 W North Loop Blvd

Representing: N/A

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than Monday, August 10, 2015. (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

The pedestrian crossings at the Slaughter lane intersection are truly awful. The design sends the message that cars are the highest priority - it creates a very uninviting environment for anyone that is on foot or on a bike. Seems like an after thought, ~~Du~~ and I think you are missing an opportunity to ~~fors~~ foster a system that supports ~~[illegible]~~ individual mode choices that are not single occupancy vehicles, which would really help congestion. Adding capacity by expanding

[redacted]

~~roads~~ highways only creates more congestion. If we could build our way out of congestion, Houston would

have done it with the Katy Freeway. In fact, the Katy freeway is more congested now than after billions in expansions ~~investment~~. This plan is simply moving Austin in the wrong direction.

Central Texas Regional Mobility Authority
c/o MoPac Intersections Environmental Study
3300 North IH-35, Suite 300
Austin, TX 78705

Public Hearing 7-30-15

MR. ABKOWITZ: My name is Mike Abkowitz,
17 A-B-K-O-W-I-T-Z. I'm the Interim Executive Director of
18 the Lady Bird Johnson Wildflower Center. Thank you for
19 the opportunity to speak.
20 The University of Texas Lady Bird Johnson
21 Wildflower Center encompasses 279 acres at the southeast
22 intersection of La Crosse Avenue and MoPac. The Center
23 is a neighboring property that is impacted by the MoPac
24 South, MoPac Intersections, and Southwest 45 projects.
25 It is also a subcontract consultant for this property,
1 providing expertise to TxDOT in the creation of
1 intersection, particularly in light of (inaudible)
2 species and major tree removals that will occur in the
3 existing median.
4 However, we have concerns that
5 (inaudible) taken together will contribute to the
6 increased traffic on MoPac South. Increased traffic on
7 MoPac South may produce traffic noise and air pollution
8 to the extent that it would jeopardize the viability of
9 the Wildflower Center as a public botanic garden,
10 wildlife haven, popular event center, popular recreation
11 space, and planet research and conservation
12 organization.
13 There's no current plan to alleviate
14 noise from La Crosse South to the connection with
15 Southwest 45. MoPac is currently slated to remain at
16 and above grade level there, which will lead to
17 increased noise pollution, much more than any sound wall
18 can alleviate.
19 We recommend that this concern be

2 ecological roadside on the MoPac South and Intersections
3 projects.
4 UNIDENTIFIED SPEAKER: We can't hear you.
5 Louder.
6 MR. ABKOWITZ: These three projects taken
7 together will significantly impact people and the
8 environment in this area. If done appropriate, these
9 projects could create beautiful, ecologically rich
10 roadsides that support wildlife, natural ecosystems, and
11 the people living and working nearby.
12 We want these projects to carry forward,
13 supporting Lady Bird Johnson's vision to improve our
14 roadsides with native wildflowers and grasses.
15 The MoPac Intersections Project is a step
16 in the right direction. It will potentially improve
17 safety and access to drivers, pedestrians, and bikers at
18 that intersection.
19 The Wildflower Center welcomed 130,000
20 visitors last year and depends on admissions revenue.
21 Safety is an important concern.
22 We also appreciate TxDOT for the design
23 that suppresses the lanes at La Crosse, which could help
24 noise issues at that intersection. Still, much will
25 need to be done to improve the landscapes at that

20 identified and addressed in the project planning in a
21 cumulative way so for the MoPac South, MoPac
22 Intersections, and Southwest 45 projects and a solution
23 be found to mitigate increased noise level from traffic.
24 Thank you for your consideration.

Lady Bird Johnson
Wildflowercenter
THE UNIVERSITY OF TEXAS AT AUSTIN
4801 La Crosse Avenue | Austin, TX 78739-1702 | 512.232.0100 | FAX: 512.232.0156 | www.wildflower.org

August 7, 2015

CTRMA
C/O MoPac Intersections Environmental Study
3300 N. IH-35, Ste. 300
Austin, TX 78705

RE: Draft Environmental Assessment MoPac (State Loop 1) Intersections, Austin District
From North of Slaughter Lane to South of La Crosse Avenue CSJ: 3136-01-015
Travis County, Texas, June 2015

Dear Project Director:

The University of Texas Lady Bird Johnson Wildflower Center would like to take this opportunity to provide comments based on our review of the 2015 Draft Environmental Assessment for the MoPac (State Loop 1) Intersections project. We are particularly concerned about the cumulative impacts of this project when combined with two other proposed projects, the MoPac South and the SH-45SW projects.

The Wildflower Center encompasses 279 acres at the intersection of La Crosse Avenue and MoPac. It is a public botanic garden, wildlife haven, popular events center, outdoor recreational space, and nationally renowned native plant research and conservation organization. Last year, the Wildflower Center welcomed 130,000 visitors and currently depends on revenue from admissions, memberships and facility rentals to carry forth its mission.

Cumulative Impact of MoPac Intersections, MoPac South and SH-45SW Projects

If implemented appropriately, the MoPac Intersections Project, MoPac South and SH-45SW projects could create ecologically rich roadsides that support wildlife, native ecosystems, and the people living and working nearby. Lady Bird Johnson's vision was to improve our roadsides with native wildflowers and grasses. These projects – just outside of her namesake Center's doorstep – could become an environmental model for how to do roads right in Texas and the U.S.

However, if implemented piecemeal and inappropriately, these three projects will have a cumulative adverse impact on the environment and the Wildflower Center's activities. Increased traffic noise, pollution and environmental degradation could threaten the viability of the Center as a tourist destination and event center. The projects could also negatively impact the Center's family education programs (in the Luci and Ian Family

Garden proximal to MoPac) and the Center's native ecosystems that support Texas plants and animals.

The MoPac Intersections project, as it stands with a La Crosse overpass and depressed lanes, is a step in the right direction. That option will potentially improve safety and access for drivers, pedestrians and bikers coming to the Wildflower Center and surrounding neighborhoods and attractions, including the Veloway and the forthcoming Violet Crown Trail. The depressed lanes could also help with highway noise issues at that intersection specifically.

However, much will need to be done to improve the landscapes at the intersection, particularly in light of invasive species and major tree removals that will occur in the existing median to make way for depressed lanes there. It should be noted that the Wildflower Center is a subcontracted consultant that is providing ecological expertise to Jacobs Engineering and TxDOT on the MoPac South and Intersections projects. Center staff have performed ecological assessments of the impacted areas of MoPac South and Intersections projects and are currently working with Jacobs to develop a vegetative and landscape plan for the MoPac Intersections project.

There is great potential for improving the ecology of these roadside landscapes. However, we are concerned that the three proposed projects would cumulatively contribute to increased traffic on MoPac South. Increased traffic would produce traffic noise and air pollution to an extent that could jeopardize the existence of the Wildflower Center as a public amenity and research organization.

There is no current plan to alleviate noise from La Crosse Avenue south to the connection with SH-45SW. MoPac is currently slated to remain at- and above-grade there, which will lead to increased noise and pollution. There are sound walls proposed for a short section near La Crosse as part of the Intersections project. According to information provided to us by TxDOT, the parts of the Wildflower Center that would be affected by the increased traffic noise are beyond the noise buffer that the sound wall would create. Therefore, upon completion of this project, the sound of traffic would be increased rather than decreased at the Wildflower Center.

We recommend that this concern be identified and addressed in project planning in a cumulative way for the MoPac South, MoPac Intersections and the SW-45SW project, and a solution be found to mitigate increased noise levels from greater traffic and increased truck access.

These three projects taken together will also significantly impact the ecology of this area, but as stated above, there is an opportunity to improve the existing design using sound ecological principles. There must be an appropriate plan that decreases the invasion of non-native plants, improves adjacent landscapes with native plants, promotes wildlife populations (for example, pollinators), and improves water retention and quality.

Draft Environmental Assessment for MoPac (State Loop 1) Intersections

As stated in the 2015 Draft Environmental Assessment, the Wildflower Center is considered a 4(f) property as codified in 23 CFR 774.15(e)(1). Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966, which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, applies only to the U.S. Department of Transportation (U.S. DOT) and is implemented by the Federal Highway Administration (FHWA) and the Federal Transit Administration through the regulation 23 Code of Federal Regulations (CFR) 774. Federal Code includes protections for "noise-sensitive facilities" such as the Wildflower Center where serenity and quiet are significant attributes. "Constructive use" occurs when the projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility. As defined, constructive use is a type of indirect use in which a transportation project's proximity impacts (as opposed to direct impacts) are so severe that the protected activities, features or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. (See https://www.environment.fhwa.dot.gov/section4f/default.aspx.)

The Draft EA concluded that the project would not result in constructive use of a section 4(f) property. It states specifically that the increase in traffic noise resulting from the project would not impact the majority of the Wildflower Center facilities. The only exception is a small portion of Center trail that is adjacent to MoPac and that "its [the trail] construction next to an existing roadway [MoPac] suggests that quiet and serenity is not a requirement for the use and enjoyment of its attributes."

In March 2015, Wildflower Center and TxDOT Austin District staff met to discuss the results of the traffic noise analysis and potential ways to offset the increase in traffic noise that would be created by the proposed project. TxDOT staff explained that a noise barrier located in the area of greatest impact to the Wildflower Center (where the depressed median at the La Crosse intersection would return to grade level south of La Crosse) would reduce traffic noise for a certain distance from the barrier. However, we learned during the course of the meeting that the Wildflower Center facilities that would be most impacted by traffic noise are not located within the noise attenuating buffer zone that would be created by a noise barrier. The Center's main complex (entrance, courtyard, auditorium, visitors' gallery, store, café, library and observation tower) are located within 900 feet of the existing MoPac right-of-way. In addition, the recently built Luci and Ian Family Garden is within 440 feet of the existing MoPac right of way. The Luci and Ian Family Garden is currently not represented on aerial maps being used for this project.

None of these facilities are located within the proposed noise barrier's buffer zone. Therefore, a noise barrier would not attenuate the significant noise impacts to the Wildflower Center. We are concerned that this project would produce traffic noise to the extent that it would significantly impair the function of these areas. The decline in use of Wildflower Center facilities by the public would result in a corresponding decrease in

revenue leading to economic losses. As a result, these impacts would constitute "constructive use" of Section 4(f) as codified in 923 CFR 774.15(e)(1).

The significance of the location of the Wildflower Center in relation to redevelopment of South MoPac presents a unique opportunity that cannot be overstated. A principle component of Lady Bird Johnson's legacy is to encourage optimization of roadside beauty and ecological richness for everyone's well-being. With this project we urge TxDOT to go above and beyond in order to do for what's best for the Austin area and set a precedent for the State of Texas.

Thank you for considering our concerns. Please feel free to contact me if you have any questions or if we can provide any additional information.

Sincerely,

Michael Abkowitz
Executive Director (Interim)
Lady Bird Johnson Wildflower Center
mabkowitz@wildflower.org
512-232-0119

CC: TxDOT District Environmental Engineer-Texas Department of Transportation; P. O. Drawer 15426, Austin, TX 78761-5426

FEDERAL HIGHWAY ADMINISTRATION-Texas Division, Mike Leary, Director, Planning and Program Development, 300 East 8th Street, Rm 826, Austin, TX 78701

CITY OF AUSTIN, Marc A. Ott, City Manager; Steve Adler, Mayor; Councilmembers; P.O. Box 1088, Austin, TX 78767

TRAVIS COUNTY COMMISSIONERS COURT, Sarah Eckhardt, County Judge; Commissioners; P.O. Box 1748, Austin, TX 78767

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY- Mike Heiligenstein, Executive Director, 3300 N IH-35, Suite 300, Austin, TX 78705

UNIVERSITY OF TEXAS AT AUSTIN, Frederick R. Steiner, Ph.D., Dean, School of Architecture; Patricia L. Clubb, Ph.D., Vice President for University Operations

4

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Molly Ahrens [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 1:22 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Molly Ahrens
501 E Oltorf St
Austin, TX 78704-5610
molly.ahrens@pulte.com

5

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jennifer Allen [do-not-reply-luminate-online@blackbaud.com]
Sent: Thursday, July 30, 2015 3:25 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 30, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Jennifer Allen
12309 Gun Metal Dr
Austin, TX 78739-4823
(512) 243-7350
allen@aquilacommercial.com

6

From: Andrews, Mandy (TATCO) [mandrews@texasamerican.com]
Sent: Friday, July 24, 2015 12:20 PM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Offical MoPac Intersection Comment

Good Friday!

I would like to voice my support in the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Best regards,

Mandy Andrews
Senior Business Development
Mobile: (512) 695-4124

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7

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Craig Andrus [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 11:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Craig Andrus
1717 W 6th St Ste 450
Austin, TX 78703-4791
andrus@aquilacommercial.com

8

From: brandy archer [brandyarcher@gmail.com]
Sent: Thursday, July 23, 2015 8:51 AM
To: Abby Tomlinson
Cc: mhurst@ctrma.org
Subject: OFFICIAL MOPAC INTERSECTION COMMENT

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Brandy Archer
Broker Associate, CLHMS
Austin Portfolio Real Estate
KW Luxury Homes International

Cell 512.934.2508
brandyarcher@gmail.com
www.brandyarcher.com

9

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Emmanuel Arias [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Emmanuel Arias
11309 Kirkland Hill Path
Austin, TX 78754-2144
(214) 298-8187
earias@capforminc.com

10

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of John Armour [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 11:08 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. John Armour
21006Dawn
LagoVista, TX 78645
johnarmour@beckgroup.com

11

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Stephen Ashlock [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 8:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Stephen Ashlock
3100 Misty Shore Ln
Pflugerville, TX 78660-3765
stephen.ashlock@pultegroup.com

12

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Gene Austin [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Gene Austin
2501 Camino Alto
Austin, TX 78746-2408
geneaust@gmail.com

13

From: Clayton Baca [claybacha11@hotmail.com]
Sent: Thursday, July 23, 2015 8:48 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

I am an Austin resident and live on the SW side of the City. I am in full support of the proposed road improvement Projects along MoPac at Slaughter and LaCrosse Avenue to begin as soon as possible. As a commuter and someone who works Downtown, mobility around the City is a huge issue and Austin is severely behind the ball on advancing roadway improvements across the City as you probably already know. Frankly, I am in support of any roadway improvement Project that improves traffic flow and accessibility in and out of the City.

The minority of the population that voice their opinion against roadway improvements in Austin always seem to play the environmental card when it comes to improving our City's traffic issue. Environmental impacts are an important topic and should be looked at closely, but what this small population doesn't consider (with an open mind) is the environmental impact of stopped or stalled traffic patterns during rush hour that long term is much more of an impact to their concern than the temporary timeline in constructing and improving roads.

Thanks,

Clayton Baca

14

From: Bagby, W. Gaines @ Austin [Gaines.Bagby@cbre.com]
Sent: Wednesday, July 22, 2015 6:55 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you!

As Austin's growth seems to continue over the decades, it is prudent to make sure that we provide as much mobility as possible for our children and their children, in this place we love.

The freer we all are to move about using all modes of transportation, the better our lives will be.

W Gaines Bagby, LEED® AP
CBRE, Inc. | First Vice President
100 Congress 500 | Austin, Texas 78701
T +1 512 499 4915 | C +1 512 791 3511
email gaines.bagby@cbre.com |
website www.cbre.com/gaines.bagby
Connect with me on LinkedIn
Follow CBRE: Facebook |@cbre | Google+

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15

From: Wufoo [no-reply@wufoo.com]

Sent: Thursday, July 23, 2015 3:33 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac Intersections Comment Form [#3]

Name *	scott bailey
Email *	scott@bailey.am
Select a Choice *	Official MoPac Intersections Environmental Study Public Hearing Comment[*]
*	Build this as soon as possible!

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Jay Baker

Address 5922 Rickenhill Lane

Representing: Myself.

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

Encourage you to consider more natural means for the sound walls including earthen berms with vegetation, or to Create public Art at Points of interest.

17

From: Barksdale, John @ Austin [John.Barksdale@cbre.com]
Sent: Thursday, July 23, 2015 12:56 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you,
John

John Barksdale | First Vice President
CBRE | Brokerage Services
100 Congress, Suite 500 | Austin, TX 78701
T 512 499 4976 | F 512 499 4999 | C 512 788 1741
John.Barksdale@cbre.com | www.cbre.com

18

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Wednesday, August 05, 2015 8:51 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#340]

Name *	Billie barnett
Email *	bjbkb@hotmail.com
Address	10716 hendon street Austin, tx 78748 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Please reconsider making the right turn from slaughter to mopac nort a physical non stop on ramp or two lanes the current setup is ridiculous and one cutoff away from a road rage incident

19

From: ray.barr@ubs.com
Sent: Thursday, July 23, 2015 8:18 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MOPAC Intersection Comment
Attachments: Legal Disclaimer.txt

Please vote to approve the intersection projects at Slaughter and LaCrosse.

Regards,

Ray Barr

Ray Barr, CRPC
Vice President - Investments
UBS Financial Services Inc.
98 San Jacinto Blvd., Suite 600
Austin, TX 78701
512-330-8007 Direct
800-833-1494 Ext. 8007 Toll Free Main
855-554-7178 Toll Free Fax
ray.barr@ubs.com

20

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Chad Barrett [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Chad Barrett
4213 Waters Edge Cv
Austin, TX 78731-5139
barrett@aquilacommercial.com

21

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Steve Bartholomew [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 12:22 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Steve Bartholomew
5716 W Highway 290
3100
Austin, TX 78735-8700
sdb@msgeneralcontractors.com

22

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Ashley Beall [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 8:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Ashley Beall
PO Box 160484
Austin, TX 78716-0484
ashley@tribeza.com

23

From: Stephen Bedell [stephen@odenhughesllc.com]
Sent: Thursday, July 30, 2015 9:13 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. It will be extremely beneficial to the area to improve safety and traffic congestion. Thank you.

Stephen Bedell
Vice President of Finance

Oden | Hughes
Multifamily Development, Construction & Management

PLEASE NOTE OUR CHANGE IN ADDRESS (Effective 6/29/15):
901 S. Mopac Expressway
Building 3, Suite 220
Austin, Texas 78746

O: (512) 813-7106 | C: (512) 826-3403
stephen@odenhughesllc.com
odenhughesllc.com

24

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Justin Bell [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, August 07, 2015 3:50 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 7, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Justin Bell
1108 Lavaca St Ste 520
Austin, TX 78701-2125
(512) 708-5143
justinbell@beckgroup.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Brenda Bellocchio Address: 905 Robert E Lee

Email: brenda.bellocchio@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

26

From: Berger, Amanda [aberger@winstead.com]
Sent: Thursday, July 23, 2015 9:11 AM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you!

Amanda Berger | Associate
Winstead PC | 401 Congress Avenue | Suite 2100 | Austin, Texas 78701
512.370.2870 *direct* | 512.370.2850 *fax* | aberger@winstead.com | www.winstead.com

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--

27

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Mike Berman [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 1:22 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Mike Berman
2001 S Mo Pac Expy Apt 725
Austin, TX 78746-7579
mberman11@gmail.com

28

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Erin Bettison Bettison [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, August 07, 2015 3:20 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 7, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Miss Erin Bettison Bettison
8707 Cretys Cv
Austin, TX 78745-8066
elbettison@gmail.com

29

From: Bierschwale, James [James.Bierschwale@terracon.com]
Sent: Monday, July 27, 2015 4:46 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official Mopac Intersection Comment

This email is in support of the construction of the intersection projects along Mopac at Slaughter Lane and LaCrosse Avenue.

Thank you

James G. Bierschwale, P.E.
Senior Principal/Austin Office Manager
Terracon Consultants, Inc.
TBPE Firm Registration TX F-3272
5307 Industrial Oaks Boulevard, Suite 160
Austin, Texas 78735
Phone: (512) 442-1122
Fax: (512) 442-1181
Direct: (512)-891-2604
email: jgbierschwale@terracon.com

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60

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Private and confidential as detailed here (www.terracon.com/disclaimer). If you cannot access hyperlink, please e-mail sender.

30

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Ron Binkley [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Ron Binkley
135 N Tumbleweed Trl
Austin, TX 78733-3222
(512) 413-9800
ronbinkley@gmail.com

31

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of James Blackmar [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, August 07, 2015 4:50 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 7, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. James Blackmar
1401 Desert Willow Pl
Cedar Park, TX 78613-5131
(737) 703-9902
jkblackmar@yahoo.com

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Bill Blagdan

Address 10204 Eclipse Lane, Austin, TX 78739

Representing: Self and family

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

Please consider a do nothing and/or do less approach that anticipates SW45 NOT being completed which keeps Mopac for local/commuter traffic

33

From: Joe Bland [jbland@joeblandconstruction.com]
Sent: Saturday, July 25, 2015 10:22 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official Mopac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you

Joe Bland
Joe Bland Construction, L.P.

34

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Bill Blood [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Bill Blood
201 Barton Springs Rd
Austin, TX 78704-1210
(512) 472-2100
bblood@matexas.com

35

From: Mopac South Contact Form [no-reply@wufoo.com]
Sent: Monday, August 10, 2015 10:19 AM
To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#346]

Name *	Daniel Bloomer
Email *	danielbloomer50@gmail.com
Address	3714 Leadville Dr Austin, TX 78749-6921 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

I have driven thru this intersection almost on a daily basis for over 25 years, 18 years as a commuter.

Observations
When 45SW and the underpasses at Slaughter Lane are completed the traffic volume exiting MoPac to turn east on Slaughter Lane proceeding to turn south on Bodie Lane to connect with 1626 will be significantly reduced. Even more traffic would continue south if 45SW were not a toll road. (We did not vote for a toll road)

General comments
1.Any configuration out of the ordinary will confuse many drivers the first time they encounter it. It will confuse some drivers every time they encounter it.
2.When traffic lanes cross oncoming traffic there is always a greater potential for accidents. The proposed layout increases traffic lanes crossing oncoming traffic from one time to two times each direction.
3. There is no provision for straight thru traffic on the north or south frontage roads. There will be accidents, road work, bridge repair, etc that will require diverting traffic from the main thru lanes.
4. From the limited layout diagram on the website, there does not appear to be any provision for foot or bicycle traffic to cross MoPac traveling on Slaughter Lane. There is a significant amount of traffic on this sidewalk already, from kids walking/biking to/from Bowie HS to bicyclists headed to/from the Veloway, as well as people walking and jogging.
5. One consistent bottleneck at this intersection is only one turn lane for west bound traffic on Slaughter Lane exiting to north bound MoPac. There does not appear to be any provision to correct this major bottleneck. Two turn lanes would move the bottleneck from Slaughter Lane to the next northbound bottleneck where Davis Lane enters north bound MoPac which could be fixed immediately simply by re-striping.

Recommendations
1.Build the overpasses and the main thru lanes for MoPac but leave the intersection configuration the same as it is currently (except for 5 above). This intersection already works except for the ever changing traffic control lights timing. Once the thru traffic is removed this intersection will still work better and be safer than the proposed. This would also have to be significantly cheaper than the unnecessarily complicated (i.e. expensive)

proposed layout.

2. Wait to make a major reconfiguration to the traffic flow at the intersection until it is really needed and there is a less complicated way to achieve.

3. During construction please ensure provisions for for foot and bicycle traffic to cross MoPac on Slaughter Lane.

4. Please remember those of us who will have to live with whatever you decide.

36

From: Roger Borgelt [roger@borgeltlaw.com]
Sent: Thursday, July 23, 2015 2:39 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. They will advance the much needed solutions to our mobility issues. Thank you very much for your consideration.

Roger B. Borgelt
Borgelt Law
614 S. Capital of Texas Hwy.
Austin, TX 78746
O: 512.600.3467
M: 512.870.7533
E: roger@borgeltlaw.com
www.borgeltlaw.com
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37

From: Kristen Boswell [kboswell@placedesigners.com]
Sent: Wednesday, July 22, 2015 6:48 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you,

KRISTEN BOSWELL
Business Development Director
PLACE designers, inc.
304 East Main Street | Round Rock, TX 78664
O: [512] 238 8912 x 202 | M: [512] 630 1617
www.PLACEdesigners.com

PLACE

We design great places.

38

From: Aaron Bourgeois [aaron.bourgeois@bigreddog.com]
Sent: Wednesday, August 05, 2015 9:17 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Good morning,
Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

As someone who drives this route fairly frequently, I know the extreme and unnecessary delays these intersections cause. Idling cars cause air pollution, wasted time, and wasted money, none of which benefit the people or environment of Austin.

Thank you,
Aaron Bourgeois, LEED AP | BIG RED DOG | Project Planner
Austin 512.669.5560 | Dallas 214.307.4767 | Houston 832.730.1901 | San Antonio 210.860.9224
Follow us: web | blog | twitter | facebook | LinkedIn

39

From: Chris Bourne [cbourne@americanbank.com]
Sent: Thursday, July 23, 2015 8:04 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment
Importance: High

I live in Circle C and commute to Downtown every day. I have no preference if we build over Slaughter or under it so long as we just do something as soon as possible. It is a terrible that the worst part of my commute is south of 290 all the way to my house. It is even worse that we repaved down there and did not restripe to take advantage of what has to be the large shoulder area in the City. Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Sincerely,

Chris Bourne

Senior Lending Manager | American Bank, N.A.
512-306-5518 (direct) | NMLS #613913
600 Congress Ave., Ste. 1850, Austin, TX 78701

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You may contact us with questions or concerns at (361) 992-9911 or email to info@americanbank.com

40

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Peter Boyd [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Peter Boyd
1250 S Capital of Texas Hwy
101
West Lake Hills, TX 78746-6446
peter.boyd@southside.com

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Becky Bray

Address 6820 via Coreto

Representing: myself/resident

(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 employed by RSH. They do bus; I do not.
- ☐ I could benefit monetarily from the project or other item about which I am commenting

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

Thank you!!! I fully support the proposed designs. I encourage the quick design + construction. I look forward to staying involved in the process.

Thank you!

42

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 1:48 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#312]

Name *	kevin brelsford
Email *	kbrelsford@yahoo.com
Address	7404 brecourt manor way austin, tx 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	I am in full support of the proposed road improvements at the intersections of LaCross and Slaughter. These are essential in the effort to manage commute times and improve safety. One concern I do have is that I have heard that the Highway 45 extension project which will add substantial traffic to Mopac coming from 45 will be completed before the LaCross and Slaughter improvements. This would make the traffic on Mopac considerably worse before it gets better. Can you comment on this?

43

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Kris Briody [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 10:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Kris Briody
12804 Winding Creek Rd
Austin, TX 78736-7400
kris.briody@gmail.com

44

From: Mopac South Contact Form [no-reply@wufoo.com]
Sent: Thursday, July 30, 2015 3:54 PM
To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#299]

Name *	Harlan Broberg
Email *	hbroberg@sbcglobal.net
Address	5369 Austral Loop Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

The Slaughter Lane and Lacrosse intersections absolutely need to be completed before the completion of the 45 extension connecting with South Mopac!!!!! To wait until hundreds more cars are dumped on Mopac before improving the intersections would create an inexcusable problem.

It has taken as long as eleven minutes to cross Slaughter north bound. Action is needed now. No more time nor money is needed for environmental assessments. Neither should these intersections be delayed until the whole South Mopac to Town Lake plans are completed. The problems at these intersections are clear, don't require a professional highway engineer to recognize.

Please proceed with these improvements as soon as humanly possible.

45

From: Ben Browder [bbrowder@odenhughesllc.com]
Sent: Thursday, July 30, 2015 9:18 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you.

Ben Browder
Development Analyst

Oden | Hughes
Multifamily Development, Construction, & Management
PLEASE NOTE OUR CHANGE IN ADDRESS (Effective 6/29/15):
901 S. Mopac Expressway
BOP III, Suite 220
Austin, Texas 78746
O: (512) 813-7111 | D: (512) 813-7119
ben@odenhughesllc.com
www.odenhughesllc.com

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: CHARLES BROWN

Address 7325 TABORANDI DRIVE

Representing: MYSELF - RETIREE

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

100% BEHIND UNDERPASSES AT LA CROSS & SLAUGHTER

AM FAMILIAR WITH "DIAMOND" INTERSECTIONS IN MISSOURI — THEY ARE GREAT & QUICK TO LEARN.

ENVIRONMENTAL IMPACT WILL BE LESSEND BY MOVING TRAFFIC AS COMPARED WITH PARKING/IDLING VEHICLES.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Heather Brown [do-not-reply-luminate-online@blackbaud.com]
Sent: Thursday, July 30, 2015 1:55 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 30, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Heather Brown
8111 Red Bird Ct
Austin, TX 78726-4137
(512) 328-5151
heather@heatherbrown.com

48

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Hope Brusevold [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Hope Brusevold
1106 Blair Way
Austin, TX 78704-5443
(512) 225-1734
hope.brusevold@am.jll.com

49

From: Patricia Buchholtz [patricia@lookthinkmake.com]
Sent: Thursday, July 23, 2015 8:53 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

I'm in support of the proposals for the intersection projects at LaCrosse and Slaughter. Please proceed as soon as possible and continue to improve mobility in Austin. Thanks!

pb

Patricia Buchholtz
Partner/Marketing Strategist

lookthinkmake: brand communication
3701 Airport Blvd | Austin, Texas 78722
o: 512.402.6861 c: 512.740.4156
www.lookthinkmake.com

50

From: Ben Bufkin [bbufkin@endeavor-re.com]
Sent: Tuesday, July 28, 2015 11:07 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceeds to construct the intersection projects at Slaughter and Lacrosse Avenue as soon as possible.

Respectfully,

Ben

Ben Bufkin

cid:image002.png@01D0768F.

bbufkin@endeavor-re.com
D 512-682-5510

Endeavor Real Estate Group
500 West 5th Street, Suite 700
Austin, TX 78701
endeavor-re.com

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51

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jed Buie [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 12:08 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Jed Buie
2815 Exposition Blvd
Ste 200
Austin, TX 78703-1208
jed@buieco.com

23 MR. BUNCH: Good evening. I'm Bill
24 Bunch, with the Keep MoPac Local Coalition. As the name
25 suggests, we believe that MoPac should continue to

1 operate as it does today as primarily a local commuter
2 highway; and specifically, because of the limited access
3 at the south end, it does serve us as a local commuter
4 highway. This MoPac Intersections misnamed project is
5 really just a segment of the plan to convert MoPac to a
6 second Interstate I-35 through Austin.
7 Just as the previous speaker was making a
8 point and the speaker before that, you can't pull this
9 little 2-mile segment -- and it is 2 miles long, way
10 more than intersections -- adding three lanes each way,
11 a total of six lanes, occupying that currently beautiful
12 green median that we have with these three-way lanes.
13 That's not being done to serve local commuters. That is
14 being done to accommodate I-35 traffic diverted to MoPac
15 by way of the 45 Southwest connection.
16 There's some good reasons to do this, but
17 there's some really good reasons to not do it. But it's
18 fundamentally dishonest to chop it up into four pieces
19 and never look at the whole and pretend like these
20 pieces don't make a whole because that whole is a second
21 Interstate 35 through southwest and north Austin.
22 That fundamentally changes the city that
23 we all know and love. It endangers our parkland, Lady

24 Bird Lake, the Wildflower Center, Austin High School,
25 the waterfront from MoPac all the way into downtown

1 because you can dump all this traffic off on Caesar
2 Chavez; but if they can't get into downtown, then you
3 have to pave our waterfront.
4 Cities around the world are removing
5 double-decker bridges and giant urban freeways because
6 of the blight that they've caused. They are lifting up
7 pavement out of their parklands, rather than bringing
8 more into it.
9 There are solutions to help MoPac flow
10 better for current commuters. If we make it I-35 west,
11 you cannot build enough lanes to have it ever function;
12 and that's the mess that we're heading towards. Traffic
13 will explode, and these six lanes they want to build now
14 will be overwhelmed basically overnight.
15 So let's be honest. Let's not chop it up
16 into pieces. Let's look at it comprehensively.
17 Thank you.

53

Received
CTRMA
8/10/15
4:42 PM

S.O.S.

SAVE OUR SPRINGS ALLIANCE

SOSAlliance.org

August 10, 2015

TO: CTRMA and TXDOT
Attention; Abby Tomlinson, CTRMA (via Hand Delivery)
RE: Comments on "Mopac Intersections" draft Environmental Assessment

Please accept these comments of Save Our Springs Alliance on the "Draft Environmental Assessment" ("draft EA") for the "MoPac (State Loop 1) Intersections, Austin District" report, dated June 2015. The official public comment period currently runs through August 10, 2015. A public hearing on the document was held July 30, 2015 at Bowie High School, at which SOS Alliance Executive Director Bill Bunch spoke.

General Comments:

Together with these comments we are delivering hard copy comments from thirty-four SOS members and interested citizens together with fifty-five pages of petitions urging CTRMA and TxDOT to study the entire SH 45 SW and Mopac tolled expansion loop together as a single project rather than chopping it up into four or more pieces for purposes of environmental analysis.

At the outset, SOS Alliance requests that the comment period for the draft EA be extended at least 30 days due the number of issues raised by the report and the environmental sensitivity of the location of the "project," on top of the Barton Springs Edwards Aquifer recharge zone. The multiple technical reports that serve as addendum to the draft EA, and the relationship of this "project" or segment to the larger 45SW/Mopac toll loop project supports granting additional time to provide public comment.

As described in the draft EA, the project would provide "operational improvements" to the Slaughter Lane and Mopac and LaCrosse Ave. Mopac intersections. It would extend approximately 2 miles in length, from 2500 feet north of Slaughter Lane to 3700 feet south of LaCrosse. P. 1. In contrast to the recently approved "state" Environmental Impact Statement for Phase I of the SH 45 SW (from Mopac to FM 16216), this draft EA states that it has been prepared in accordance with federal National Environmental Policy Act (NEPA) standards.

S.O.S.

SAVE OUR SPRINGS ALLIANCE

SOSAlliance.org

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As proposed, the "intersections" project would actually add six through freeway lanes to Mopac for this two mile stretch "two 12-foot lanes with one auxiliary lane in each direction" plus 10 foot shoulders on the outside and 4-foot inside shoulders. P. 2. These lanes would be trenched down into the Edwards outcrop, with crossing, east-west bridges built over these new through lanes. The existing Mopac lanes would become frontage road lanes. Important, but not made clear, stop lights would remain at both of the "new" frontage roads to manage cross traffic and traffic entering and exiting Mopac at Slaughter and LaCrosse.

The draft EA cannot support a "finding of no significant impact," either for the "Mopac intersections" segment, standing alone, or for the larger South Mopac expansion (of which the "intersections" is an integral part, or the larger Mopac/45SW loop project, which is the real project and which the "intersections" segment is also an integral part). There will be significant impacts on Barton Springs and the Barton Springs Edwards Aquifer from both construction and operation phases of the project. There will be incidental take of Barton Springs and Austin blind salamanders from sedimentation during the construction phase and from increased erosion due to the increased impervious cover and rerouting of rainfall that would otherwise infiltrate directly into the aquifer. While the exact extent of such incidental take is difficult to predict, it is obvious that this will occur.

Harmful effects will be felt at the Lady Bird Johnson Wildflower Center – effects that cannot be mitigated with a sound wall that ruins the beauty and attractiveness of Wildflower Center gardens and hiking trails.

Noise, light, air and visual pollution will also harm adjacent neighborhoods and park lands.

The draft EA ignores local planning and environmental standards, in violation of both CEQ and FHWA regulations governing the NEPA process.

The draft EA and supporting technical memoranda rely on outdated and unreliable information. Resting the analysis on the expired 2035 CAMPO plan and its traffic modelling is just one obvious but very important example.

The document begins by noting that the proposed action is co-sponsored by the Central Texas Regional Mobility Authority (CTRMA) and TxDOT. It appears, however, that CTRMA is managing the contract, including all of the related studies, on behalf of TxDOT, as it is doing for the ongoing SH 45 SW to the south of the "intersections" project and for the "Mopac South" and "Mopac Improvement" projects to the north and the "Oak Hill Parkway" project to the west. As an agency charged with and dependent on building toll roads, the CTRMA is unsuited for managing these studies and evaluating in an unbiased fashion more cost effective, non-tolled alternatives . The larger the project, the more management fees CTRMA receives. The bigger this particular "intersections" project is, the more toll-paying traffic will be funneled onto CTRMA toll projects moving forward at both ends of the "intersections" project. This built-in conflict of interest has contributed to numerous unsupported statements of "no impacts" to the

environment. While the "Mopac Intersections" segment does not propose tolling at this time, it is clearly being designed to feed traffic to and from the to-be-tolled SH 45 SW and "Mopac South" projects. TxDOT should step back and reinitiate the environmental process without CTRMA as the manager and author of the environmental review process. CTRMA should not be managing this process given its direct and substantial financial interest in pushing forward only those options that promote it's the financial goals of generating paying tolls.

The analysis only looks at "build it" and "do nothing," which no one is proposing. The analysis should look closely at intersection improvements that can be done quickly, for much less money, and without the environmental damage that the "build it" option will cause. The attached technical memorandum from traffic engineer Michael Brown of Metroanalytics dated January 14, 2014 is incorporated herein for all purposes. Mr. Brown has estimated, using standard intersection models and counting traffic flows and delay at the Slaughter/Mopac interchange during peak periods that traffic delay at that intersection could be substantially reduced from current conditions, even if traffic doubles with the construction of a "through turn" lane like those built by TxDOT on US 281 in northern Bexar County.

As a result of these significant and harmful impacts, gaps in information and analysis, and inappropriate conflicts of interest in the NEPA process, a "FONSI" is not warranted. The following comments provide additional details.

Detailed Comments:

1. NEPA and its implementing regulations require a thorough, meaningful analysis and public process, as summarized at 23 CFR 1500.1:

"(b) NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA. Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail."

The Mopac Intersections draft EA ignores these basic tenets. By proposing a "build it like this" and a "do nothing" alternative, it is clear that the decision has already been made. The move to build SH 45 SW in advance of Mopac improvements further makes clear that actions are already being taken and decisions are already being made.

The obvious and reasonable sequencing would be to figure out the bottlenecks first and fix them, before diverting more traffic onto the already overloaded Mopac. Yet that is exactly what

CTRMA and TxDOT are planning to with the expedited schedule for SH 45 SW and the Mopac Intersections segments.

2. Information in the draft EA is not of high quality and is often inaccurate. Key traffic data and the true purpose of the project is obscured by failing to describe the relationship of the project to SH 45 SW and I-35 to the east and the Mopac South expansions under way and proposed to the north. Relying on the 2035 CAMPO plan when the 2040 plan is now adopted and in place means outdated information provides the basis for the analysis. The draft EA does not address the most important issues, including:

A. The real project at hand (an 18 mile partially tolled loop project that would fundamentally change the function of Mopac from a local commuter highway to a second Interstate 35) and the secondary loop created by the FM 1626 expansion now under construction. By ignoring this real project, TxDOT, FHWA and CTRMA never look at alternatives to such a loop.

B. The total impacts on resources of special significance and vulnerability, the Barton Springs Edwards Aquifer, Barton Springs, and the endangered species that live in the aquifer and springs, are given short shrift by chopping up the loop into four segments (and chopping up the secondary loop into five segments). This failure is made worse by TxDOT and CTRMA moves to build the massive "Oak Hill Parkway" tolled mixmaster and numerous other projects over and upstream of the Barton Springs Edwards Aquifer recharge zone.

C. The piecemeal approach also avoids analyzing the important downstream flooding issues on Onion Creek that will be made worse by paving portions of the Bear, Onion, and Slaughter Creek watersheds with the proposed 45SW/Mopac loop and with the additional development stimulated by the loop project and located in these same watersheds.

D. The piecemeal approach avoids, or otherwise attempts to skirt, the overall Section 4(f) analysis and compliance requirements for direct and constructive use of park, preserve, recreation, and cultural lands required for, among others, adverse affects to (a) the Lady Bird Johnson Wildflower Center, (b) City of Austin watershed protection lands, including but not limited to Flint Ridge Cave, Blowing Sink Cave and Barton Springs, (c) Circle C Ranch Metropolitan Park, (d) Dick Nichols Park, (d) the Barton Creek and Gaines Creek greenbelts, (e) Zilker Park, (f) the Austin Nature Center, (g) Zilker Botanical Gardens, (h) Lady Bird Lake and Lady Bird Lake park, and (i) Austin High School and high school recreation fields.

E. FHWA regulations, at 23 CFR 771.111 require that a project "connect logical termini" and "be of sufficient length to address environmental matters on a broad scope." The "project" fails on both accounts: The "South Bay" terminus does not constitute a "logical terminus" and the two mile project cannot address environmental matters on a broad scope. Extending the "intersections" segment to the south terminus of Moac also would not constitute a logical terminus, considering in particular the simultaneous actions to build SH 45 SW and FM 1626. Nor can the consideration of such a short segment –

imbedded in a much larger project – and part of an even larger road and tolling scheme proposed for the Barton Springs that includes the enormous, $650 million "Oak Hill Parkway" tolled mixmaster provide a "meaningful evaluation" of alternatives or "address environmental matters on a broad scope."

F. Further, the project as proposed lacks "independent utility" absent the proposed SH 45 SW toll road and the proposed expansion of South Mopac north of Slaughter Lane and connecting to the north end of the "intersections" segment. Mopac is already overloaded, and speeding commuters to the "back of the line" a short distance to the north does not provide meaningful independent utility In combination with SH 45 SW, it will actually make traffic worse on South Mopac. The configuration of the "intersections" segment will also restrict consideration alternatives for Mopac to the north and SH 45 SW to the south.

3. The Barton Springs Edwards Aquifer has been recognized by the State of Texas to be more vulnerable to pollution than any other major aquifer in Texas. Barton Springs, and the aquifer, have suffered degraded water quality, including pollution from automobile-derived petroleum hydrocarbons, nutrients from fertilizers and deficient wastewater systems, and other toxic chemicals. The springs, aquifer, and endangered salamander species that live there, as well as contributing streams have all been harmed by increased sediment loading caused by highway construction and erosion resulting from highway construction. The Mopac Intersections "project" will make these conditions worse, resulting in harm to listed "endangered" Barton Springs and Austin Blind salamanders, to the aquifer, and to Slaughter Creek, which is already impaired by construction induced sedimentation. SOS Alliance specifically references and incorporates the comments submitted by Dr. Laurie Dries, an expert on endangered aquatic salamanders and the harm done to the salamanders and the springs from sedimentation and other forms of highway-caused and highway related pollution.

4. The Hazardous Materials Technical Report only looks at potential hazardous waste sites within the project footprint. It fails to address the virtual certainty of spills from trucks hauling toxic materials on the Mopac intersections segment as well as the other segments of the loop project unless such toxic material hauling is banned from these roadways. Such an analysis would closely examine the actual operation and maintenance by TxDOT of the hazardous material traps built along Mopac. It is our understanding from City of Austin officials that these traps are not operated or maintained in a way that allows for actual trapping of hazardous materials that could be spilled along Mopac. Spills information available from available databases, including from the City of Austin, could and should be analyzed as part of a meaningful assessment of the likelihood of spills and the resulting harm from such spills. The referenced report on the potential existence of

toxic materials in the project site also addressed the Mopac South project, indicating the reality that these two segments are part of the same project.

5. At page 5, it is reported that "traffic in the area has almost doubled" between 2000 and 2012. The EA should incorporate more recent data, through at least 2014, and should report changes by year so as to consider changing trends in more recent years. In predicting future traffic, the analysis should directly consider the development of autonomous vehicles, increasing telecommuting, increasing use of smart phone enabled ridesharing, and other emerging trends that are and will reduce future vehicle miles travelled on a per capita basis. Also, the analysis should reference the range of traffic changes that have been predicted rather than only reporting a single number. (Please see the additional comments below concerning traffic noise, which also apply to basic traffic generation and other traffic-dependent questions.) Traffic and traffic related information should be tied to the current 2040 plan, not the former, and now defunct 2035 plan. The 2035 plan traffic prediction model was and is fatally flawed in several ways, as set out in the attached summary by traffic engineer Norm Marshall, addressed to Sinclair Black, dated March 25, 2013, and incorporated into these comments.

6. The EA suggests that relocation or adjustment to the Kinder Morgan gasoline pipeline may be required but at this time is being treated as if such actions will not be required. This issue should be described in more detail so there may be meaningful public evaluation of and comment on the risks posed by building the proposed project over the Kinder Morgan, Magellan, and Phillips 66 pipelines.

7. As noted above, the traffic analysis is deficient by pointing to the 2035 plan and not the current 2040 plan. Further, in predicting future "level of service" at the Slaughter and LaCrosse Mopac intersections, the analysis looks at total delay at the intersections. The analysis should separate likely future function for through traffic on Mopac from the functioning of the intersections for local traffic seeking to cross Mopac or enter and exit Mopac. See further comments below on the Traffic Noise Technical Memorandum. An honest analysis of likely 2040 plan impacts will show that traffic will be far worse on South Mopac as compared to current conditions with South Mopac connected to I-35. We already know this is true for the overall plan.

8. The visual impacts analysis is deficient in several ways. First, it should address the loss of the wide green median and the relationship of this loss to the Wildflower Center and the experience of Wildflower Center visitors. Current conditions contribute significantly to the Wildflower Center experience, while building the six additional lanes and connecting the proposed expansion to I-35 will introduce concrete, light and other visual intrusions to Wildflower Center visitors when they are inside Wildflower Center grounds,

but also as they approach the center. The visual impact analysis, as well as the biological impact analysis, should report on the number, species, and size categories of trees that will be lost to the proposed intersections segment.

9. 9. The cultural impacts research summary reports that further analysis is not needed because the project is only an "intersections" project. Few people would agree with this assertion. Intersections are not generally considered to extend more than a half mile from the "intersection." The two mile length and six lanes of additional pavement, plus 14 or more feet of additional shoulder pavement, makes clear that the project is much more than an "intersections" project.

10. The Indirect and Cumulative Effects analysis, or lack thereof, brings home the point that the project as defined is too narrowly drawn to provide a meaningful evaluation or to evaluate impacts on a broad scope. The analysis asserts, incorrectly, that the project does not add capacity: adding six lanes and overpass bridges certainly does "add capacity." The analysis asserts that the project does not substantially improve mobility – again suggesting that it is not a true, stand alone project. Similarly, the project is claimed to not be for the purpose of economic development, yet the primary proponents for the FM 1626, SH 45 SW, Mopac Intersections, and Mopac South segments – all underway simultaneously – are to promote and serve new development in Hays County. The indirect effects analysis is largely meaningless without considering the true scope of the project.

11. The assertion in the cumulative effects analysis that the "intersections" project will not have "any" impacts on a resource in poor or declining health defies common sense and the simple facts. Stream water quality is degraded in Slaughter Creek because of construction debris and sedimentation from highway and other construction. Barton Springs suffers excessive sedimentation and pollution from polycyclic aromatic hydrocarbons as a result of petroleum projects. The Austin Blind and Barton Springs salamanders were listed specifically, and in significant part due to sedimentation and smothering of salamander habitat due to large scale construction. The Wildflower Center has already suffered air, noise and light pollution from the existing Mopac and growing traffic on Mopac South. The assertion of "no" impacts of any kind on water, air, biological and cultural resources is clearly made to dodge the cumulative impacts analysis required for highway projects and, if done, would require an honest analysis of the impacts from all of TxDOT and CTRMA's projects currently in the construction and active development and planning stages. The so-called "cumulative effects" analysis does not even mention the SH 45 SW, Mopac South, Oak Hill Parkway, Bee Cave Road, FM 1626, Manchaca, and other projects that, together will cause severe water, biological,

and other types of harm. This glaring omission is clear violation of NEPA, NEPA CEQ and and FHWA, and TxDOT cumulative effects law and guidance.

12. **Traffic Noise Analysis Comments**

A. The Traffic Noise Technical Memorandum appears to be crafted in a way to underestimate substantially the likely noise impacts on key receptors, and, in particular on the Wildflower Center. Some of this is obscured by the chosen approach and the key information that is missing from the memorandum. Some is more obvious.

B. The study places the Wildflower Center in in the "C" category, where the outdoor noise target is 67 dB or less. That category includes places like "active sport areas," "amphitheatres," "recreation areas" and the like. The Wildflower Center should be placed in "Category A," among "lands on which serenity and quiet are of extraordinary significance and serve an important public need. . . ." This category has a protection threshold of 57 dB outdoors. The Wildflower Center gardens provide an important place for outdoor, contemplative renewal -- and is certainly a place where quiet and serenity are essential to the purpose of the Center.

C. The memorandum does not identify the total traffic increases likely to result from either the Mopac Intersections project, standing alone, or from the connection of South Mopac to I-35 via the proposed SH 45 SW to the south and the proposed expansion of Mopac to the north. These total traffic increases, and the source and analysis from which they derive, should be included and summarized. The memorandum suggests, by referencing the "CAMPO Travel Demand Model 2035" that it only considers traffic to be generated under the CAMPO 2035 plan. That plan has been replaced with the recently adopted CAMPO 2040 plan. Unlike the 2035 plan, the 2040 plan includes the connection to I-35 via completion of both pieces of the proposed SH 45 SW. It is generally understood that if South Mopac is connected to I-35, traffic on Mopac will explode. Secondary growth triggered by these segmented sub- projects (for example, new development along the 1626, 1826, and 290 corridors) will add further traffic. The projected peak hour traffic increases would likely be substantially greater than the roughly 50% increase predicted (all of which is assigned to the added through lanes on Mopac).

   SOS can think of no justifiable reason why the EA would look at future conditions under the previous, now expired, 2035 plan and ignore conditions presented by the 2040 plan. This suggests that the reason is to specifically avoid talking about the impacts that will flow from connecting South Mopac to Interstate 35 via the proposed SH 45 SW.

D. This approach undermines other elements of the analysis besides that of noise impacts: for example, indirect and cumulative impacts and reasonable foreseeable actions will all be significantly less from the 2035 plan than from the 2040 plan. The 2035 CAMPO

model is also well known to be dysfunctional, in several respects. These include the failure to include a feedback loop, such that once roadways exceed capacity, trips are reassigned elsewhere. The predictive value of the CAMPO 2035 model, especially during peak hours, is extremely low to nonexistent, and does not constitute the key of quality data and analysis required by NEPA and NEPA rules.

E. The memorandum simply gives the results of the noise modelling and does not spell out the key inputs, including, for example, amount of expected truck traffic increase and modelled elevations at key points. It also appears no consideration was given to the cumulative noise impacts from the elevated interchange proposed for the Mopac/SH 45 SW interchange.

As a result of these shortcomings, and perhaps others, the reported estimated noise increase is limited, as shown in Table 3. The model even predicts reduced noise in 2035 as compared to current conditions at some receptor sites, which seems highly unlikely.

F. The model does predict some increases that will result in noise levels that trigger mitigation measures under FHWA protocol. Those mitigation measures involve building sound walls. There is no discussion about the visual blight and aesthetics impacts these walls would have on adjacent neighbors, adjacent park lands, and the Wildflower Center.

G. The traffic noise memo, at p. 9, asserts that a lowered speed for South Mopac would increase congestion and air pollution, and thus a lowered speed is not warranted as a noise mitigation measure. This is a false statement. Cars and trucks travelling at 40 miles per hour improve traffic flow, not make it worse, and likely reduce air pollution due to more efficient movement with less wind resistance.

H. The noise analysis should look at noise impacts throughout the 24 hour cycle, not just during peak hours. Noise at night, from interregional traffic using Mopac as an alternative to and connecting route with I-35 will likely be far, far greater than under current conditions. While night time noise beyond business hours may not be a big issue for the Wildflower Center, it will be for adjacent and nearby neighborhoods. Late night and overnight local traffic will likely remain almost non-existent, but Mopac-as-alternative I-35 night time traffic will be far greater than under current conditions. Thus the only period of quiet that currently exists for residents in a broad corridor along Mopac will be lost.

I. The Traffic Noise Memorandum ignores the Section 4(f) issue referenced briefly in the draft EA. The draft EA seeks to brush off the importance of quiet, serenity, and beauty to the Wildflower Center mission. An honest and thorough noise, air and water pollution analysis, along with a visual impact analysis, and considering both SH 45 SW construction and Mopac after the connection to I-35 (as is being actively pursued at this

time), would conclude that the project will create a constructive use of Wildflower Center property and subject to Section 4(f) protections and procedures. A similar conclusion applies to CTRMA and TxDOT's proposal for Mopac through Zilker Park and Lady Bird Lake park, and directly adjacent to and above the Zilker Botanical Garden and Austin Nature Center.

J. The Traffic Noise analysis gives only a single estimated peak hour trip traffic count, yet TxDOT and CTRMA have secured multiple traffic studies for the 45SW/Mopac area that predict a broad range of trips per day, not just a single number. These studies should be referenced and incorporated to give a similar range of likely peak hour traffic along the "Mopac Intersections" project rather than just offering a single number.

K. Rather than obscure the source and methods of the future traffic estimates, the draft EA, or a supporting and publicly available technical appendix to the EA, should be made available for comment. Projected total daily trips, and how they were derived, should be spelled out.

L. As written, the noise analysis is wholly deficient, ignoring current, best available information. The improper segmenting of the Mopac Intersections project contributes to this problem.

Finally, SOS Alliance refers TXDOT and CTRMA to the extensive technical comments filed by the Alliance and the City of Austin on the deficiencies of TxDOTs analysis of water quality impacts and unsupported claims of effective mitigation of water quality impacts from constructing and operating large-scale highway projects over the Barton Springs Edwards Aquifer recharge zone.

Thank you for your consideration.

Bill Bunch
Executive Director
SOS Alliance
512-477-2320

Memorandum

To: Sinclair Black
From: Norm Marshall
Subject: Review of CAMPO Daily Transportation Model
Date: March 25, 2013

CAMPO is in the process of moving from a daily transportation model to an updated model with weekdays divided into several time periods. The daily model has a 2005 base year. I think the updated model has a 2010 base year. CAMPO had been waiting on sending us the model thinking that the updated model would be available soon. However, they aren't sure when TxDOT will release the model – which is interesting in itself as it should be CAMPO's model rather than TxDOT's.

In the end, they sent us the daily model. This is relevant to our work as our understanding is that this is the model that has been the basis for all of the I-35 modeling work done to date. All regional transportation models have problems, but as documented below, the CAMPO daily model has such serious problems that it is more or less useless for understanding anything about I-35. Based on the conversations we had when I visited, it appears that the modelers are trying to override the model to fix some of the problems, but they cannot address the problems completely without a better model.

I already have renewed our request for the updated model and will review it when it becomes available. Most likely, it will address some of the serious flaws identified below – but not all of them. In sharp contrast, the Envision Central Texas model I did the years ago included none of these problems, although it did not explicitly deal with trucks and tolls. When we receive the updated model, I will document any remaining fatal flaws and prepare an estimate of how much it would cost to fix them.

1) Grossly Exaggerated Truck Traffic

The model assumes that a "truck" is equivalent to two passenger cars in terms of its effect on congestion. This assumption is commonly made in these types of models and is appropriate if it is applied only to large commercial trucks. However, the model is allocating a huge share of total traffic to "trucks", far exceeding the fraction of traffic that is comprised of large commercial trucks in the real world.

In the 2010 model run, 15.7% of all vehicle miles traveled (VMT) is by "trucks". With the multiplier of two, this translates into 27.2% of traffic in terms of effects on congestion (all streets – not just major roadways). Anyone who lives in the region and pays attention to what is going on the streets would know that this fraction is too high.

On major roadways, the modeled truck share is even higher. On I-35 between US 183 and US 290, TxDOT estimates that there are 18,062 trucks per day.[1] Including the frontage roads, the CAMPO 2010 model is showing 70,666 trucks per day at this location – almost four times the correct number. These additional trucks that are modeled but aren't really there are equivalent to 105,000 cars a day in terms

[1] The TxDOT truck flow map doesn't show the volume in the section of greatest interest to us.

of the effect on congestion.[2] In the 2035 model, the share of truck traffic is even higher – 18.5% of total VMT which is equivalent to 31.2% of total traffic as it effects congestion. The daily modeled truck volume on I-35 between US 183 and US 290 in 2035 is 110,200. With the factor of 2.0, this is equivalent to 220,400 cars!

2) Incorrect Specification of Peak Period Traffic

The model documentation describes three sets of model outputs: 24 hours, 2-hour morning peak period and 2-hour afternoon peak period. However, the model files I received did not include any afternoon peak period files. As I heard when I met with the modelers, the morning peak period traffic outputs are much too high. When looking through the model code, it appears that the peak period trip tables are calculated for the peak three hours, and then treated as if they were calculated for the peak two hours. This would create a built-in error of 50%, but it appears the actual error may be even higher. Therefore the model grossly overestimates peak period congestion, and this problem adds to the truck problem discussed above.

3) Incorrect Delay Functions

A central concept in regional travel modeling is that travel speeds will decline as the volume approaches capacity. The most common equation used in these models is the "Bureau of Public Roads" (BPR) equation that dates back to before the U.S. Department of Transportation was formed. The original equation used estimates of level-of-service (LOS) "C" capacity. Most models, including the CAMPO model, now have shifted to ultimate capacity (the point at which the LOS shifts to "E" to "F"). Ultimate capacity is much higher than level-of-service "C" capacity. The BPR equation can be used in either case, but the correct parameters must be applied. The CAMPO model incorrectly applies the LOS C parameters with ultimate capacity. The figure below shows how the error affects calculated travel speeds in the CAMPO model for a roadway with a free-flow travel speed of 60 m.p.h.[3]

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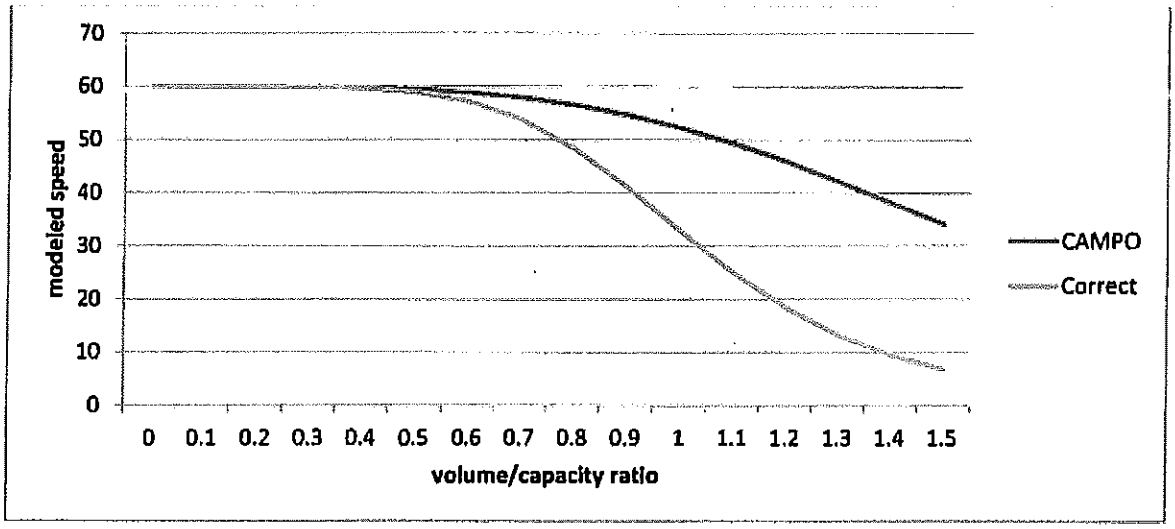
[2] This problem is not limited to I-35. In percentage terms, the error is even greater on MOPAC which is the only other roadway I checked.

[3] "Correct" based on Alpha = 0.83 and Beta = 5.5 from Horowitz, Alan J. Delay-Volume Relations for Travel Forecasting: Based on the 1985 Highway Capacity Manual, 1991, http://tmip.fhwa.dot.gov/clearinghouse/dos/general/dvrt/ch4.stm

CAPMO Daily Model Incorrectly Estimates Speed as a Function of Congestion



As shown, the model is grossly underestimating the effects of congestion on travel speed. Therefore, congestion in the model is failing to properly deter travel.

4) Trip Distribution Not Affected by Tolls

The trip distribution step takes estimate trip origins and destinations and connects them, e.g. connecting worker's homes to their workplaces. This version of the model only considers tolls in selecting routes – not whether people will travel between certain origins and destinations. Depending on the toll scenario, this can lead to distorted modeling results as people will choose to travel in certain corridors as if the travel was free, and then shift off of the toll routes onto congested free roads during the final model step.

5) Trip Distribution Insensitive to Land Use

As discussed above, the trip distribution process is insensitive to tolls. The incorrect delay coefficients mean that congestion does not send a strong enough signal in the model to reduce travel. There is also a third problem in the trip distribution step of the model. The CAMPO model uses ATOM2, a proprietary model developed by the Texas Transportation Institute, to do trip distribution. ATOM2 assumes that the trip length distribution in minutes is always going to be the same. If future land use is clustered in compact mixed use development, the trip length distribution will be the same as if future land use is widely dispersed into single-use clusters. To the best of my knowledge, no model outside Texas makes this type of incorrect assumption.

6) Feedback from Speeds Not Completely Implemented

The discussion about trip distribution above assumes that congested speeds will be fed back into the model and that modeled travelers will reduce their travel under congested conditions. At the modeling meeting, someone said that at least some of the modeling was being done with fixed trip tables, i.e. turning this feedback off. The documentation also appears to suggest turning feedback off.

> An important note is that there has been no new model calibration and validation efforts, so that the speed feedback loop tools developed under the 2006 Interim update is applicable to future model validation efforts, but at present are best used for internal analysis purposes and not for formal recommendations. (p. 102)

Not including feedback sets the state of the practice back about twenty years. Even if the feedback processes in the model were followed, they would be incomplete. The peak period congestion would only influence work trips. In reality, peak period congestion affects all trip types. As discussed above, even the feedback to work trips is much too weak, because the modeled congested speeds are too high.

Walk, Bike and Transit Modeling

Typically in these models, the auto and truck components of the model are fairly good and the transit and especially the walk and bike components of the model are bad. In this case of the daily CAMPO model, the reverse is true. The walk, bike and transit modeling appears to be reasonably good. I will check these areas again in the updated model, but it is good news if these parts of the model don't need significant work, as that would be considerably more complicated than fixing the auto/truck modeling.

metro analytics

Michael R. Brown, PE, PTP, AICP
Transportation Engineer, Planner

Address: 1435 N. Easthills Circle, Bountiful, UT 84010
Mobile: (801) 860-2409
Email: mbrown@metroanalytics.com
Site: [illegible]

"Today's problems cannot be solved by the same level of thinking that created them." – Albert Einstein

TECHNICAL MEMORANDUM

Date: January 14, 2014
To: SOS Alliance
Subject: Congestion Relief Concepts

Slaughter Lane and LaCrosse Avenue on the MoPac highway (Hwy 1) are proposed for grade separation because existing congestion at these locations is reportedly getting too high. As experts in Innovative Intersections, we were contacted by SOS Alliance, who requested that we look at these locations briefly and suggest any strategies for relieving congestion that could work well without expensive grade separation.

At-grade intersections often become congested and inefficient when left-turn arrows are added to improve safety. The arrows increase the number of phases in a signal cycle, and also increase the overall amount of yellow and red time, which reduces capacity.

"Innovative Intersections" are a new family of strategies designed specifically for handling left turns in creative ways that do not require dedicated left-turn arrows at the main intersection. In our quick review, there are at least four general strategies that may work well at both locations. We have not researched either existing or future traffic levels, but it appears from aerial photos that at both intersections the most problematic left turn will be the EB to NB movement.

The next page shows four ideas. With the **Continuous Flow Intersection** (CFI), the red path shows how left turning traffic would cross over westbound traffic just west of the west intersection. It can then safely turn northbound without conflict.

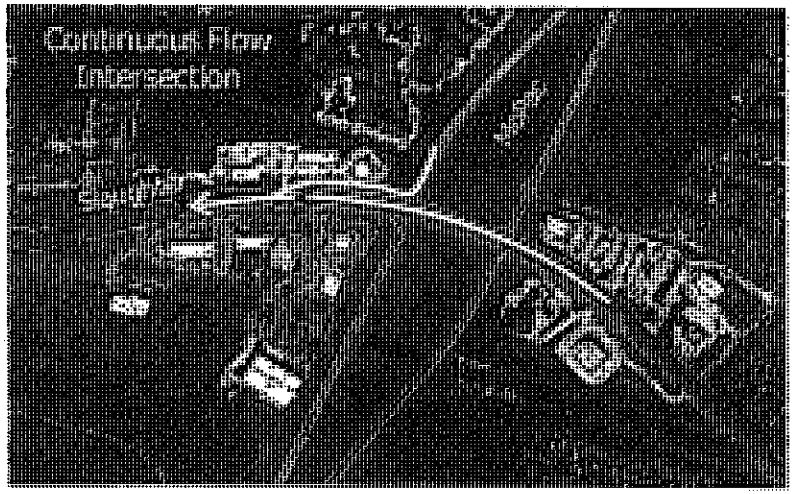
The crossing one-way couplet strategy is sometimes referred to as **"Town Center Intersections"** because such couplets are often part of walkable urban environments, and the interiors can easily be developed without seriously impacting traffic. It requires four signals, but each signal is 2-phase rather than 3 or 4-phase, which allows the overall system to easily handle more traffic even in a pedestrian environment. The green arrows show how both free-rights and free-lefts are possible. Note that the four lefts together make it appear like a large roundabout, and indeed these are sometimes referred to as "square-abouts."

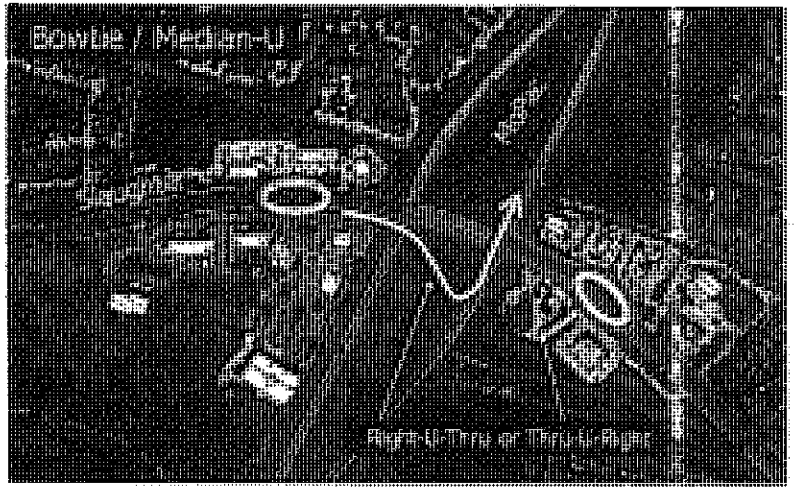
The **Median U-turn** is very popular in Michigan and gaining strength nationally. It requires a "bulb-out" wide enough for design vehicles to turn around. A variation called a Bowtie uses either roundabouts or ellipses, which help define the gateway to the intersection, and can serve important traffic calming functions that improve safety at the main intersections. Lefts are then accomplished as "Thru-U-Right," or as "Right-U-Thru" depending on which design is selected. A fourth idea is to use Roundabouts or "Super-Circles" directly in the intersections. A super-circle is like a roundabout, but uses one or more signals to create gaps for critical movements.

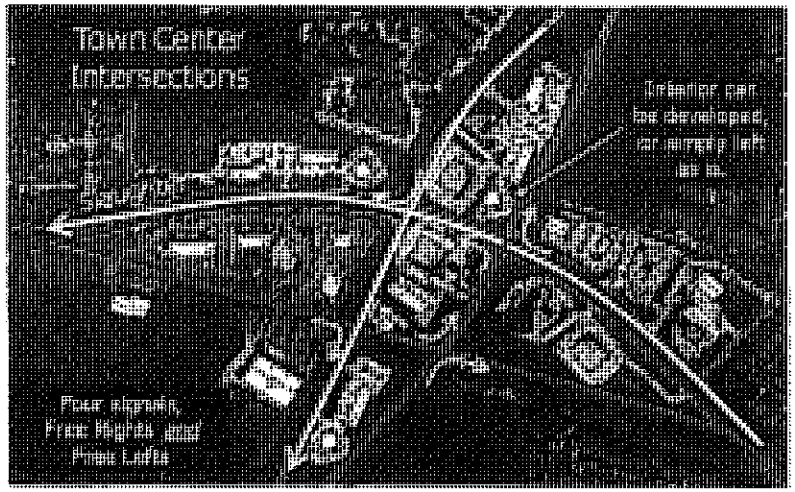
The same concepts all appear practical at LaCrosse Avenue, though they were not drawn. At first glance it appears there is plenty of room at both LaCrosse and Slaughter to make any of these designs work very nicely, and they may work well as a permanent solution if MoPac were not extended any further. All of these strategies are vastly less expensive than bridge structures, and there is nothing about them that is inherently incompatible with future grade separation if ultimately it came to that. The next step is to test them in micro-simulation tools against existing volumes and potential future volumes to see how well they perform relative to existing conditions.

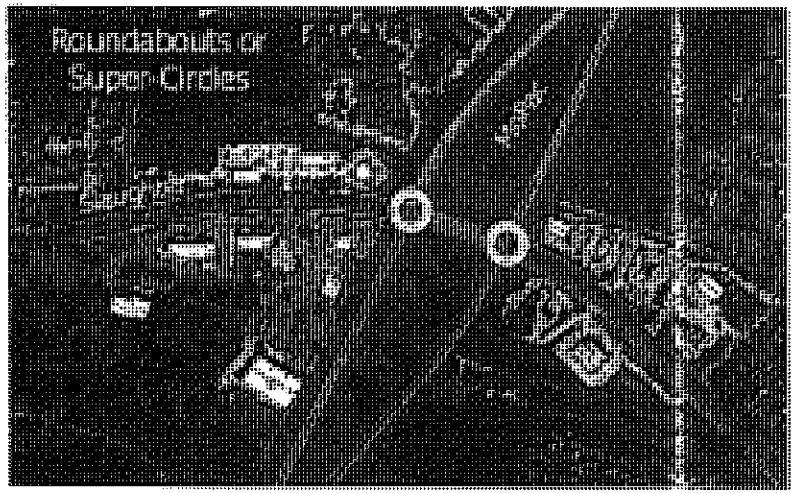
A primer on Innovative Intersections is available at metroanalytics.com under the download section titled "Innovative Intersections – Drive Slower But Travel Faster.pdf."

metro analytics









TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Steve Burke

Address 8209 Ft. Sumter Rd

Representing: Me

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

N/A

- ☐ 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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

There Needs to be 2 Right turn lanes to Enter MoPac from Slaughter going West.

55

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of PAIGE BURLESON [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. PAIGE BURLESON
1601 Miriam Ave Unit 206
Austin, TX 78702-1556
peburles@gmail.com

56

From: John Burnham [jburnham@argyleresidential.com]
Sent: Wednesday, July 22, 2015 8:46 PM
To: mhurst@ctrma.org; Abby Tomlinson
Subject: Mopac intersection comment

To whom it may concern,

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your service,

John Burnham
Argyle Residential

Sent from my iPhone

57

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Tuesday, August 04, 2015 8:23 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#328]

Name *	Matthew Caldwell
Email *	matt_cal@swbell.net
Address	3920 Cal Rodgers Street Austin , Texas 78723 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

To TxDOT:

After looking at the online presentation and the materials documenting the projected growth of the intersection, I am of the opinion that nothing should be built there at this time. I believe the existing intersection is adequate for current and future use, and that new construction would do very little to help the core issues of the modern rush hour commute in any meaningful way.
I therefore believe the proposed improvement to be a waste of taxpayer dollars, and view the project as a whole to be a potential hazard to the Barton Springs recharge zone of the Edwards aquifer.
I appreciate the opportunity to voice my comment in this forum and thank you for your diligent work to improve transportation in the State.

Sincerely,
Matthew C. Caldwell

58

From: Brendan Callahan [BCallahan@ENDEAVOR-RE.com]
Sent: Monday, August 10, 2015 10:59 PM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you.

Brendan Callahan

59

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Stephanie Callihan [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Stephanie Callihan
7905 Adelaide Dr
Austin, TX 78739-1905
(817) 907-3113
scallihan@entercom.com

60

From: Daniel Campbell [DCampbell@ENDEAVOR-RE.com]
Sent: Sunday, July 26, 2015 9:13 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To Whom It May Concern:

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you very much for working on this important intersection.

Best,
Daniel Campbell

61

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Tuesday, August 04, 2015 6:35 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#336]

Name *	Keith Cantrell
Email *	kcantrel@gmail.com
Address	7101 Magenta Lane Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	I just want to say please build both underpasses at Slaughter and La Crosse. They are much needed to reduce the congestion that that already exist and will only get worse if these grade separations aren't done. Personally, I could care less if you build an overpass over Slaughter if it is cheaper. But I do think it would be worth the extra cost to make it an underpass at La Crosse to preserve the esthetics around the houses and Wildflower center that is located near there.

62

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Herman Cardenas [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 11:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Herman Cardenas
6000 S Congress Ave
Ste 101
Austin, TX 78745-4295
(512) 237-7500
hcardenas@impactdevelopers.com

63

From: Graham Carter [gcarter@weitzmangroup.com]
Sent: Thursday, July 23, 2015 9:20 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Graham Carter
Senior Vice President
cid:image006.png@01CD22F

(512) 482-6131 direct
(512) 751.3664 mobile
GCarter@WeitzmanGroup.com
4200 N. Lamar Blvd., Suite 200
Austin, TX 78756

Retail Brokers Network Texas Affiliate
http://www.su

The Weitzman Group is the brokerage division of Weitzman Management Corporation, a regional realty corporation that also does business through its management and development division, Cencor Realty Services.

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Natalie Cass :Address: 1a Casa DR

Email:

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

65

From: Cassidy, C. Brian [cbcassidy@lockelord.com]
Sent: Wednesday, July 29, 2015 2:24 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

I fully support the planned underpasses on MoPac at Slaughter Lane and LaCrosse Blvd. We need to improve mobility in our region, and these will help to ease the excessive congestion already experienced on MoPac. I am definitely in favor.

Brian

C. Brian Cassidy
Managing Partner- Austin Office
Board Certified- Administrative Law
Texas Board of Legal Specialization

Locke Lord LLP
600 Congress Avenue, Suite 2200
Austin, TX 78701
(512) 305-4855- phone
(512) 848-4181- mobile
(512) 305-4800- fax

Atlanta | Austin | Boston | Chicago | Dallas | Hartford | Hong Kong | Houston | Istanbul | London | Los Angeles | Miami | Morristown | New Orleans | New York | Orange County | Providence | Sacramento | San Francisco | Stamford | Tokyo | Washington DC | West Palm Beach

Locke Lord LLP and Edwards Wildman Palmer LLP merged effective January 10, 2015. For more information visit www.lockelord.com

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MR. BISHOP: Zach Causey.

MR. CAUSEY: Thank you for your time.

I'm here to address issues of our flawed infrastructure. Essentially (inaudible) —

MR. CAUSEY: I think that there are issues with our infrastructure. I think that we have solutions on the table that we're not addressing, such as our public transportation system. Carpooling is a great option. There are lots of people on the roads by themselves, commuting to and from work; and it's completely unnecessary, in my opinion.

I think that as individuals in our community, we band together and find solutions to the greater problems of traffic and congestion. I don't think the solutions are building overpasses and underpasses. I think the solutions are looking to our neighbors and looking to our friends at destinations that nearby ours and coming together as people, you know, with shared resources. We can save money, save time, and save our lands.

And I look at this 45 Southwest connection that we have approved to build, and I don't see very much progress in the way of moving towards a solution. I see progress towards backpedaling and moving away from what is going to be that future.

We need to invest in more public transportation as far as trains, and I also think the public bus system could be improved with the same money that would be used for building roads instead of building more roads for commuters.

Thank you for your time.

67

From: Joel Cavness [JCavness@ibtx.com]
Sent: Thursday, July 23, 2015 8:00 AM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official Mopac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you.

Joel

Joel Cavness
Senior Vice President
NMLS # 987684
1011 W. 40th Street, Ste 300
Austin, TX 78756
JCavness@ibtx.com
512.351.7284 phone
512.785.6602 cell
512.351.7790 fax
ibtx.com

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68

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 10, 2015 1:06 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#348]

Name *	Laureen Chernow
Email *	laureen.chernow@gmail.com
Address	11717 Silmarillion Trail Austin, Texas 78738
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Slaughter-MOPAC intersection: Like the underpass option and divergent diamond. Absolutely opposed to a roundabout design. Please ensure for growth. Initial westbound Slaughter turn lane into North Mopac was way too short even as it opened and the eventual increase to current length is not adequate either. Think ahead. Thank you!

69

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, July 27, 2015 2:58 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#296]

Name *	Christie Ciccarello
Email *	christie.ciccarello@gmail.com
Address	5508 Esquel Cove Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	I support traditional underpass at Slaughter and Lacrosse as I believe it will provide the most traffic relief long terms and gets "speedy cars" who are just passing through the ability to pass right through without interfering with more local traffic that young teenage drivers, moms in the area, etc may be doing.

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Theresa M. Claiborne

Name: Theresa M. Claiborne :Address: _____

Email: theresa.claiborne@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: KAREN CLARY - LADY BIRD JOHNSON WILDFLOWER CENTER

Address 4801 LACROSSE AVENUE 78739

Representing: UT - LADY BIRD JOHNSON WILDFLOWER CENTER

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

Regarding aerial imagery (photos) used in Project proposed ROADWAY DISPLAY: I noticed that the aerials used are outdated with respect to the layout of the Lady Bird Johnson Wildflower Center's facilities. It does not include the grounds of the Family Garden - THE Luci & Ian Family Garden was opened upon its completion in MAY 2014. This children's play area is located along side MoPac, APPROXIMATELY 300 FEET FROM MOPAC ROW. I recommend that you update

the aerials to accurately & reflect the existing environment in the project area. As presented tonight at this public meeting, it is inaccurate and somewhat misleading!

Thanks!

Karen H. Clary

Central Texas Regional Mobility Authority
c/o MoPac Intersections Environmental Study
3300 North IH-35, Suite 300
Austin, TX 78705

Public Hearing 7-30-15

72

From: Kirk Clennan [kirkdclennan@gmail.com]
Sent: Thursday, July 23, 2015 12:56 PM
To: Abby Tomlinson; mhurst@ctrma.org
Cc: GFarmer@heritage-title.com; jmartin@austinchamber.com
Subject: MoPac Intersection Official Comment

Ms. Tomlinson and Ms. Hurst:

It is our Family's understanding MoPac main lanes through La Crosse Avenue are expected to apply a conventional design. However, the study team has proposed an innovative intersection called a Diverging Diamond Intersection (DDI) at MoPac and Slaughter Lane. It appears a DDI shifts approaching traffic through the left side of the intersection, then back to the right side of the roadway once the intersection is cleared. This formation allows drivers to turn left while others move forward which decreases delays and improves travel time. There also appear to be cost-savings because fewer traffic signal(s) are needed.

Any effort to improve transportation efficiencies that leads to enhanced safety is appreciated. We also encourage the study/design team, business and civic leaders to incorporate multi-modal transportation resources into these efforts where applicable. Please pass along these comments to approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue (http://www.mopacsouth.com/intersections/proposal.php) as soon as possible.

By the way, my compliments to the project team on the development of the informational DDI video. It really aids the "non-transportation professional" with understanding how this system works. Please apply this informative, educational tool to future transportation initiatives.

--
Kirk & Kelly D. Clennan
1305 Concordia Avenue
Austin TX 78722
(512) 922-6793 mobile
kirkdclennan@gmail.com

Facebook
LinkedIn
Twitter

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

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4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Charles Kraus :Address: 302 Holt Drive

Email: ckraus56@sbcglobal.net

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

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Name: Paul Cockrehan :Address: 2211 W North Loop

Email: paulcockrehan@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

KeepMopacLocal.org

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3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Sue Sende Cole :Address: 2502 Glen Springs way '41

Email: suesendecole@hotmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Mark Collins [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, August 04, 2015 1:47 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 4, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Mark Collins
12812 Black Hills Dr
Austin, TX 78748-1013
markicetech@yahoo.com

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Katie Comer [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 10:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Katie Comer
98 San Jacinto Blvd Ste 510
Austin, TX 78701-4284
katie.comer@reca.org

78

From: Kevin Conrad [kevin@morrisonandhead.com]
Sent: Wednesday, July 29, 2015 2:35 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To whom it may concern:

I live in the Meridian subdivision at the Southeast corner of SH-45 and FM 1826, and my office is in Northwest Austin. Because of that, I drive through the intersections of Mopac/LaCrosse/Slaughter more than 500 times per year just going to and from my office, in addition to other trips made through the same intersections. Traffic at these intersections is horrible, and I've spent hours cumulatively waiting at these traffic lights to make it through the intersection over the years. I've noticed many times where the traffic signal for North/Southbound traffic on Mopac is only green maybe 10 seconds. With more and more people moving to Austin, and specifically to Southwest Austin, I urge you to please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you,

Kevin Conrad, CCIM

MORRISON&HEAD, LP
Property Tax Valuation & Consulting Services
4210 Spicewood Springs Rd, Suite 211 | Austin, Texas 78759
Tel: 512.906.0672 | Cell: 512.241.9094 | Fax: 512.302.5801
kevin@morrisonandhead.com
www.morrisonandhead.com

79

From: Bette G. Cook [bcook@nat.com]
Sent: Monday, July 27, 2015 10:41 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Slaughter Lane and LaCrosse intersections

To whom it may concern, Please approve the proposals and proceed to construct the intersections at both Slaughter Lane and Lacrosse Ave as soon as possible. I live off 1826 and 45. It takes several lights to get thru the Slaughter Lane intersection on both the morning and the evening commute. Thank you. Bette Cook

Bette Gould Cook
Sales Marketing Rep

bcook@nat.com
Main Number: 512-302-3892
Cell Number: 512-965-9856
Fax: 512-302-3920
http://www.nat.com/BetteCook

North American Title Company

North American Title Company
5608 Parkcrest, Suite #150
Austin, TX 78731
http://www.nat.com

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80

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Michael Cooper [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 10:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Michael Cooper
1910 Bremen St
Austin, TX 78703-2910
mcooper@heritage-title.com

81

From: Cotner, Douglas [doug.cotner@texascapitalbank.com]
Sent: Thursday, July 23, 2015 9:04 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.
Thanks
Doug Cotner

Douglas A. Cotner
Executive Vice President

Commercial Real Estate
98 San Jacinto Boulevard, Suite 200
Austin, TX 78701
512.305.4087 office
512.484.2150 mobile
doug.cotner@texascapitalbank.com

TCB horiz Log rgb

If you are not the addressee and have received this email in error, please notify me immediately. This email is confidential and may contain privileged or proprietary information that is unlawful for you to read, copy, distribute, disclose or otherwise use in any way.

82

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Rachel Coulter [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 11:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Rachel Coulter
507 Honeycomb Rdg
Austin, TX 78746-5326
(512) 689-1493
rachel.coulter@am.jll.com

83

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Lynn Crismon [do-not-reply-luminate-online@blackbaud.com]
Sent: Thursday, July 30, 2015 5:55 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 30, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Dr. Lynn Crismon
9600 Murmuring Creek Dr
Austin, TX 78736-2923
crismon1951@gmail.com

84

From: Crowley, Tim [tcrowley@frostbank.com]
Sent: Thursday, July 30, 2015 3:24 PM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

Mobility and congestion are two of the most challenging issues we face in Central Texas. Please approve the proposals to construct the Mo Pac intersection projects at Slaughter Lane and LaCrosse Avenue as soon as possible. Thank you.

Tim Crowley
Regional President
Austin Region
Frost
401 Congress Avenue, Suite 1200
Austin, Texas 78701

85

From: Emily Dale [Emily.Dale@berkadia.com]
Sent: Thursday, July 23, 2015 9:40 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment
Attachments: Emily Dale.vcf

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you,

Emily

BERKADIA

Emily Dale
Assistant Vice President - Senior Real Estate Analyst

901 S MoPac Expressway Building Two, Suite 430 | Austin TX 78746
T: +1 (512) 226-8715 | M: +1 (512) 632-3000 | F: +1 (512) 327-3711
emily.dale@berkadia.com | www.berkadia.com
Berkadia Commercial Mortgage LLC

a Berkshire Hathaway and Leucadia National company

This message is intended for the individual or entity named above. If you are not the intended recipient, please do not read, message from your system. Thank you.

86

From: Mopac South Contact Form [no-reply@wufoo.com]
Sent: Tuesday, August 04, 2015 2:48 PM
To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#333]

Name *	Carol Dancy
Email *	carol.dancy@yahoo.com
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	At the meeting, it was discussed that the lane on westbound Slaughter to northbound Mopac would not be changed. This lane backs up for over a block during rush hour so many people cut in at the last minute. I'm not sure if there could be a right turn signal to enter Mopac or increasing it to two lanes to accommodate traffic. Or maybe a ramp, although I don't see where there's room. Thanks for listening.

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Kelly Davis

Address 1711 Waterloo Trce B Austin, TX 78704

Representing: Self & Save Barton Springs Alliance & Keep MoPac Local coalition

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than Monday, August 10, 2015. (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

The "Mopac Intersections Project" is part of one (1) larger project, including the Mopac South "Improvement" project, SH 45 SW from MoPac to 1626 & 1626 to I-35. The project should be studied as it really is — as 1 project — & the environmental effects should be considered altogether. Further, CTRMA & TxDOT should be transparent & forthcoming to the public about the true nature of this project. Considering the project piecemeal violates the spirit & letter of the National Environmental Policy Act. Please do not pave the Barton Springs

[redacted]

Recharge Zone without an honest & thorough evaluation & public vetting of the environmental, social, & cultural impacts — direct & indirect.

88

From: Wufoo [no-reply@wufoo.com]

Sent: Friday, July 24, 2015 10:11 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac Intersections Comment Form [#6]

Name *	Laura Davis
Email *	lauraanndavis@yahoo.com
Select a Choice *	Official MoPac Intersections Environmental Study Public Hearing Comment[*]
*	I live in Meridian and would like to see mopac continue as an expressway through Slaughter and La Cross. The wait times with the added housing down here are becoming ridiculous. If the 45 extension is built that will cause even more delays. Please consider taking the lights out at these 2 intersections and making them exits off the interstate.

89

From: Jerrett Daw [jerrett.daw@bigreddog.com]
Sent: Monday, July 27, 2015 11:03 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse avenue as soon as possible.

Thank you,

Jerrett Daw, P.E.| BIG RED DOG | Assistant Project Manager
Austin 512.669.5560|Dallas 214.307.4767|Houston 832.730.1901|San Antonio 210.860.9224
Follow us: web | blog | twitter | facebook | LinkedIn

90

From: Ricky DeCamps [ricardo.decamps@bigreddog.com]
Sent: Friday, July 24, 2015 8:45 PM
To: mhurst@ctrma.org; Abby Tomlinson
Subject: Official Mo Pac Intersection Comment

To whom it may concern.

Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible.

I am a resident of Avana off of Escarpment and SH45 SW. These improvements would greatly improve the level of service at the intersections and would reduce congestion in the AM and PM peaks. Not to mention prevent me from having to sit through three signal cycles on Saturday mornings.

Thanks!!!

Ricky De Camps, PE

Ricardo De Camps | BIG RED DOG | Vice President
Austin 512.669.5560 | Dallas 214.307.4767 | Houston 832.730.1901 | San Antonio 210.860.9224
Follow us: web | blog | twitter | facebook | LinkedIn

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Carondelet Dember Address: 10801 Old Manchaca Austin, TX 78748

Email: ccdember@aol.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

92

From: Brett Denton [brett@ardent-residential.com]
Sent: Saturday, July 25, 2015 11:29 AM
To: Abby Tomlinson; mhurst@ctrma.org
Cc: Brett Denton
Subject: Official Mopac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you.

Brett Denton
Ardent Residential
5453 Burnet Road
Suite 203
Austin, TX 78756
(512) 472-6446

www.ardent-residential.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

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5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Mary DeWitt :Address: 12551 Glass Rd 78610

Email: hootyhoo62@yahoo.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

94

From: Trevor Dickens [trevor@burlingtonventures.com]
Sent: Thursday, July 23, 2015 11:13 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To Whom It May Concern:

Please approve the proposals and proceed to construct intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Our city needs to act on projects such as these without delay.

Thank you,

Trevor

Trevor Dickens
Burlington Ventures, Inc.
801 West 38th Street, Suite 301
Austin, Texas 78705

512-476-0111 X104
512-451-0025 Fax

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Charles Dicks [do-not-reply-luminate-online@blackbaud.com]
Sent: Monday, August 03, 2015 12:05 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 3, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Charles Dicks
2110b Boca Raton Dr Ste 100
Austin, TX 78747-1655
(214) 662-6187
cdicks@gmail.com

96

From: Diffen, Becky [bdiffen@velaw.com]
Sent: Wednesday, July 22, 2015 6:44 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

As a Southwest Austin resident, I ask you to please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Becky H. Diffen
Senior Associate

cid:image002.jpg@01CFE70B.4F20CD40

Vinson & Elkins LLP
Attorneys at Law
2801 Via Fortuna, Suite 100
Austin, TX 78746-7568
Tel +1.512.542.8737
Fax +1.512.236.3382
E-mail bdiffen@velaw.com

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Thank You.

Subject: Official MoPac Intersection Comment
Date: Tuesday, July 28, 2015 at 4:50 PM
From: James Dorney <do-not-reply-luminate-online@blackbaud.com>
Reply-To: James Dorney <jdorney@mybuffington.com>
To: Abby Tomlinson <atomlinson@HNTB.com>

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. James Dorney
1404 Hawks Canyon Cir
Austin, TX 78732-2413
jdorney@mybuffington.com

98

From: Mopac South Contact Form [no-reply@wufoo.com]
Sent: Friday, July 31, 2015 12:28 PM
To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#303]

Name *	Dean Dreier
Email *	deandreiertx@hotmail.com
Address	6500 Taylorcrest Drive Austin, TX 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

As an area resident who uses these intersections, I fully support the proposed DDI design as presented at the July 30th public hearing. As funding is now available, we must address current and future traffic by upgrading these Loop 1 intersections as envisioned (ie main lanes in the current median) when the original roadways were built.

I would also like to see replacements planted for as many of the trees as possible which will be removed. These should be in the areas close to these roadways/intersections. The trees planted at Loop 1 and 290W/William Cannon medians are a significant improvement and should be continued through this two mile section. Also insure that the sidewalks, bike paths and shared use paths have as much tree shading as possible to encourage their use in our hot climate. Also insure that the Wildflower center is fully engaged in the design and implementation of the native planting/wildflowers proposed along this 2 mile area. This no more appropriate area in the Austin region for TxDOT to develop an innovative native vegetation area than at this gateway to the Wildflower Center.

99

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Camille Drenner [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Camille Drenner
2517 Harris Blvd
Apt B
Austin, TX 78703-2464
(512) 954-0202
camille.drenner@gmail.com

100

From: Mopac South Contact Form [no-reply@wufoo.com]
Sent: Monday, August 10, 2015 12:06 PM
To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#347]

Name *	Laurie Dries
Email *	ldries@mac.com
Address	1901 B Toro Canyon Rd. Austin, Texas 78746 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

Proposed MoPac (State Loop 1) Intersections, Austin District
(North of Slaughter Lane to South of LaCrosse Avenue)
CSJ 3136-01-015
Comments on Evaluations of Expected and Potential Environmental Impacts
Laurie A. Dries, Ph.D. (Ecologist)
August 10, 2015

Dear Sir or Madam,
I have reviewed the technical documents associated with the draft Environmental Assessment for the above referenced project. My comments are provided below. Please include them in your consideration of public comments. Thank you for your time.
Sincerely,
Laurie A. Dries

General Comment: The Environmental Assessment is insufficient to support conclusions of no effect on sensitive environmental resources.

The risk of harmful effects of excavation on underground resources, (groundwater, caves, subterranean life) could be largely eliminated by opting to build on or above the existing ground surface rather than excavating downward into a karst limestone system. The Additional Geologic Studies Technical Memorandum concludes that there is a risk of encountering caves or karst features within 4 feet of the proposed excavation location for the Slaughter Lane intersection (pgs. 3,4,12). The Water Resources Technical Memorandum and the Biological Resources Technical Memorandum describe what actions would be taken if an underground void is encountered (pg. 21 of WRTM; pg. 28-29 of BRTM). The response plan includes, "A geologist would evaluate the void and work with the design engineer, if necessary for structural concerns, to develop a void mitigation plan." (Emphasis added here.) The response plan is then used to conclude that excavation for the project will have no eff ect on water or biological resources. This conclusion is not supported by the listed responses to

unplanned void intrusion. The actions triggered by a void intrusion would detect and mitigate for effects that have already occurred, and minimize additional harmful effects. By definition "mitigate" indicates effects have already occurred. The responses to void intrusion cannot reverse effects that have already occurred as a result of the act of excavation into a void. Therefore, it is impossible for there to be no effects. To have "no" effects requires that excavation into sensitive bedrock layers does not occur. Consider other options such as traffic circles or overpasses.

Evaluation of risk to biological resources, particularly endangered species, is premature and incomplete. There is not enough information on environmental protection controls to support the conclusions of expected effects on biological resources. References to use of Best Management Practices, lists of possible methods, and "more detail to be provided during the development of PS&E in the Stormwater Pollution Prevention Plan" "(pg.28 Biological Resources Technical Memorandum) do not provide convincing support for conclusions of "no effect" on sensitive environmental resources. The suitability and effectiveness of a particular pollutant control method depends on the specific characteristics of each project. Without knowing which methods are to be used, an assessment of "no effect" is not reliable. Risks to biological resources should be assessed when there is sufficient detailed information on construction methods.

Intermittent water flow in Slaughter Creek does not automatically mean there will be no impact on aquatic species, as is concluded in Table 1 (pgs. 7,8,11 of BRTM) of threatened and endangered species. The conclusions of "no effect" on endangered and threatened aquatic species listed are based on the fact that Slaughter Creek surface water flow is intermittent. Intermittency is then used to assume that "Additionally, this stream would not be impacted by the proposed project." Presumably, what is meant is that if Slaughter Creek is dry, the project will have no harmful impact. Yet, there is no statement that construction will only occur when Slaughter Creek is dry. This assessment can only be true if construction does not occur when Slaughter Creek has surface water flow. Consider limiting construction to periods of no surface water flow.

Effects on Golden-cheeked warblers during nesting and migration were inferred based on one survey period during 2014 (pg. 15, 24-26, 29 BRTM). This is very little information from which to make a conclusion of "no effect". Are there no data from previous years? How many surveys were there in 2014? How was presence-absence determined? Without additional data, the conclusion of no effect on Golden-cheeked warblers is premature.

Conclusion of "no effect" on the Barton Springs Salamander and the Austin Blind Salamander isn't consistent with measures to minimize effects. Minimize effects is not the same thing as no effects. For example, TCEQ Edwards Aquifer Rules on storm water pollutants require removal of 80% of suspended solids. This means 20% of solids are not removed, which is an effect. The question that should be addressed is whether the 20% would be harmful.

The information and conclusions in the BSTM, WRTM, and AGS documents aren't reliable or rigorous enough to assume that consultation with the U.S. Fish and Wildlife Service on potential effects on federally endangered species isn't required (pg. 31, BRTM).

101

From: Kevin Dufour [kdufour@fourpointinv.com]
Sent: Thursday, July 23, 2015 8:17 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Kevin Dufour
Director - Multifamily Investments

FourPoint
Multifamily Investments
7500 Rialto Blvd
Building 1, Ste 250
Austin, TX 78735

Email – kdufour@fourpointinv.com
Direct – (512) 649-2422
Mobile – (512) 775-9130
Fax – (512) 649-8300

www.fourpointinvestments.com

102

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Earl Duhon [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 10:38 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Earl Duhon
2100 Pipers Field Dr
Apt 16
Austin, TX 78758-2546
(512) 914-5284
earlduhon@beckgroup.com

103

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of John Duke [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 10:38 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. John Duke
10801 El Salido Pkwy
Austin, TX 78750-1411
(512) 653-0225
johnduke@beckgroup.com

104

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Scott Dukette [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Scott Dukette
4410 Twisted Tree Dr
Austin, TX 78735-6432
scott.dukette@yahoo.com

105

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Marshall Durrett [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Marshall Durrett
3222 Gilbert St
Austin, TX 78703-2222
mdurrett@oxfordcommercial.com

106

From: Tyler Dutton [tyler@kemp.net]
Sent: Wednesday, July 22, 2015 9:33 PM
To: mhurst@ctrma.org; Abby Tomlinson
Subject: Official mopac intersection comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Tyler Dutton

107

From: Tyler Dutton [dutton.tyler@gmail.com]
Sent: Thursday, July 23, 2015 8:43 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official Mopac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

108

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Leigh Ellis [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 12:52 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Leigh Ellis
1717 W 6th St
Ste 450
Austin, TX 78703-4791
(512) 684-3800
ellis@aquilacommercial.com

109

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Rex Engelhardt [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 11:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Rex Engelhardt
8905 Gallant Fox Rd
Austin, TX 78737-2514
(512) 415-5791
rengelhardt@mation.com

110

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Craig Enoch [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Craig Enoch
2614 Maria Anna Rd
Austin, TX 78703-1656
(512) 615-1202
cenoch@enochkever.com

111

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 5:27 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#323]

Name *	G Esparza
Email *	gigiesparza@aol.com
Address	3623 Leadville Austin , TX 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	If it's true that north bound mopac will be a single lane, I encourage you to reconsider. The line of cars going east bound on slaughter to merge on mopac backs up in the mornings, especially when school begins.

112

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 8:19 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#326]

Name *	Manuel Esparza
Email *	manueliii@me.com
Address	6920 Mitra Dr. Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Thank you for posting the information online and for the videos and diagrams. My family and I fully support the underpass plan at both Slaughter and Lacrosse. I was a bit skeptical of the diverging diamond plan at Slaughter but the video flyby really helped explain the concept and it may not be as complicated to navigate as I originally thought. Please keep this project on schedule as the delays on the other MOPAC project are very disappointing. Thank you.

113

From: Natalie Everett [NEverett@landadvisors.com]
Sent: Sunday, July 26, 2015 4:14 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you

Natalie Everett
Land Advisors Organization
512-327-3010 (ofc)
903-780-2717 (cell)
www.landadvisors.com

114

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jennifer Fadal [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 4:53 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Jennifer Fadal
18 Lovegrass Ln
Sunset Valley, TX 78745-2558
jennifer.fadal@gmail.com

115

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Howard Falkenberg [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 6:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Howard Falkenberg
2811 Thousand Oaks Dr.
Austin, TX 78746
(512) 632-2258
howard@staats.com

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Sally Fedorchak

Address 7308 Moon Rock Road, Circle C

Representing: Myself

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

I suggest a physical barrier for bikers on overpass at La Crosse. Reason: My experience with La Crosse & Escarpment is bikers Do cross into car lanes despite dedicate bike lanes. In addition to being annoying it is anxiety provoking for fear of their unintended moves and possible collisions between car & biker.

9 SALLY FEDORCHAK: My name is Sally
10 Fedorchak. I live in Circle C. My general comment is
11 to license bikers, so when they don't obey the rules of
12 the road, we have a license number to report them on.
13 That's all.

118

From: Walt Ferguson [waltf@whiteconst.com]
Sent: Thursday, July 23, 2015 9:32 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To Whom It May Concern-

With traffic congestion in Austin getting worse and worse, it is time to take action. Please approve the proposals and proceed with construction of the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you,

Walt Ferguson
Assistant Project Manager

White Construction Company
General Contracting - Construction Management - Design/Build
2705 Bee Cave Road, Suite 250, Austin, Texas 78746
Office : (512) 302-1177
Cell : (512) 375-1186
Fax : (512) 302-3009
www.whiteconst.com
Committed to Building a Greener Tomorrow

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Taryn Ficke

Address 8208 Washita Dr 78749

Representing: _____

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

The company I work for could benefit from this project but I am not working on it. I am here because I live in the neighborhood.

These improvements need to be made as soon as possible. The amount of traffic has increased exponentially in the last 10 years
My concern is that the construction will encourage people to use Davis Lane (my exit) and neighborhood roads to get home. The Davis exit already has too much traffic. The configuration is also very dangerous. Something should be done about this intersection BEFORE beginning this construction.

The concept is a good one. I like that Mopac is going under these intersections.

120

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Tuesday, August 04, 2015 4:54 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#335]

Name *	James Fielding
Email *	jfielding@cpa.com
Address	3013 Lynnbrook Drive Austin, Texas 78748 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Due to the high volume of traffic west bound on Slaughter trying to turn right/north on MoPac, I urge the revision plans to include two lanes to enable the right turn from west bound Slaughter to north bound MoPac.

121

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of TJ Filipowicz [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. TJ Filipowicz
15404 Interlachen Dr
Austin, TX 78717-3869
(512) 541-9464
tjfaustin@gmail.com

122

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Julia Finney [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 4:53 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Julia Finney
919 Congress Ave
Ste 1020
Austin, TX 78701-2444
(512) 476-0919
finneyj@mooreassociates.com

123

From: Flake, Travis [tflake@buryinc.com]
Sent: Friday, July 24, 2015 8:14 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Travis Flake, P.E.
SENIOR PROJECT MANAGER

221 West 6th Street
Suite 600
Austin, TX 78701

P 512.328.0011
F 512.328.0325

tflake@buryinc.com

BURYINC.COM
Let's solve it.

124

From: pat@patfordassociates.com
Sent: Thursday, July 23, 2015 1:30 PM
To: Abby Tomlinson; mhurst@ctrma.org

Please approve the Mopac Extension...Austin really needs it.

Thanks

Pat Ford
Pat Ford Associates, Inc.
5900 Balcones Drive
Suite 235
Austin, Texas 78731

512.306.1031 office
512.497.2264 cell
www.patfordassociates.com

125

From: Betina Foreman [betinaforemanrealtor@yahoo.com]
Sent: Thursday, July 23, 2015 3:51 PM
To: Abby Tomlinson; MHurst@CTRMA.org
Subject: Official MOPAC & Slaugther Intersection comment

Dear HNTB and CTRMA Representatives,

While this intersection must be fixed, this Diverging Diamond method does not look like it will work well and feels very unsafe. There is no logical reason for the intersection to be a Diverging Diamond. Driving into oncoming traffic is a very bad idea. There is a similar D.D. at the Y in Oak Hill and I see cars go the wrong way and accidents every time I drive through there. Please note, I fully understand the D.D. concept and how they are trying to fix the problem. However we have so many people coming from other areas/states and we have so many older/younger drivers, that I feel shaking things up this way is simply not a good idea. Since our streets all have two names driving in Austin is confusing enough, please don't make it worse with a Diverging Diamond intersection. Please vote NO on the Diverging Diamond.

This area needs:
1. Either an overpass or an underpass with conventional dedicated turn lanes.
2. Two pass through lanes to go further south into Hays County.
3. It also needs U-turn lanes in both directions.
4. The Slaughter and MOPAC intersection desperately needs much longer paved sections for the Right & Left turn lanes off of MOPAC. Presently during rush hours it is backed up for a mile or more because the Right & Left turn lanes only hold about 6-10 cars. This causes serious back ups at the lights.

Austin streets/intersections are confusing enough without adding yet another needless type of intersection. Vote NO for the Divergent Diamond. Also this should NOT be a Toll Road!

Additionally I feel that adding a continuous 3rd lane to MOPAC would solve some of the traffic constraints in this area, and that really needs to be on the table now as well. There is currently ample room for 3 continuous lanes in both directions and 90% of it is ALREADY paved. There are only 3 short sections (probably half a mile in each direction) that need to be paved to make this continuous from downtown. Then simply re-stripe the lanes into 3 lanes.

Betina Foreman - Realtor, Certified Negotiations Expert,
Professional Standards Committee Member
Austin Home Girls Realty
2011 U.S. Commerce Association Award "Best of Local Business"

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: MICHAEL FOSSUM

Address 78745

Representing:

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

IT IS A SHAME THAT ALL THE TREES IN THE CENTER MEDIAN WILL BE REMOVED. TXDOT SHOULD CONSIDER TRANSPLANTING SOME OF THE LARGER TREES (OAKS, PECANS, ETC.). THERE SHOULD ~~ALSO~~ ALSO BE REMEDIATION (PLANTING NEW TREES WHERE POSSIBLE) TO OFFSET THE LOSS OF ECO SYSTEM BENEFITS PROVIDED BY THE EXISTING TREES.

MICHAEL FOSSUM: My name is Michael Fossum.
24 I'm the executive director of the Austin Heritage Tree
25 Foundation. I think the road project is a great idea.

1 I think it's a shame that the trees in the median have
2 to all be removed in order to fulfill the goals of the
3 road project.
4 What we're trying to do is organize an
5 effort to perhaps transplant some of those large trees
6 there, and would ask that, you know, we talked to TxDOT
7 and they don't have any money in their budget to do
8 that, but would ask that if we start to mount a campaign
9 to that effect, that they also do an internal campaign
10 to see if their staff members would be willing to
11 contribute a little bit of money towards that because it
12 makes it much more a community effort and makes it
13 easier to raise money to do those types of things, we
14 can say that TxDOT is on board and they put a little bit
15 of money in the kitty and have -- are helping us to do a
16 project of that nature.

128

From: Fowler, Mark @ Austin [MFowler@trammellcrow.com]
Sent: Wednesday, July 22, 2015 6:48 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you."

Mark Fowler | Senior Vice President
Trammell Crow Company
100 Congress Ave., Suite 225 | Austin, TX 78701
T 512.482.5544 | F 512.482.5566 | C 512.733.3307
mfowler@trammellcrow.com
www.trammellcrow.com/austin

129

From: Daniel Frey [freydanj@gmail.com]
Sent: Wednesday, July 22, 2015 7:56 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

--
Daniel J. Frey
freydanj@gmail.com

130

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jerry Frey [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Jerry Frey
100 Congress Ave
Ste 500
Austin, TX 78701-2747
(512) 499-4930
jerry.frey@cbre.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Sarah E. Fusco Address: 5604 Southwest Parkway #2031 78735

Email: sarahefusco@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

132

From: Jim Gallegos [jgallegos@PurePartners-RE.com]
Sent: Wednesday, July 22, 2015 6:51 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Slaughter Lane and LaCrosse Avenue Improvements

These improvements are much needed and are already behind what is needed. Thank you for your service to us the public. Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you.

Jim Gallegos

JIMGALLEGOS
jgallegos@purepartners-re.com | www.purepartners-re.com
5515 Balcones Drive | Austin, Texas 78731
Main: 512.960.8200 | Direct: 512.960.8205 | Cell: 512.413.9494

133

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Justin Garrett [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Justin Garrett
2907 Ashdale Dr
Austin, TX 78757-8110
(512) 789-4285
justin@spencercm.com

134

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jenna Garrison [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 12:08 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Jenna Garrison
43 Rainey St
Apt 1201
Austin, TX 78701-4437
jenna4285@yahoo.com

135

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 2:38 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#315]

Name *	Peter Goeders
Email *	goedersp@gmail.com
Address	11132 Blissfield Cove Austin, Tx 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Project seems pretty straight forward to me. I've dealt with the traffic since 1998 and am ready to get things going. I think the intersection proposals will meet our needs.

136

From: Greta Goldsby [GGoldsby@drennergroup.com]
Sent: Monday, July 27, 2015 4:09 PM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

Please pardon the interruption, but I would like to offer my support of the proposed intersection projects at Slaughter and LaCrosse Avenue.

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you. Greta Goldsby

Greta E. Goldsby
Drenner Group | 200 Lee Barton Drive | Suite 100 | Austin, TX 78704
512-807-2909 direct |512-807-2900 office | 202-306-1733 cell
ggoldsby@drennergroup.com | www.drennergroup.com

137

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Greta Goldsby [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Greta Goldsby
4412 Rosedale Ave
Austin, TX 78756-3224
ggoldsby@drennergroup.com

138

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 5:06 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#322]

Name *	frank gonzalez
Email *	frankgonzalez1941@gmail.com
Address	3800 Leadville Dr Austin, tx 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	You need to reconsndier using only one lane onto northbound Mopac from westbound slaughter. I don't think your traffic analysis shows the real traffic backup on Slaughter that goes all the way back to Bowie High School sometimes.

139

From: Jennifer Goodrum [jgoodrum@independencetitle.com]
Sent: Thursday, July 23, 2015 7:53 AM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.
Thank you!
Jennifer

Jennifer L. Goodrum
Vice President - Commercial Operations and Business Development Manager

Independence Title Company
5900 Shepherd Mountain Cove
Bldg. II, Suite 200
Austin, TX 78730
512-454-4500
Cell: (512) 750-2722
jgoodrum@independencetitle.com
www.independencetitle.com

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140

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 4:35 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#320]

Name *	Vikki Goodwin
Email *	vikki@vikkigoodwin.com
Address	3701 Shady Valley Dr. Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	I like the suggestions put forth by TXDoT: a diverging diamond intersection at Slaughter Lane and a standard diamond intersection at Lacrosse with the highway being an underpass. We need the extension to MoPac now that there are so many homes this far south.

141

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Curtis Grace :Address: 6212 Crow Ln #1023 78745

Email: galpingrace33@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Thank You for Doing This

Please circle one.

142

From: Shawn Graham [SGraham@jonescarter.com]
Sent: Tuesday, July 28, 2015 8:54 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Continuing to improve the mobility of this area is vital to the well-being and livelihood of those directly affected by the increased congestion in the area. Thank you.

Shawn Graham, PE, LEED AP
Community Development Department Manager
SGraham@Jonescarter.com

JONES | CARTER
1701 Directors Boulevard, Suite 400
Austin, Texas 78744
Telephone 512.441.9493 Ext. 3418
Direct 512.685.5127
Fax 512.445.2286

One Company. Unlimited Potential.™

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Ryan Gray [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Ryan Gray
6300 Bee Cave Road
Building 11, Suite 500
Austin, TX 78746
(512) 433-5221
ryangray@forestargroup.com

144

From: Allen.E.Green@wellsfargo.com
Sent: Friday, July 24, 2015 5:05 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

I wish to express my support for the proposed improvements at this intersection.
Constructing underpasses at Slaughter and LaCrosse Avenue will greatly improve traffic flow on South MoPac.

Allen E. Green, CCIM
Real Estate Investment Consultant
Specialized Wealth Services
Wells Fargo Wealth Management | 111 Congress Avenue, 3rd Floor | Austin, TX 78701
MAC T7044-030
512.344.7401 Direct line
877.623.6072 Fax
allen.e.green@wellsfargo.com

Wells Fargo Wealth Management provides products and services through Wells Fargo Bank N.A. and its various affiliates and subsidiaries.
The message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressee, you must not copy, disclose, or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. Thank you for your cooperation.

145

From: Matt Green [Matt.Green@thekorgroup.com]
Sent: Thursday, July 23, 2015 6:13 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

146

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

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2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Frieda Gress :Address: POB 288, Elgin, TX 78621

Email: mopacNO@NoitacudE.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

147

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 3:37 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#318]

Name *	Eileen Groves
Email *	eagroves44@yahoo.com
Address	6114 Tasajillo Trail Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

I concur with putting Mopac under Slaughter & LaCrosse but strenuously oppose the "Diverging Diamonds" concept. We drive on the right side of the road, human nature knows how to drive on the right side. This swinging back & forth is STUPID. If the majority of the traffic is passing thru north or south underneath, the traffic passing through the intersection will be substantially reduced & proceeding like they go through ordinary overpasses.

These "creative" ideas of TxDot as absolute failures -- the Y at Oak Hill hasn't helped traffic. The intersection of Wm Cannon & 290 is a continuing disaster at all hours. Why aren't there right-hand turn lanes to Wm Cannon N or S? Are you doing anything to relieve the backup from the Fly-over to MoPac S with the exit to Wm Cannon & backup of southbound service road of MoPac & Wm Cannon. From 3:30 to 7 it is jammed.

Look & think about how traffic flows & design ewxits & intersections simply!!

148

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

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5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Nelson Guda :Address: 1603 Hether St. 78704

Email: nelson@nelsonguda.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Already on list

Please circle one.

149

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Kerry Hall [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Kerry Hall
98 San Jacinto Blvd Ste 200
Austin, TX 78701-4257
(512) 305-4073
kerry.hall@texascapitalbank.com

150

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Robert Hall [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, August 07, 2015 3:20 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 7, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Robert Hall
2313 Champions Corner Dr
Leander, TX 78641-4959
rwhall14@gmail.com

151

From: Aaron Haroldsen [aaron.haroldsen@gmail.com]
Sent: Friday, July 24, 2015 12:09 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you

Aaron Haroldsen
609 Oyster Creek
Buda, TX 78610

152

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Elizabeth Haynie [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 10:38 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Elizabeth Haynie
1108 Lavaca St
Ste 520
Austin, TX 78701-2125
elizabethhaynie@beckgroup.com

153

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Thursday, July 23, 2015 10:02 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#293]

Name *	Jerry Heare
Email *	jHeare@reocaustin.com
Address	9015 Mountain Ridge dr Suite 100 Austin, Texas 78759 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	I support the proposals and urge TXDOT to begin making these changes as soon as possible

154

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jerry Heare [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Jerry Heare
9015 Mountain Ridge Dr
Ste 100
Austin, TX 78759-8486
jheare@reocaustin.com

155

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Donald Hebert [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 11:08 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Donald Hebert
401 Leisurewoods Dr
Buda, TX 78610-2613
dlhebert@austin.rr.com

156

From: austex1 [austin33011@yahoo.com]
Sent: Saturday, July 25, 2015 8:29 AM
To: Abby Tomlinson; mhurst@ctrma.org

I support the proposed underpass projects at La Crose and Slaughter Lane for improved mobility. Thank You.
Ray Heenry

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

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5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: David Hefner :Address: 4306 Bellwood

Email: handhefner@yahoo.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

158

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Frederick Heldenfels IV [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 8:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Frederick Heldenfels IV
1204 Havre Lafitte Dr
Austin, TX 78746-6858
(512) 396-2376
fred.heldenfels@heldenfels.com

159

From: Hendricks, Tim [TimHendricks@cousinsproperties.com]
Sent: Thursday, July 23, 2015 3:09 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Construction of the Slaughter and LaCrosse Avenue Project

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Let's get Austin moving again. Thanks

Tim Hendricks
SENIOR VICE PRESIDENT | Cousins Properties Incorporated
303 Colorado Street , Suite 1500 | Austin, TX 78701 | P: 512.477.3434 | F: 512.477.3940

Cousins | *Talk to Cousins.* | in

160

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Felipe Hernandez [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 11:08 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Felipe Hernandez
13613 Glen Mark Dr
Manor, TX 78653-3771
felipehernandez@beckarchitecture.com

161

From: Philip Herring [Philip.Herring@roscoeproperties.com]
Sent: Friday, July 24, 2015 9:11 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To Whom It May Concern,

I am officially in support of approving the proposals and proceeding with construction of the intersections at Slaughter Lane and LaCrosse Avenue as soon as possible.

Much thanks,

Phil Herring
Asset Manager
Roscoe Properties
602 W. 7th Street | Austin, TX 78701
Direct: 512.505.1031
Mobile: 512.961.9109
Fax: 512.480.3171
www.roscoeproperties.com

ROSCOE
PROPERTIES

162

From: Shane Hesson [shesson@ENDEAVOR-RE.com]
Sent: Friday, July 24, 2015 11:37 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

As a resident of South Austin, I am very optimistic that there were be some capital improvements to MoPac to help ease the commute to Central Austin. Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Regards,

Shane Hesson
Development Associate

Endeavor_Logo_EmailSignatur

shesson@endeavor-re.com
D 512-682-5516
M 512-750-8198

Endeavor Real Estate Group
500 West 5th Street, Suite 700
Austin, TX 78701
endeavor-re.com

163

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Thursday, July 09, 2015 10:12 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#291]

Name *	Karen Hibpshman
Email *	hoamanager@fastmail.fm
Address	7817 La Crosse Ave Austin, Texas 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	I feel the over all design of the Slaughter and La Crosse intersections on MoPac would be a great benefit to all that travel along MoPac. It improves the flow of traffic and will allow those continuing south to connect with SH45 or FM1826

164

From: Wes Hildebrand [jwesley06@yahoo.com]
Sent: Thursday, July 23, 2015 8:44 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Good morning,

I'm a resident of District 5 and travel through both intersections at MoPac and La Crosse Avenue and Slaughter Lane. I strongly support intersection improvements at these locations and request that you approve the proposals to proceed to construct the projects at Slaughter and La Crosse Avenue as soon as possible.

Thanks,

Wes Hildebrand

165

From: Richard Hill [hill@HPItx.com]
Sent: Thursday, July 23, 2015 2:33 PM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official Mopac Intersection comment

" Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you." Richard Hill, neighbor to Mopac and business owner.

Richard Hill
Partner
HPI Real Estate Services & Investments

512-835-4455 main
512-233-2389 fax

3600 North Capital of Texas Highway
Building B, Suite 250
Austin,Texas 78746

hill@HPITX.com
Please visit our website: www.HPITX.com

HPI prides itself on building trust with clients...one square foot at a time.

This e-mail may contain PRIVILEGED COMMUNICATIONS. If you are not one of the intended recipients, please immediately delete or destroy all copies or versions you have of this message and notify the sender at (512) 835-4455 or contact@hpitx.com in order that we may take steps to prevent any further inadvertent disclosures.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Brenda Hindsman [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Brenda Hindsman
5116 Saddleridge Cv
Austin, TX 78759-7124
(512) 505-5000
bhindsman@heritage-title.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

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5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Nicole Holden :Address: 1311 Belvin St. San Marcos TX 78666

Email: nicoleholden71@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Luke Holding [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 5:09 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Luke Holding
1900 Scotfield Ridge Pkwy
Austin, TX 78727
lucus0333@gmail.com

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Alan Holman [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 6:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Alan Holman
610 E 43rd St
Austin, TX 78751-3936
(512) 452-6890
jaholman@swbell.net

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: David Hood

Address david@austinhomesandrealestate.com

Representing: Austin Board of Realtors

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than Monday, August 10, 2015. (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

Please consider moving the traffic lights back, closer to the stopping point. Your current drawings show the traffic lights to be behind the diversing (incoming lane) which seems like it could lead to crashes or at least blocking of the lane, which would tie up traffic. This is hard to explain without using your diagram!

171

From: Jim Hopke [hopke@americancampus.com]
Sent: Wednesday, July 29, 2015 8:23 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the DDI projects at Slaughter and LaCrosse Avenue as soon as possible. As you know, this work will allow drivers who want to turn left to keep moving and reduces the number of traffic signals, resulting in a reduction in delays and travel time.

Thank you.

Jim Hopke

172

From: Horn, Jay [jay.horn@frostbank.com]
Sent: Friday, July 24, 2015 7:55 AM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

To Whom It May Concern,

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. I have seen this DDI implemented in various areas and enjoy the efficiency it provides to travelers.

Thank you.

Jay Horn
Relationship Banking Officer - Real Estate Lending
Frost Bank | Downtown Austin | 512-473-4908
jay.horn@frostbank.com

173

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Ed Horne [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 9:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Ed Horne
7143 Valburn Dr
Austin, TX 78731-1812
ehorne@mhinc.com

174

From: Kalinda Howe [khowe@3pointpartners.com]
Sent: Thursday, July 23, 2015 2:35 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve and move forward with the Slaughter Lane and la Crosse Avenue construction projects. This intersection, as is now, is very dangerous and in the past, has resulted in many traffic accidents and fatalities. Thank you for your consideration and time!

--
Kalinda M. Howe
Vice President
3 Point Partners
BUSINESS | POLITICS | COMMUNICATION
www.3pointpartners.com
Follow us on Twitter
"Like" 3 Point Partners on Facebook
Kalinda Howe on LinkedIn

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: LAUREN ICE

Address 1044 CAMINO LA COSTA #2055, 78752

Representing: self / SOS

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

THIS PROJECT IMPOSES TOO MUCH IMPERMEABLE COVER OVER THE RECHARGE ZONE AND REMOVES TOO MUCH VEGETATION IN THIS BEAUTIFUL PART OF AUSTIN. I WORRY THAT ALL OF THESE PLANS, DONE PIECEMEAL, DO NOT CONSIDER THE FULL IMPACTS / CUMULATIVE IMPACTS AND IT IS NOT PLANNING FOR (PERHAPS PRECLUDING PLANNING FOR) MASS TRANSIT, WHICH NEEDS TO TAKE PLACE IN THE MOPAC CORRIDOR. THIS PROJECT IS IN THE RECHARGE ZONE - IT IS OFFENSIVE TO HEAR YOUR ENGINEERS/SCIENTISTS SAY THERE WILL BE NO ADVERSE IMPACTS FROM THIS.

176

From: James Innes [jim@austinimages.com]
Sent: Thursday, July 23, 2015 12:29 PM
To: Abby Tomlinson
Subject: For, S. Mopac intersections (Slaughter and LaCrosse Ave.) construction asap.

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you."

Sincerely,

Jim

Jim Innes
Photographer
Innes International Images
P.O. Box 162124
Austin, Texas 78716-2124
www.AustinImages.com
512-658-0075

Web galleries http://jiminnes.photoshelter.com/gallery-list

Innes International Images

177

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Rashed Islam [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 10:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Rashed Islam
11901 Palisades Pkwy
Austin, TX 78732-1242
rtislam@yahoo.com

178

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Bobby Jenkins [do-not-reply-luminate-online@blackbaud.com]
Sent: Thursday, July 30, 2015 11:24 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 30, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Bobby Jenkins
9475 E Highway 290
Austin, TX 78724-2303
(512) 495-9165
bjenkins@goanteater.com

179

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of John Jett [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 9:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. John Jett
1703 W 5th St
Austin, TX 78703-4893
(512) 419-3417
john.jett@bbva.com

180

From: Helen Jobes [hjobes@goldeagleinvestments.com]
Sent: Monday, July 27, 2015 7:59 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Helen Jobes, CCIM
Gold Eagle Investments
P. O. Box 26873
Austin, Texas 78755
512.452.5400 Office
512.422.9214 Cell
hjobes@goldeagleinvestments.com
www.goldeagleinvestments.com
Successful people are always looking for opportunities to help people, unsuccessful people are always asking "what's in it for me?"

eagle

181

From: Adam N. Johnson [Adjohnson@swinerton.com]
Sent: Wednesday, July 22, 2015 8:07 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. These improvements will positively impact me personally and will be beneficial to our community as a whole.

Thank you for your efforts to solve some of the more critical traffic bottlenecks in Austin and to help our great city remain a great place to live and work.

Adam N. Johnson
Senior Project Manager | Swinerton Builders
805 Las Cimas Parkway, Suite 130 | Austin, TX 78746
Main 512.327.5599 | Direct 512.692.6614 | Cell 512.221.4216
adjohnson@swinerton.com | www.swinerton.com

INTEGRITY | LEADERSHIP | PASSION | EXCELLENCE

Description: Description: Description: Description:
cid:image004.png@01D0BA57.A74C703
0

182

From: Chase [chase@trcaustin.com]
Sent: Thursday, July 23, 2015 8:47 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: MoPac Construction - Slaughter and LaCrosse

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Chase Johnson - Analyst
1717 West 6th Street #350
Austin, TX 78703
512.450.6804 (d)
281.704.6189 (m)
Chase@trcaustin.com
www.trcaustin.com

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183

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Debbie Johnson [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Debbie Johnson
1200 Barton Creek Blvd
Apt 7
Austin, TX 78735-1608
djohnson020@austin.rr.com

184

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of bryan jones [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 10:38 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. bryan jones
4128 Threadgill St
Austin, TX 78723-4545
bjones1000@yahoo.com

185

From: Clint Jones [clint@regallanddevelopment.com]
Sent: Thursday, July 23, 2015 1:36 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To Whom it may concern:

I am in support of the MoPac intersection construction projects proposed at Slaughter and LaCrosse Avenue. I hope that you will approve of those projects and commence constructing those intersections as proposed as soon as possible.

Thank you,

Clint E. Jones
President
Regal, LLC
11614 Bee Caves Road
Suite 270
Austin, TX 78738
(512) 466-6695
clint@regallanddevelopment.com

186

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 3:18 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#317]

Name *	David Jones
Email *	kapow31@hotmail.com
Address	6512 Estana Lane Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	As someone who fights these two intersection each day when going to work, please built these underpasses. It's much needed. I would also love to see some aesthetic features on these bridges. Maybe bring in the Wildflower Center to help green up the project? Or use some colors or different stamp concrete design to be used on the walls.
Per Texas Transportation Code, §201.811 (a)(5) check each of the following boxes that apply to you:	• I do business with TxDOT

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Henry W. Jones II :Address: 1805 Treadwell 78704

Email: memphishank@aol.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

188

From: Patton Jones [jones@aranewmark.com]
Sent: Wednesday, July 22, 2015 7:50 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. This is much needed to improve traffic flow.

Thank you,

Pat Jones
Executive Managing Director

ARA, A Newmark Company
901 S. MoPac Expressway
Barton Oaks Plaza II, Suite 275
Austin, TX 78746

T 512.637.1213
M 512.497.5511
jones@aranewmark.com

Save a Tree - Think Before You Print.

NOTICE: This message is sent by a brokerage firm and may contain information that is privileged or confidential. If you received this transmission in error, please notify the sender by reply e-mail and delete the message and any attachments.

189

From: JOYCE, BENJAMIN [BenjaminJoyce@ibc.com]
Sent: Thursday, July 23, 2015 9:43 AM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

To whom it may concern,

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. I have lived in Austin all of my life and the traffic on South MOPAC must be addressed.

Thank you,

Ben Joyce
Vice President
IBC Bank - Austin
500 West Fifth Street #100
Austin, TX 78701
(512) 397-4523 direct
(512) 473-2485 fax

This email and any attachments are confidential and are intended solely for the use of the named addressee. If you have received this email in error please contact the International Bank of Commerce.

190

From: Jung, Emily [ejung@winstead.com]
Sent: Monday, July 27, 2015 9:43 AM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

I write in support of the proposed underpasses at Slaughter and LaCrosse Avenue. Please approve the proposals and proceed to construct the intersection projects located there as soon as possible.

Thank you,

Emily Jung, Associate
Winstead PC | 401 Congress Ave., Ste. 2100 | Austin, Texas 78701
Phone: 512.370.2861 | Fax: 512.370.2850 | Email: ejung@winstead.com

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--

Mr. Dick Kallerman.

MR. KALLERMAN: Good evening. My name is Dick Kallerman. I'm Designated Chair for the Austin Sierra Club. On behalf (inaudible.)

MR. KALLERMAN: (Inaudible) couple of months. I know it's on your website; but I urge you to put a copy in a couple of libraries in town, hard copies in a couple of libraries for those of us who are computer challenged the Environmental Assessment accomplished on this project.

An Environmental Assessment is a very weak cousin to an Environmental Impact Statement, and the Environmental Assessment covers cumulative effects which is the MoPac South Project and 45 Southwest. That's about 15 miles over the Edwards Aquifer Recharge Zone, and I don't know how you can do that with an Environment Assessment. I would think an Environmental Impact Statement, a federal impact statement, is the very least to cover that kind of lengthy project.

There was no mention of cumulative impact adding on the other part of the loop between 45 Southwest and Interstate 35, which would make what we call the Western Loop or Western Bypass on Interstate 35, from 35 all the way to Lady Bird Lake. Now, that's about 18 miles; and we would like to see an Environmental Impact Statement that tells us the environmental impact of 18 miles of highway over the Edwards Aquifer Recharge Zone, what the cultural impact would be, what the social impact would be of on the western bypass to I-35.

16 I think somehow the federal folks in town
17 are in slumber mode because of the magnitude of this
18 project and the other projects that go along with it.
19 An Environmental Impact Statement, certainly, is the
20 very least that should be accomplished.
21 Thank you very much.

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Mark Kapner :Address: 4303 Wildridge C 78759

Email:

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

193

From: Mary Alice Kaspar [makaspar@columbuscomm.com]
Sent: Thursday, July 23, 2015 1:01 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Regards,
Mary Alice

Mary Alice Kaspar
Columbus Communications LLC
Cell: 512.963.1096
<makaspar@columbuscomm.com>
www.columbuscomm.com

194

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Friday, August 07, 2015 7:54 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#341]

Name *	Laura Keedy
Email *	lkeedy@att.net
Address	3625 Malone Dr Austin, Tx 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

Please reconsider your decision to only have one Lane entering N Mopac from traffic heading West on Slaughter Lane. It doesn't make any sense to go through all of the cost necessary to alleviate the massive amounts of traffic congestion in our area, only to cut corners that will not produce the type of relief we have fought so long and so hard for! I don't know what method was used to determine that only one turning lane is necessary at this intersection. Cutting lanes is a common practice at this particular area, and it's INFURIATING! Please do not be enablers of road rage. It would be so easy to designate one additional right turn lane that also has the option of going straight. PLEASE, PLEASE, PRETTY PLEASE reconsider this very sensible and easy fix. NOT KIDDING!

Subject: MoPac South Contact Us Form [#327]
Date: Tuesday, August 4, 2015 at 7:09 AM
From: Mopac South Contact Form <no-reply@wufoo.com>
Reply-To: "no-reply@wufoo.com" <no-reply@wufoo.com>
To: mhurst@ctrma.org mhurst@ctrma.org, Bruck, Tricia Tricia.Bruck@jacobs.com, Abby Tomlinson atomlinson@HNTB.com, Heather Reavey HReavey@HNTB.com, jengelhardt@rifeline.com jengelhardt@rifeline.com
Conversation: MoPac South Contact Us Form [#327]

Name *	Mark Keedy
Email *	mkeedy@att.net
Address	3625 Malone Dr Austin, TX 78749 United States
Select a Choice *	MoPac South General Inquiry ^{**}
Message *	Well overdue to begin this construction improvement. Please reconsider only having one west bound lane from Slaughter turning north onto Mopac. Even with the addition of 45 from 1626 to Mopac there will still be a lot of traffic coming from Shady Hollow, Oak Parke and Sendera using that lane to enter Mopac.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Megan Keifer [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Megan Keifer
11520 Alberta Dr
Austin, TX 78739-1459
megan.keifer+austinmobility@gmail.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Robert Kelly :Address: 1501 W. 39½ St

Email: rdy2shop@yahoo.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

198

From: Logan Kimble [Logan.Kimble@brookfieldrp.com]
Sent: Thursday, July 23, 2015 9:29 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Please approve MoPac Intersections at Slaughter and LaCrosse

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Please note our new address!

Logan J. Kimble
Senior Development Manager

Direct 512.498.3207 **Cell** 512.786.3767 **Fax** 512.391.1333
11501 Alterra Parkway, Suite 100, Austin, Texas 78758

http://www.brookfieldresidential.com/_Global/71/img/layout/logo.png

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199

From: Luke Kingham [lkingham@kdwltd.com]
Sent: Thursday, July 23, 2015 9:13 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you

Luke Kingham I Project Manager I KDW

5858 Westheimer, Suite 150 I Houston, Texas 77057
Office- 713.920.9558 I Cell- 225.505.6621
kdwltd.com I lkingham@kdwltd.com

DESIGN.BUILD.BEYOND

200

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Elke Kniss :Address: 707 Spofford St 78704

Email: elkekniss1@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

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1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

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Name: STEVE KOCH :Address: 2106 ANN ARBOR AVE.

Email: STEVE G KOCH @ YAHOO.COM

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

202

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Friday, July 31, 2015 5:53 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#305]

Name *	Ruth Korb
Email *	teachr2teachr@gmail.com
Address	11406 Esperanza Dr. Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Slaughter merging onto MoPac with only 1 lane? This is so ridiculous. There are too many subdivisions plus all the unknown areas accessing from 1626 to Brodie to Slaughter. Why are there 2 lanes departing from MoPac onto Slaughter so necessary if you have only 1 to enter? When that was built someone thought it a necessity for 2 lanes to turn onto Slaughter and it works. You usually only have to wait 2 or 3 lights to turn at peak traffic. It would only makes sense that 2 lanes are needed to enter. Please reconsider!!
Per Texas Transportation Code, §201.811 (a)(5) check each of the following boxes that apply to you:	• I do business with TxDOT

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Berit Kragas :Address: 2631 Deerfoot Tr.
Email: bKragas@att.net Austin 78704

Yes or No Keep me informed about the Mopac expansion with occasional emails

Please circle one.

204

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Scot Krieger [do-not-reply-luminate-online@blackbaud.com]
Sent: Monday, August 03, 2015 4:45 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 3, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Scot Krieger
2905 Montebello Ct
Austin, TX 78746-6816
skrieger@ironwoodre.com

205

From: Hannah Krob [hkrob@argyleresidential.com]
Sent: Thursday, July 23, 2015 11:17 AM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

Mr. Tomlinson and Hurst,

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Hannah Krob
Administrative Assistant
ArgyleNewSig copy

1601 S. MoPac Expressway, Suite 160|Austin, TX 78746
Tel: 512.904.2200|Fax: 512.494.8519
www.argyleresidential.com

206

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Don R Kuykendall [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Don R Kuykendall
114 W 7th St
Ste 625
Austin, TX 78701-3010
(512) 381-1000
dkuykendall@cstreetcap.com

207

From: Steve Laas [steve@morrisonandhead.com]
Sent: Thursday, July 23, 2015 10:34 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Steve Laas
Morrison & Head, LP
Property Tax Valuation & Consulting Services
4210 Spicewood Springs Rd, Suite 211
Austin, Texas 78759

Direct: 512.906.0671
Main: 512.302.5800 x 210
Fax: 512.302.5801
Mobile: 512.917.8047
steve@morrisonandhead.com
www.morrisonandhead.com

208

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Tuesday, August 04, 2015 11:06 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#331]

Name *	MAtthew LAmm
Email *	matthew_lamm@dell.com
Address	10311 Salida Drive Austin, Texas 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	IT is time to get with the program. Having a single turn lane going North on MOPAC from west Slaughter lane is a disaster. Cars back up to Bowie High School in the morning sometimes, that is over a mile! There needs to be two lanes turning from W bound slaughter. Come drive Slaughter on a school morning around 8 am...good luck. Traffic at the MOPAC intersection has increased over 60% in the last 5 years. Time to get a real program in place not a band-aid on a gun shot wound.
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

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jay Lamy [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 8:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Jay Lamy
8100 Navidad Dr
Austin, TX 78735-1413
(512) 423-0468
lamy@aquilacommercial.com

210

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Saturday, August 08, 2015 9:07 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#343]

Name *	Julia Lancaster
Email *	j.lancaster@att.net
Address	7521 Vol Walker Drive Austin, TX 78749-2167 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

The plans for these intersection "upgrades" at Slaughter Lane and La Crosse Avenue intersections are concerning for two primary reasons:

(1) There is a lot of concrete in these plans. It seems the mindset is to pave over every last green space in Austin in order to "improve" traffic congestion while ignoring alternative modes such as faster and efficient bus service. Before long, Austin and San Marcus (or San Antonio) will become one conjoined area – just like Dallas/Ft. Worth and their respective surrounding suburbs. BTDT (Been There. Done That.). I do not want that for Austin.

(2) There is decimation of beautiful tree groves (just like what happened for the MOPAC "Improvement" portion) to be replaced by concrete roads and ugly sound barriers that will ultimately become graffiti pallets. In fact, when the sound barriers were in the first stages of construction on the west side of MOPAC – near the Enfield area – uncompleted panels were "tagged". Now, I have the displeasure of looking at ugly sound barrier walls on my daily commutes. Gone . . looking at those beautiful trees along MOPAC. And, these sound barrier walls are proposed on MOPAC South, too.

If similar walls become part of this project, plant trees and/or bushes in front of them. Or, add growing vines, or any other vegetation that will moderate the ugliness of blank walls. Otherwise, they will ultimately get marked/tagged and have to be cleaned up at taxpayer expense. Plant trees, etc. in front of the barrier walls on the north MOPAC improvement stretch, too.

Other comments:
Maybe I missed the information, but there does not seem to be a coordinated plan for the entire length of MOPAC "improvements". It seems haphazardly put together with a fixation of "express lanes", miles of added concrete, and limiting the view of Austin's beautiful landscape with walls and high bridges.

As a whole, alternative transportation systems do not support Southwest Austin. An example: it would take me 1-1/2 hrs. by bus in the morning to go from Oak Hill to northwest Austin. I can drive that route in

approximately 30 minutes. Why would I take a bus when my round-trip commute is less than a one-way bus trip?

Put money into meaningful alternative modes of transportation (better and faster bus service, light rail) that actually will service Southwest Austin residents and others.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of robert lashinger [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, August 07, 2015 3:20 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 7, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. robert lashinger
12217 Pratolina Dr
Austin, TX 78739-1966
robertlashinger@beckgroup.com

212

From: Wufoo [no-reply@wufoo.com]

Sent: Wednesday, July 29, 2015 11:24 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac Intersections Comment Form [#7]

Name *	Luke Legate
Email *	lukelegate@gmail.com
Select a Choice *	Official MoPac Intersections Environmental Study Public Hearing Comment[*]

*

I would like to voice my support for expanding the MoPac intersections of Slaughter Lane and La Crosse Avenue.

They lanes and space are available to alleviate traffic and stop lights for North and South bound travel.

If you look at Southbound MoPac at rush hour (4–7 pm), it backs up to William Cannon. That is causing cars to idle for long periods.

Please use the space to expand the lanes and create bridges or underpasses to keep traffic flowing.

I have said for years, an additional lane could be added and provide some relief for drivers as well as help ease the backlog of cars.

Austin, like it or not is a big city and our leaders must address expansion of roads for air quality, safety, and productivity.

Please expedite the process and move forward already.

Thank you

213

From: Jesse Lemos [Jesse@trcaustin.com]
Sent: Thursday, July 23, 2015 8:33 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

My wife and I just bought a house in Circle C. With the additional development of the land from Lacrosse down to Back Bay Lane (office complex) it would be pertinent to get this roadway done before that is completed.

Thanks and have a great weekend.

TEXAS
REALTY
CAPITAL

Jesse Lemos - Associate
1717 W 6th St # 350
Austin, TX 78703
512.450.6810 (d)
512.964.8660 (m)
jesse@trcaustin.com
www.trcaustin.com

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214

From: Jesse Lemos [jlemos@me.com]
Sent: Thursday, July 23, 2015 8:44 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: "Official MoPac Intersection Comment"

Please approve the proposals and proceed to construct the intersection projects at Slaughter and Lacrosse Avenue as soon as possible. Thank you.

215

From: Jim Lemos [jim@trcaustin.com]
Sent: Thursday, July 23, 2015 9:09 AM
To: Abby Tomlinson; mhurst@ctrma.org
Cc: Jesse Lemos
Subject: Official MoPac Intersection Comment

I urge you to please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you.

TEXAS REALTY CAPITAL

Jim Lemos - Principal
1717 West 6th Street #350
Austin, TX 78703
512.450.6899 (d)
512.751.6944 (m)
jim@trcaustin.com
www.trcaustin.com

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216

From: Wufoo [no-reply@wufoo.com]

Sent: Friday, July 24, 2015 7:17 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac Intersections Comment Form [#5]

Name *	Julie Lewis
Email *	lewisranch@gmail.com
Select a Choice *	Official MoPac Intersections Environmental Study Public Hearing Comment[*]
*	Just do it!

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Julie Lewis

Address 4708 Cockrell Ct

Representing: Self

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

There needs to be 2 Lanes going from Westbound Slaughter onto Mopac North. Every morning (Sept-Jun) the right lane of Slaughter backs up past Zuniga and sometimes all the way to Wolf Creek and beyond. From Zuniga, Often I have to turn left into the left lane and merge into the standing traffic in the right Lane to get on Mopac N. That one Lane has to accomodate all of Shady Hollow, [redacted] Oak Creek, Sendera plus all the traffic coming up Brodie from 1626. Many people illegally turn right from the second Lane.

218

From: Josh Lickteig [jlickteig@bankozarks.com]
Sent: Thursday, July 23, 2015 2:13 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Josh Lickteig
Bank of the Ozarks
Real Estate Specialties Group
515 Congress Ave Suite 1790
Austin, TX 78701
O: 512.279.0110
C: 512.422.6036
F: 512.279.0110
jlickteig@bankozarks.com

cid:image001.jpg@01C8
EE58.D2908B00

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219

From: Paul Linehan [plinehan@landstrat.com]
Sent: Monday, July 27, 2015 1:46 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official Mopac Intersection Comment

Ms. Tomlinson and Ms. Hurst:

After reviewing the proposals for intersection improvements, I respectfully request that you approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Best regards,

Paul W. Linehan, President
Land Strategies, Inc.
Celebrating 32 Years of Service!!
1010 Land Creek Cove, Suite 100
Austin, Texas 78746
Tel: (512) 328-6050
Fax: (512) 328-6172
www.landstrat.com

220

From: Tania Lingor [tlingor@mathiasaustin.com]
Sent: Thursday, July 23, 2015 9:57 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Slaughter and LaCrosse

I understand a conventional intersection is being proposed for the MoPac and La Crosse Avenue intersection and an innovative intersection referred to as a Diverging Diamond Intersection (DDI) at MoPac and Slaughter Lane. Please approve the proposals and proceed to construct the intersection projects at Slaughter and La Crosse Avenue as soon as possible

Thank you,

Tania Lingor

mathias_logofinal

5300 Bee Cave Rd.| Suite I-240 | Austin, Texas 78746
(512) 872-6432 direct | (512) 698-6076 mobile
tlingor@mathiaspartners.com | www.mathiaspartners.com

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221

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Lew Little [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 8:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Lew Little
2806 Stratford Dr
Austin, TX 78746-4627
lewlittlejr@gmail.com

222

From: Logue, Laurie J. [LLogue@BroadwayBank.com]
Sent: Tuesday, July 28, 2015 4:54 PM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

As a resident of Circle C for 10 years, Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.
Thank you.

Laurie J. Logue
Senior Vice President
Broadway Bank
911 W. 38th Street
Suite 100
Austin, Tx 78731
512.465.6589 ext 3389

223

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Derek Luchak [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 6:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Derek Luchak
8600 Brodie Ln Apt 318
Austin, TX 78745-7978
(512) 517-9609
derek@redstarpartybus.com

224

From: Matt Lutz [mlutz@sabrecommercial.com]
Sent: Friday, July 24, 2015 2:28 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Sincerely,

Matt

Matthew Lutz
Sabre Commercial, Inc.
2001 Chicon Street | Austin, TX 78722
D: 512-767-7406 | C: 512-784-6814
mlutz@sabrecommercial.com

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Andrew Macfarlane [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Andrew Macfarlane
1044 Liberty Park Dr
Austin, TX 78746-6943
(512) 684-9414
andymac@datafoundry.com

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study
Public Hearing

Comment Card

July 30, 2015

Name: Scott MacLeod

Address 6717 Mitra Dr, 78739

Representing: _____

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

These intersection improvements are a critical part of the planned changes to S. MoPac & CH45. The current [illegible] configuration cannot handle the increased traffic once SH45 is open and MoPac traffic increases.

31/15 09:09AM HPFAX 5125202513 Page 1

227

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Saturday, August 01, 2015 9:26 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#306]

Name *	Lawrence Maddox
Email *	lhmaddox@austin.rr.com
Address	2512 Resnick Drive Round Rock, TX 78681-2229 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Is there consideration being given to opening a southbound entrance to MoPac from Davis Lane? It seems awkward that one cannot access southbound MoPac nor can one exit at Davis Lane from Northbound MoPac south of Davis Lane. Maybe this project should include these modifications as well. Thanks, LHMaddox PS, my interest, even though I live in Round Rock is that my son and his family live just off Escarpment.

228

From: Malina, Robert [Robert.Malina@frostbank.com]
Sent: Thursday, July 23, 2015 12:09 PM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

An email of support for the DDI at LaCrosse & Slaughter

Robert Malina
Assistant Vice President
Private Banking | Frost Bank
O: 512.473.4571 | M: 512.605.8721

From: Troy Marcus [TMarcus@mimcoinc.com]
Sent: Thursday, July 23, 2015 12:12 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

M. Troy Marcus
Mimco, Inc.

230

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Juan Marez [do-not-reply-luminate-online@blackbaud.com]
Sent: Saturday, August 08, 2015 7:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 8, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Juan Marez
15206 Parrish Ln
Austin, TX 78725-2917
juanmarez@beckgroup.com

231

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of David Martin [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. David Martin
4110 River Garden Trl
Austin, TX 78746-2007
dave.martin@dimensional.com

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: JEREMY MARTIN

Address 535 E 5TH ST AUSTIN, TX 78701

Representing: AUSTIN CHAMBER OF COMMERCE

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

THE AUSTIN CHAMBER OF COMMERCE IS A MEMBERSHIP ORGANIZATION REPRESENTING 3,000 BUSINESSES IN CENTRAL TEXAS. THE CHAMBER SUPPORTS A COMPREHENSIVE, REGIONAL MULTIMODAL TRANSPORTATION SYSTEM. THESE PROPOSED INTERSECTION IMPROVEMENTS ON MOPAC SOUTH WILL REDUCE TRAFFIC AND IMPROVE MOBILITY. THE CHAMBER SUPPORTS THE IMMEDIATE CONSTRUCTION OF THESE INTERSECTIONS TO PROVIDE MUCH NEEDED TRAFFIC CONGESTION RELIEF AS SOON AS POSSIBLE.

1 MR. BISHOP: Jeremy Martin.

2 MR. MARTIN: Good evening. My name is

3 Jeremy Martin, and I'm here on behalf of the Austin

4 Chamber of Commerce. The Austin Chamber of Commerce is

5 a membership organization representing 3,000 businesses

6 here in Central Texas.

7 The Chamber supports comprehensive

8 regional multi-mobile transportation systems. These

9 proposed intersection improvements on MoPac South will

10 reduce traffic and improve mobility. The Chamber

11 supports the immediate construction at these

12 intersections to provide much needed traffic congestion

13 relief as soon as possible.

14 Thank you for your time this evening.

234

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Kendel Martin [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Kendel Martin
12212 Technology Blvd
Austin, TX 78727-6101
(512) 381-3220
kmartin@luminexcorp.com

235

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Clark Matheney [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Clark Matheney
1717 W 6th St Ste 450
Austin, TX 78703-4791
(512) 684-3800
matheney@aquilacommercial.com

236

From: Matt Mathias [matt@mathiaspartners.com]
Sent: Thursday, July 23, 2015 8:44 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. They are long overdue and will help Austinites live a better life and reduce pollution by keeping our automobiles moving.

Thank you.

Matt Mathias

mathias_logofinal

5300 Bee Cave Rd.| Suite I-240 | Austin, Texas 78746
(512) 330-9111 office | (512) 637-6951 direct | (512) 413-3771mobile
matt@mathiaspartners.com | www.mathiaspartners.com

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237

From: Steve Matthews [steve@stevematthews.com]
Sent: Thursday, July 23, 2015 1:01 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Steve T. Matthews
Steve T. Matthews Company
1717 West 6th Street, Suite 238
Austin, Texas 78703
Office: (512) 480-9700
Cell: (512) 657-9800
steve@stevematthews.com
www.stevematthews.com

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238

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Wayne McDonald [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Wayne McDonald
6300 Bee Caves Rd
Bldg Two; Suite 500
Austin, TX 78657
(512) 433-5236
waynemcdonald@forestargroup.com

239

From: susan@mcfarland-architecture.com
Sent: Thursday, July 23, 2015 10:25 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official Mopac Intersection comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you

Susan McFarland, AIA
O: 512-288-3001
M: 512-423-1913

www.mcfarland-architecture.com

240

From: Doug McGregor [DMcgregor@reocaustin.com]
Sent: Thursday, July 23, 2015 10:51 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Good Morning,

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. As a real estate professional, transportation matters to my clients.

Thank you.

Doug McGregor
Senior Office Consultant
About Me | vCard

512 682 1066 direct
512 346 5180 office
512 346 9742 fax
512 497 0057 cell

9015 Mountain Ridge Dr., Suite 100
Austin, TX 78759
reocaustin.com
reocaustinblog.com

Commercial Real Estate Since 1975

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Please consider the environment before printing this e-mail

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Chris McIntyre [do-not-reply-luminate-online@blackbaud.com]
Sent: Monday, August 10, 2015 8:46 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Chris McIntyre
1717 Toomey Rd
Apt 212
Austin, TX 78704-0093
(979) 255-7621
chrispmac08@yahoo.com

242

From: Carlotta McLean [CCM@rileymclean.com]
Sent: Sunday, July 26, 2015 3:54 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

I write to say that I support the immediate approval of improvements to Mopac at LaCrosse and Slaughter Lanes. Thank you for the consideration.

Regards,

Carlotta McLean

Riley-McLean Land
O.512–960-4676 | C.512-750-3943
505 Walsh St. Austin, TX 78703
CCM@RileyMcLean.com
www.RileyMcLean.com

243

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of William McLean [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, July 31, 2015 11:27 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 31, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. William McLean
2402 Rockmoor Ave
Austin, TX 78703-1517
bmclean@mcleanhowardlaw.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Kathleen McWhorter :Address: 1711 Willow St, Austin, TX 78702

Email: kmmcwhorter@hotmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

245

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Saturday, August 08, 2015 6:59 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#342]

Name *	Ron Meade
Email *	rvm@att.net
Address	7521 Vol Walker Drive Austin, TX 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

I am not in favor of this proposal. I would MUCH prefer to see improvements in public transportation rather than accommodating more single occupancy vehicles with more lanes of asphalt. Specifically, I'm not willing to sacrifice trees and green space for asphalt and sound barriers.
I personally commute by bicycle most days from Oak Hill to Downtown Austin. I SO MUCH appreciate the bike/pedestrian bridge project over Barton Creek and Loop 360!!
There ARE alternatives to single occupancy vehicles. With more/better options available – rail, efficient bus system, safe bike/pedestrian lanes – more citizens will choose to use alternatives.
Finally, emphasis from City and community leaders to promote public transit options is vital in keeping Austin from being "developed" into another Houston.

246

From: J Thomas Mercer [mercer@jtmdevelopment.com]
Sent: Thursday, July 23, 2015 8:37 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

" Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you."

J Thomas Mercer
JTM Development, LLC
4408 Spicewood Springs Road
Austin, TX 78759
www.jtmdevelopment.com
mercer@jtmdevelopment.com
work: 512-306-1332
cell: 512-417-2734

247

From: Joshua Miksch [JMiksch@jonescarter.com]
Sent: Thursday, July 23, 2015 8:19 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

All,

Please approve the intersection and underpass proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. These projects will provide greatly reduced travel times for my wife and I every day and will help improve our quality of life here in south Austin.

Thanks you,

Josh Miksch, E.I.T.
Associate Engineer
jmiksch@jonescarter.com
JONES | CARTER
1701 Directors Boulevard, Suite 400
Austin, Texas 78744-1024
Telephone 512.441.9493
Direct 512.685.5146
Cell 512.925.5095

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www.jonescarter.com

248

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Saturday, August 01, 2015 1:05 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#307]

Name *	Kathi Miller
Email *	kathimilleratx@gmail.com
Address	4807 Crafty Cove Austin, TX 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	1. I agree with Keep Mopac Local that this project is obviously just part of an overall plan to link Mopac with I-35. I do not want a six-lane interstate highway going two blocks from my house. I do want to keep Mopac local. 2. I am concerned that the construction at Slaughter and La Crosse is going to turn Davis Lane into a very crowded link from Mopac to Escarpment to Circle C and back as drivers try to avoid the construction. 3. I am concerned about the Wildflower Center. Please do not damage this jewel of Southwest Austin.

249

From: Paul Miller [PMiller@greenbank.com]
Sent: Thursday, July 23, 2015 9:05 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

I am fully in support of the proposed Mopac improvements at the Slaughter and LaCrosse intersections. Please approve the proposals and proceed to construction as soon as possible. I travel these intersections regularly and these improvements are desperately needed.

Thank you.

cid:image001.gif@01CB3961.F1018250

Paul Miller
President Austin Market
512-617-6857-office
512-426-0857-cell
512-617-6874-fax
www.greenbank.com

250

From: Troy Miller [reuterrat@yahoo.com]
Sent: Thursday, July 23, 2015 10:36 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals for the Mopac intersections at Slaughter and LaCrosse. Not only will this help traffic on Mopac, but it will alleviate rush hour traffic headaches on Slaughter Ln while trying to access Mopac. We need this done ASAP!!! Thanks!

Regards,
Troy Miller

251

From: Chip Mills [CMills@rviplanning.com]
Sent: Thursday, July 23, 2015 9:31 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

As a resident of southwest Austin, I ask that you please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.
Thank you.

Chip Mills, AICP
Project Director

RVi Logo - No Services - Clear Background

Austin / Houston / Dallas

RVI Planning + Landscape Architecture
712 Congress Avenue, Suite 300
Austin, Texas 78701
512.492.3969 • Direct
512.480.0032 • Main
512.480.0617 • Fax
www.rviplanning.com

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252

From: PHYLLIS MILSTEAD [phyllis.milstead@bbva.com]
Sent: Friday, July 24, 2015 10:17 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Traffic improvements

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you."

Phyllis Milstead

BBVA Compass
Phyllis Milstead
Commercial Real Estate - Senior Vice President
Tel. 512-421-5713 - Fax 512-419-3482 - cell 512-431-2602
e-mail: phyllis.milstead@bbva.com
Austin/ Compass Plaza – 1703 West 5th Street, Suite 500, Austin, Texas 78703
TX AU-CP-CRE

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253

From: Catherine Mitchell [CMitchell@jonescarter.com]
Sent: Wednesday, July 29, 2015 12:30 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. There aren't any good alternatives for those of us who have to travel that route every day. Thank you

Cathy Mitchell, PE
Senior Project Engineer
cmitchell@jonescarter.com
JONES | CARTER
1701 Directors Boulevard, Suite 400
Austin, Texas 78744-1024
Telephone 512.441.9493, Ext. 3421
Direct 512.685.5130

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www.jonescarter.com

254

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Graham Moore [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 8:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Graham Moore
11211 Jim Thorpe Ln
Austin, TX 78748-2979
grahammoore32@gmail.com

255

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Joseph Moore [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 8:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Joseph Moore
4330 Gaines Ranch Loop Ste 230
Austin, TX 78735-6735
jmoore@acitexas.com

256

From: Tatum Moore [tatum@iausa.net]
Sent: Thursday, July 23, 2015 9:56 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Kind regards,
Tatum Moore
c 512-660-1627
e tatum@iausa.net
300 Bowie, Ste 100A
Austin, TX 78703
www.investorsallianceinc.com

257

From: Rusty Morgan [rusty.morgan@structurainc.com]
Sent: Thursday, July 23, 2015 12:38 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you.

Rusty Morgan
President/CEO

STRUCTURA
9208 Waterford Centre Blvd, Suite 100
Austin, Texas 78758
512.495.9702 Office | 512.415.2900 Mobile
rusty.morgan@structurainc.com | www.structurainc.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Krissy Morrow :Address: 1900A Blue Crest Dr.

Email: Krissy-texas@yahoo.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Matt Murphy [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 8:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Matt Murphy
9606 N Mopac Expy Ste 300
Austin, TX 78759-5945
mattmu@dpr.com

260

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Michael Murphy [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Michael Murphy
10017 Dark Star Ter
Austin, TX 78726-1885
(512) 762-2282
murphy@pyramid-properties.com

From: Vickie Murr [vickie@stevematthews.com]
Sent: Thursday, July 23, 2015 12:59 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Good afternoon,

I have a 19 mile commute to work every morning. I take Bee Cave Road from Highway 71 to MoPac. Depending on the time of morning, it can range from 1 hour and 45 minutes to 30 minutes if you wait and leave at 9:30am – and that's when school is out! Your campaign for this "*Diverging Diamond Intersection*" has a lot of promising features to it for a city that is over grown, has at least 180 new people/families moving here every month (adding to the traffic problem), and a severe mobility issue in every square mile of this city and the surrounding suburbs. Living in southwest Austin, I have seen the growth factor sky rocket and now there is a true grid lock at least once or twice a week that you hear on the news and it's due to poor infrastructure and over growth. Just look at how long we have heard about the "Y" in Oakhill in the news…15 years at least to revamp and it's just now being done – partially.

I have seen the TxDOT video and like the idea because the over-all flow of traffic on highways mean several lanes and minimal traffic lights. I bet if I printed up a bumper sticker "*NO MORE TRAFFIC LIGHTS IN AUSTIN, TEXAS*" and sold them for $1.00 each, I could fund your project! More stagnation within our infrastructure is just like pouring concrete on the cars in motion. I know you are focusing on Slaughter & LaCrosse Avenue and this area has become just like all the others in Austin – it's a hot mess. If it's your commute, you are stuck in long lines of traffic, irritated drivers and unfortunately you witness on a regular basis road rage, Austin drivers running red lights out of frustration and that creates wrecks, more backed up traffic and at time it takes precious lives.

Austin drivers take the feeder roads between the major highways in Austin (Highway 290, Highway 71, Highway 360 & MoPac) and these are areas where this could be a great value too. I see this DDI as having great potential for movement instead of grid lock. I hope this project is listened too and goes through so it will be a catalyst for all the other areas in Austin that need attention badly.

You know they used to say you spent most of your time at home or at work. They didn't live in Austin, Texas and have to drive!

Ms.Vickie F. Murr
Executive Assistant
Steve T. Matthews Company
The Hartland Plaza
1717 West 6th Street, Suite 238
Austin, Texas 78703
BUS (512) 480-9700
FAX (512) 480-9760
www.stevematthews.com

Statement of Confidentiality

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Kathryn J. Murray :Address: 1200 Elm Street #204
ATX 78703
Email: kathrynjmurray@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

263

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 4:35 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#319]

Name *	Vincent Musat
Email *	vincemusat@gmail.com
Address	7508 Mitra Drive Austin, Texas 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Please construct the MoPac improvements as quickly as possible as traffic is worsening and safety is the biggest concern. These and all other proposed expansions and improvements to the roadway and highway network in southwest Austin need to be contracted now and not 10 years from now. All of these projects have been put off long enough and are way overdue!!!! BUILD THESE ROAD PROJECTS NOW!!!!!

264

From: Cis Myers [cister41@att.net]
Sent: Thursday, July 23, 2015 12:30 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

It is very important that transportation become a top priority in Central Austin and Travis County. We have to start somewhere so lets start with some Mopac proposals. Please approve these and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your service and consideration of this request.

Cis Myers
Myers Consulting, LLC
cister41@att.net
Cell: 512.422.7635
809 Canyon Creek Drive

Austin, Texas 78746

265

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Mary Scott Nabers [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Mary Scott Nabers
901 south Mopac, Barton Oaks Plaza
Bldg #1, Suite #100
Austin, TX 78746
mnabers@spartnerships.com

266

From: Nabours, M. Catherine @ Austin [Cathy.Nabours@cbre.com]
Sent: Thursday, July 23, 2015 1:46 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you,
Cathy

Cathy Nabours | First Vice President
Investment Properties | Austin Commercial
CBRE | Capital Markets
100 Congress Ave., Ste. 500 | Austin, Texas 78701
T 512 499 4917 | F 512 499 4999
cathy.nabours@cbre.com | www.cbre.com/cathy.nabours

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Chris Nappi [do-not-reply-luminate-online@blackbaud.com]
Sent: Thursday, July 30, 2015 4:55 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 30, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Chris Nappi
12509 Emerald Oaks Dr
Austin, TX 78739-4837
(512) 577-7842
cnappi@gmail.com

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of john nash [do-not-reply-luminate-online@blackbaud.com]
Sent: Thursday, July 30, 2015 12:24 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 30, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. john nash
5818 Trailridge Dr
Austin, TX 78731-4229
jhnash.3@gmail.com

269

From: Todd Nelms [TNelms@jonescarter.com]
Sent: Wednesday, July 29, 2015 7:52 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To whom it may concern,

As a long time citizen of South Austin I have seen the incredible growth of our city and the resulting traffic problems. I am writing you today asking to please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Infrastructure projects such as this will help alleviate the traffic congestion in the South Mopac corridor and help Austin move forward.

Thank you.

Todd Nelms
Engineering Assistant III
TNelms@jonescarter.com

JONES | CARTER
1701 Directors Blvd., Suite 400
Austin, Texas 78744-1024
Telephone 512.441.9493

One Company. Unlimited Potential.™

www.jonescarter.com

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of John Nelson [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, July 31, 2015 1:57 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 31, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. John Nelson
1109 Lakewood Hills Ter
Austin, TX 78732-2388
jnelson@lockelord.com

271

From: Melissa Neslund [M.Neslund@sackman.com]
Sent: Friday, July 24, 2015 3:40 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official Mopac Intersection Comment

As a south austin resident who inches on Mopac south each day, I beg that you approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Regards,

Melissa Neslund
Senior Development Manager | **Sackman Austin**
C: 512-568-1282
O: 512-476-4725
www.sackman.com

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jeff Neujahr [do-not-reply-luminate-online@blackbaud.com]
Sent: Monday, August 10, 2015 7:46 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Jeff Neujahr
11721 Via Grande Dr
Austin, TX 78739-1924
(512) 466-2530
beckjeffn@aol.com

273

From: JP Newman [JP@thrivefp.com]
Sent: Wednesday, July 22, 2015 6:47 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: OFFICIAL MOPAC INTERSECTION COMMENT

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. IT IS MUCH NEEDED!!!!

THANK YOU,
JP NEWMAN
512.809.5555

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Shannon Nichols [do-not-reply-luminate-online@blackbaud.com]
Sent: Monday, August 03, 2015 10:34 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 3, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Shannon Nichols
2630 Exposition Blvd
Ste 105
Austin, TX 78703-1758
(512) 971-9795
snichols@heritage-title.com

275

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 10, 2015 2:46 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#349]

Name *	Shannon Nichols
Email *	snichols@heritage-title.com
Address	401 Congress Ave Suite 1500 Austin, Texas 78701 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

276

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Adam Nims [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Adam Nims
100 Congress Ave Ste 225
Austin, TX 78701-2713
(512) 482-5505
anims@trammellcrow.com

277

From: Alan Nirenberg [aniren@plainscapital.com]
Sent: Thursday, July 23, 2015 9:12 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you.

Alan Nirenberg
Executive Vice President | Commercial Loan Officer
PlainsCapital Bank | Branch Services
direct 512.310.4251 | fax 877.379.0238
12319 North Mopac , Unit A,Austin, TX 78758
aniren@plainscapital.com | PlainsCapital.com

mail.plainscapital.com made the following annotations

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From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Alan Nirenberg [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 10:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Alan Nirenberg
706 West Ave
Apt D
Austin, TX 78701-2732
anirenberg@plainscapital.com

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Craig Noling [do-not-reply-luminate-online@blackbaud.com]
Sent: Thursday, July 30, 2015 6:25 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 30, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Craig Noling
950 Westbank Dr
West Lake Hills, TX 78746-6776
craig@craignoling.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Marisa Nordstrom :Address: 5805 South 1st

Email: Austin, TX 78745

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

281

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Therese Offineer [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Therese Offineer
1421 Merchants Tale Ln
Austin, TX 78748-3729
therese.offineer@bbva.com

282

From: Doug Opalka [DOpalka@hfflp.com]
Sent: Thursday, July 23, 2015 12:13 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Doug Opalka
Senior Managing Director | *Co-Head of the Austin Office*
HFF | 500 West 5th Street | Suite 1200 | Austin, TX 78701
O 512.532.1922 | **F** 512.532.1901 | **M** 512.422.9816
www.hfflp.com | dopalka@hfflp.com

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283

From: Shaadi Oreyzi [soreyzi@heritage-title.com]
Sent: Thursday, July 23, 2015 3:03 PM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Shaadi Oreyzi
Senior Account Executive
Heritage Title Company, Inc.
mobile: 512.426.7896
office: 512.329.3900
www.heritagetitleofaustin.com

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MR. PATMAN: I'm Jason Patman. Thank you everybody for taking the time to hear your community. This is how the greatest decisions in history have been made.

We have reached a critical point for the automobile, where one of the greatest innovations of the modern era has met its limitations. We're swinging away from moderate use and are beginning to experience the effects of abuse, the ever-expanding demand for roadway.

In our current frame of mind, it's set TxDOT eyes on a piece of land which contains geological miracles, a place deemed sacred by the indigenous people. This place has retained its virtue despite constant threats of development by the efforts of the people of your community, driven not by money or private interests, driven by unbounded passion to do what's best for the land that gives us everything.

The best solution, as always, will take time and hard work. It will take looking at how we lived in the past and interfacing that with today, establishing business closer to home, creating social network spaces to employ your neighbors so you don't have to go as far as to do the jobs that you did, and eliminating the need for commerce outside of town.

As of now the majority of commuters travel to work solo. That's a lot of extra cars. Carpooling is more fun, anyway. Employers, incentivize and encourage carpools.

The man in the suit that comes to your town in a time of struggle with promises to improve the

14 situation for the right price, the town ends up divided
15 by this unnecessary and ineffective improvement is our
16 type of story. When a town has what they need and
17 somebody comes through with improvement from the new
18 world, it's the same story. It's history repeating
19 itself.
20 Do not be fooled by this quick fix that
21 would just end in more traffic congestion. We have
22 everything we need.
23 You're alive today, aren't you? Let's go
24 forth and honor our ancestors by making the most out of
25 what we have, looking closer to home for solutions,

1 building community and building our neighbors instead of
2 carving up the last of the sacred lands and waters that
3 brought the pioneers and the native people to this
4 enchanting land, where rivers merged and opportunities
5 were thick.
6 Thank you.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Elizabeth Paulovich [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 11:08 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Elizabeth Paulovich
3609 Bonnie Rd
Austin, TX 78703-2644
elizabethpaulovich@beckgroup.com

286

From: Caroline Pavlinik [cpavlinik@yahoo.com]
Sent: Wednesday, July 22, 2015 9:17 PM
To: mhurst@ctrma.org; Abby Tomlinson
Subject: Official Mopac Intersection Comment

Hello,

I am a District 8 Resident and a citizen who uses this intersection multiple times a day! Please approve the proposals and proceed to construct the intersection projects at Slaughter and Lacrosse Avenue as soon as possible.

Thank you,
Caroline Pavlinik
4701 Tello Path
Austin, TX 78749

287

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Saturday, August 01, 2015 6:42 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#308]

Name *	Carlos Peredo
Email *	carlosatxboom@gmail.com
Address	3300 Silk Oak Dr Austin, TX 78748 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

I do not believe the divergent diamond provides enough traffic relief for the mopac/slaughter intersection. Please reconsider a larger and more robust intersection type that would serve our neighborhoods better. The slaughter westbound entry to north mopac needs at least 2 lanes as it is a constant struggle every morning with the current one lane entry. I see how the divergent diamond would help alleviate the traffic, but with continued growth in the area I do not see the divergent diamond as a viable long term solution. I also see it as a hazard as I see many accidents currently at that intersection, and the divergent diamond would turn those T-bone accidents into head to head collisions, which are categorically worse. There are several thousand type A personality type people that live in the Circle C area, and I believe the traffic flow created by divergent diamond pattern would invite more lethal type accidents when combined with the d riving patterns of the neighboring population.

288

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Bethany Perez [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Bethany Perez
2413 Watercrest Dr
Austin, TX 78738-5485
(512) 684-3830
perez@aquilacommercial.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Cynthia Perez :Address:

Email: CynthiaPerez227@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jose Perez [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, August 07, 2015 3:20 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 7, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Jose Perez
1414 Shore District Dr Apt 3224
Austin, TX 78741-2105
(787) 667-4800
joseperez@beckgroup.com

291

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Chris Perry [do-not-reply-luminate-online@blackbaud.com]
Sent: Thursday, August 06, 2015 2:11 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Chris Perry
2906 Cherry Ln
Austin, TX 78703-2822
(512) 784-1068
perry@aquilacommercial.com

292

From: Daniel Perry [dperry@americancampus.com]
Sent: Thursday, July 23, 2015 9:02 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To whom it may concern,

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you,
Daniel Perry

DANIEL PERRY
Executive Vice President of Capital Markets

AMERICAN CAMPUS COMMUNITIES
T: 512.732.1032 | F: 512.732.9703
E: dperry@americancampus.com
12700 Hill Country Boulevard, Suite T-200
Austin, TX 78738
NYSE Listed: ACC

Subject: Official MoPac Intersection Comment
Date: Tuesday, July 28, 2015 at 5:20 PM
From: Casey Person <do-not-reply-luminate-online@blackbaud.com>
Reply-To: Casey Person <casey.person@hotmail.com>
To: Abby Tomlinson <atomlinson@HNTB.com>

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Casey Person
709 Harris Ave
Austin, TX 78705-2517
(210) 913-6413
casey.person@hotmail.com

City of Austin
Founded by Congress, Republic of Texas, 1839
Watershed Protection Department
P.O. Box 1088. Austin. Texas 78767

August 10, 2015

Ms. Lorena Echeverria de Misi, P.E.
Director of Transportation, Planning & Development
Austin District
Texas Department of Transportation
7901 N I-35
Austin, TX 78753

Re: City of Austin Comments on the Draft Environmental Assessment for the MoPac Intersections Project

Dear Ms. Echeverria de Misi:

The City of Austin (the City) has reviewed the Draft Environmental Assessment (DEA) for the MoPac South LaCrosse and Slaughter intersections project, which was published for public comment on June 30, 2015 and offer the following comments for your consideration. Broadly, we understand the limitations on the level of detail that can be provided during the environmental review process and in the supporting documentation. The City appreciates the willingness of the project sponsor, the Austin District of the Texas Department of Transportation (TXDOT), to engage with the City during the design and construction phases of the project. While the City has concerns about the adequacy of the technical documents that support the findings in the DEA, we feel it is more important to engage collaboratively in future phases of the project to achieve a shared goal of avoiding, minimizing, and mitigating potential adverse environmental impacts, particularly in regard to sensitive karst features and groundwater resources.

The attached comments include suggestions on technical and inter-agency coordination issues that should be addressed for this project. Importantly, many of the technical and coordination issues associated with this project are substantially similar to issues associated with other CTRMA projects that are currently undergoing environmental review (i.e., MoPac South and Oak Hill Parkway). Accordingly, we are hopeful that we can apply coordination processes, environmental protection strategies and measures, and lessons learned from the subject project to other major roadway projects in the Edwards Aquifer Barton Springs Zone (BSZ).

The concerns of greatest importance that we believe should be addressed during the design and construction phases of the project are summarized below.

- The "community standard" of non-degradation of water quality should be adopted for the design of stormwater controls. As has been demonstrated through our collaboration on the SH45 Southwest Project, it is feasible from both a technical and cost perspective to achieve significantly higher levels of stormwater treatment than that required by current State of Texas regulations.

- While the City understands the concept and definition of "independent utility", the required analysis of cumulative impacts should extend to existing, planned, and reasonably foreseeable mobility projects that are or will be physically interconnected at a regional scale and which may

have impacts on a common regional environmental receptor (i.e., the Edwards Aquifer and associated natural resources). The significance of this from our perspective is that there may be opportunities to offset impacts from one project with mitigation measures in another, and perhaps even to achieve an overall net reduction in pollutants at a regional level from roadways in the BSZ.

- For the construction phase of the project the City remains available to assist with the development and implementation of a rigorous environmental compliance process. As has been committed for the SH45 SW project, this should include third-party oversight and inspection (i.e., an Environmental Compliance Officer) with authority to ensure full compliance with environmental protection requirements.

- Extend the collaborative process we are engaged in for the SH45 SW project to this project, as has been discussed with the TXDOT Austin District. This would include convening working groups of technical experts from various stakeholder agencies to address such topics as water quality controls, construction phase environmental compliance, and monitoring and adaptive management. Participating agencies should include CTRMA, TXDOT, the Barton Springs Edwards Aquifer Conservation District, Travis County, and the City of Austin.

- Consider the potential merits of engaging the City for the ongoing inspection and maintenance of stormwater management facilities for this and other projects in the BSZ.

- Include environmental monitoring, both during and after construction, to ensure timely detection and adaptive management responses to problems that may arise that threaten sensitive environmental resources.

The City looks forward to continuing to build a strong collaborative relationship with both CTRMA and the TXDOT Austin District for the betterment of the community and the region, both in terms of addressing pressing mobility issues and protecting the natural environment. If you have any questions or would like to further discuss these concerns, please contact me at (512) 974-2652 or at mike.personett@austintexas.gov.

Sincerely,

Mike Personett

Mike Personett, Assistant Director
Watershed Protection Department

cc: Rose Marie Klee, P.E., CTRMA Liaison, Austin District, TXDOT
Marisabel Ramthun, P.E., Director, Advance Project Development, Austin District, TXDOT
Shirley Nichols, Environmental Coordinator, Austin District, TXDOT
Sean Beal, P.E., P.E., Central Texas Regional Mobility Authority
Sue Edwards, Assistant City Manager, City of Austin
Robert Goode, P.E., Assistant City Manager, City of Austin,
Victoria J. Li, P.E., Director, Watershed Protection Department, City of Austin
Robert Spillar, P.E., Director, Austin Transportation Department, City of Austin

Mopac South LaCrosse and Slaughter Intersections
Draft Environmental Assessment and Technical Reports
Summary of City of Austin Comments
August 10, 2015

Considerations during Project Design and Construction:

- (5.12.2) Creating temporary impoundments (for example up-gradient from E&S controls, or grade changes in preliminary grading work) could be utilized during construction as a temporary ponding area to hold some sediment-laden water and prevent its transport off site.

- Vertical sand filters are identified as potential BMPs for the project. Vertical sand filters, such as those currently in use on Mopac South, are reported to have design problems affecting performance and require significant maintenance. The City remains willing to work with your design engineers on more effective alternatives for these BMPs through the technical workgroup process.

- It does not appear that the proposed project would directly impact the hydraulic conveyance of the impacted channels (unnamed Tributary to Kincheon Branch - culverts, Slaughter Creek – bridge and relief culverts, Slaughter Creek Tributary 4 - culverts, Danz Creek Tributary 1 – culverts). Based on City models, the existing roadway is not overtopped at the Slaughter Creek crossing.

- Our primary stormwater quality concern is that sufficient detention be provided for the proposed areas of new impervious cover and that the existing detention volume along the corridor be maintained. The existing detention most likely to be impacted would be the area between the existing Mopac lanes to the south of Slaughter Lane. Project schematics show approximate areas for detention that we believe can be of sufficient size, but we request review of design calculations and plans to verify the adequacy of these controls.

- Based on the TxDOT Hydraulic Design Manual, for a given project the designer chooses the design storm frequency, or inversely the Annual Exceedance Probability (AEP) for a structure. Typically, this is selected based on risk and economic factors. The Draft EA does not specify the AEP for this project. It does state that the detention ponds are designed to attenuate the peak flows for "a range of storms, including the 2-year". Also stated in the report: "The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable." Not stated in the report is the storm frequency that causes inundation. The City requests more information on the AEP (or level of service) for the project.

- The City requests that TXDOT consider using the community standard of non-degradation, or no increase in pollutant loading, in the design of stormwater control measures. This would be similar to what is being accomplished on the SH45 SW project as a result of collaboration of City engineers and CTRMA consultants. This could be acknowledged in Section 8.2 of the EA on water quality commitments.

- Consider new alternatives to the hazardous materials traps (HMT) that were required by the 1990 consent decree with the Barton Springs Edwards Aquifer Conservation District. Some of these units have had operational difficulties in the past and there may be designs and controls to increase the efficiency of the nine within the ROW of this project and the one that is to be replaced. Telemetry such as described for use on Batch Detention facilities being considered by CTRMA on other projects could also be added to receive advance information in the event of a collected spill and when maintenance is required. Collaboration on investigation of new options for HMTs during the design phase of this project would benefit all organizations involved.

- The City requests that staff geologists receive notice and have the opportunity to observe and consult on mitigation of any significant karst voids encountered during the construction of the project. An objective of void mitigation where feasible should be to maintain of the integrity of the void and associated flow pathways.

- Since there is no State of Texas guidance on the matter of karst biological surveys, if caves are encountered during construction U.S. Fish and Wildlife Service standards and procedures should be used. (U.S. Fish and Wildlife Service. 2014a. Section 10(a)(1)(A) Karst Invertebrate Survey Requirements for Conducting Presence/Absence Surveys for Endangered Karst Invertebrates in Central Texas. Austin Ecological Services Field Office, Austin, TX. May 8, 2014). If karst features encountered during construction that have potential habitat for listed species of concern, we request that biologists with the Austin Water Utility Wildlands Division be consulted.

- Recent projects constructed for TXDOT/CTRMA (e.g., Oak Hill area, FM1626, MoPac North) have installed erosion and sedimentation controls that meet regulatory requirements but have failed to control transport of sediment off site. Close monitoring of E&S controls by an on-site Environmental Compliance Manager would help ensure adequate performance of these controls and timely modification of controls to prevent the discharge of sediment from disturbed areas

- During construction staging, vegetation that is to be removed should be used for mulch to distribute on-site for soil stabilization. This will minimize importation of materials that could contain invasive plant and insect species.

- During construction staging, any permanent water quality controls should be constructed first, if possible, in addition to proposed temporary controls.

- The City requests that you share a draft of the Water Pollution Abatement Plan during the development of project Plans, Specifications and Estimates (PS&E) at the earliest opportunity. The City would like to collaborate with TXDOT on the Geologic Assessment and BMP sections of the WPAP document. This could obviate the need for additional formal comments by the City on the official submittal.

Proposed Corrections and Minor Changes to the Draft Environmental Assessment:

- Readability of the document would be improved by adding a brief description of how the document is organized. This could explain that the body of the document is abbreviated and that analysis supporting the findings and conclusions are found in Technical Memoranda.

- The statement in section 5.13.3 that "two recharge features and one sinkhole were identified" appears to conflict with statement on page 14 in section 5.12. 2 that the ROW contains one subsurface basin and three surface drainage basins for caves/sinkholes and that five features were observed in the ROW.

- Much of the 184 pages of the hazardous materials appendix could be removed since the report contains all records for the entire Mopac South project, including the intersections. There are only nine pages highlighted in the GeoSearch report that are relevant to subject project.

- Please show the buffer for the Slaughter Creek fracture zone on project site plans with a note on design plans that the area is to be fenced to prevent disturbance prior to or during construction.

- Review of digital versions of the document (or future environmental review documentation) would be improved by providing hyperlinks to other supporting documents, such as referenced TxDOT guidance or design manuals. This would be beneficial to both the public and interagency partners interested in understanding the specifics of design and environmental requirements.

295

From: Randy Peschel [randal.peschel@southside.com]
Sent: Thursday, July 23, 2015 8:36 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: "Official MoPac Intersection Comment"

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Randy Peschel

512/381-2004 (o)
512/799-3408 (m)
randy.peschel@southside.com
randal.peschel@southside.com

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296

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Pete Peters [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 8:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Pete Peters
100 Congress Ave
Ste 2200
Austin, TX 78701-2747
(512) 415-6037
ppeters@cdandp.com

297

From: Sam Pheiffer [SPheiffer@jonescarter.com]
Sent: Tuesday, July 28, 2015 2:26 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Sam Pheiffer, EIT
Design Engineer
SPheiffer@jonescarter.com

JONES | CARTER
1701 Directors Boulevard, Suite 400
Austin, Texas 78744-1024
Telephone 512.441.9493 Ext. 3416
Direct 512.685.5124
Fax 512.445.2286

One Company. Unlimited Potential.™

298

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Matt Pickens [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 11:08 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Matt Pickens
9 Sentinel Hl
Austin, TX 78737-9311
mattpickens@beckgoup.com

299

From: Darrell [snapmgt.dp@sbcglobal.net]
Sent: Thursday, July 23, 2015 12:28 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: "Official MoPac Intersection Comment"

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Darrell Pierce
Western Oaks Resident
512.477.8788

300

From: Joshua Pollock [joshua.m.pollock@gmail.com]
Sent: Tuesday, July 28, 2015 4:49 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To Whom It May Concern,

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Josh Pollock

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Richard Pope

Address 11006 Brodie Ln., 78748

Representing: _____

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

I completely support the building out of Loop 1 in preparation of the addition of completing the extension of SWSH 45. Please, do NOT let SOS + the other so called environmentalist to dissuade this from happening. They have no concern or real interest of the people who live in SW Austin or Travis County cont. →

If we really are to be honest, we need to admit that MoPac already has the traffic that SOS claims will be added. They are already there. SW 45 addition and the expansion of Loop 1 will simply move traffic off of Brodie Ln.

Central Texas Regional Mobility Authority
c/o MoPac Intersections Environmental Study
3300 North IH-35, Suite 300
Austin, TX 78705

Public Hearing 7-30-15

302

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Brent Powdrill [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 11:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Brent Powdrill
1011 Brodie St Apt 10
Austin, TX 78704-4154
(512) 944-7016
bpowdrill@gmail.com

303

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Chris Powitzky [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 11:08 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Chris Powitzky
3911 Haleys Way
Round Rock, TX 78665-1166
(806) 470-6228
chris.powitzky@gmail.com

304

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 7:29 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#325]

Name *	Tom Price
Email *	tprice2@austin.rr.com
Address	2007 Manana Austin, TX 78730
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	You should do NO BUILD. Mo Pac should be a local road. You are trying to turn it into a substitute for I35. The people don't want that. Widen I35 if you need to, or make I30 a FREE way.

305

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Sunday, August 09, 2015 9:18 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#344]

Name *	cliff priddy
Email *	pricb@hotmail.com
Address	2520 BLUEBONNET LN 17 Austin, Texas 78704
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	I support your proposal to add toll lanes on Mopac from downtown to 45. I also support the proposed underpasses at La Cross and Slaughter. Please complete these projects as fast as you can!

306

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Wednesday, July 29, 2015 6:39 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#297]

Name *	Don Primosic
Email *	donprimosic@gmail.com
Address	11001 Bexley Lane Austin, Texas 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	Please provide the traffic count information for the following: 1. Current traffic counts at Slaughter and La Crosse. 2. Traffic counts after the SW45 extension project is completed and operational. 3. Traffic counts if only underpasses at both intersections are operational without the DDI is in place. 4. Traffic counts after the SW45 extension is operational and both underpasses are in place without the DDI. 5. Traffic counts with the DDI solution and with the SW45 extension in place. Thank you.

307

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 1:32 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#310]

Name *	Darryl Pruett
Email *	darryl@weichertlaw.com
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	One lane from Slaughter onto Mopac is asking for disastrous bottlenecks. There needs to be more lanes for traffic moving onto Mopac from Slaughter.

308

From: Purcell, Jennifer Cook [jpurcell@winstead.com]
Sent: Thursday, July 23, 2015 11:31 AM
To: Abby Tomlinson; 'mhurst@ctrma.org'
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you

Jennifer Cook Purcell, Associate
Winstead PC | 401 Congress Ave., Ste. 2100 | Austin, Texas 78701
Phone: 512.370-2843 | Fax: 512.370.2850 | Email: jcook@winstead.com

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309

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of David Putman [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. David Putman
2306 Greenlee Dr
Austin, TX 78703-1711
(512) 684-3820
putman@aquilacommercial.com

310

From: Jake Ragusa [jake.ragusa@kdc.com]
Sent: Thursday, July 23, 2015 4:05 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you.

Jake Ragusa, Jr
KDC Real Estate Development & Investments
4833 Spicewood Springs Rd Suite 100
Austin TX 78759
512-231-1700 office
512-800-5599 cell
214-696-7837 dallas office

jake.ragusa@kdc.com
www.kdc.com

cid:image001.gif@01CCA60C.
7A27F880

311

From: Michael Ramirez [michael.ramirez@plainscapital.com]
Sent: Thursday, July 23, 2015 11:51 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Hello,

I wanted to reach out to you to ask that you please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

This is vital to the growth of Austin and we really need this to happen.

Thank you very much,

Michael Ramirez
Vice President | Commercial Loan Officer
PlainsCapital Bank | Lending
direct 512.457.7571 | fax 877.408.6818 | mobile 512.750.6853
919 Congress Ave, Suite 600,Austin, TX 78701
michael.ramirez@plainscapital.com | PlainsCapital.com

mail.plainscapital.com made the following annotations

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312

From: Mark Ramseur @PD [MRamseur@pape-dawson.com]
Sent: Thursday, July 30, 2015 2:37 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

As a resident of northern Hays County with an office in Austin, I use MoPac south on a daily basis. It is my opinion that the intersection projects at Slaughter and LaCrosse Avenue are both needed as soon as possible. I am very supportive of both projects.

Thanks,

Mark Ramseur, P.E. | **Regional Vice President**
Pape-Dawson Engineers, Inc. | TBPE, Firm Registration # 470

7800 Shoal Creek Blvd., Suite 220 West, Austin, TX 78757
P: 512.454.8711 | **C:** 512.789.7272 | **E:** MRamseur@pape-dawson.com | **vcard**

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313

From: Randazzo, Chris [crandazzo@buryinc.com]
Sent: Thursday, July 23, 2015 1:14 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

To whom it may concern:

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. These improvements are one of many that are needed to improve our local mobility and improve our quality of life in central Texas. Thank you.

Chris Randazzo, P.E., CPESC, LEED AP
PRINCIPAL

221 West 6th Street
Suite 600
Austin, TX 78701

P 512.328.0011
F 512.328.0325
C 512.466.6586

crandazzo@buryinc.com

BURYINC.COM
Let's solve it.

314

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Tuesday, August 04, 2015 9:59 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#330]

Name *	Shana Ravnsborg
Email *	sravnsborg@yahoo.com
Address	6532 Estana Ln Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

As someone who drives this stretch on a daily basis, I am excited about the proposed changes. The only remaining concern is a note in the Statesman regarding the SH45 project which will be potentially ongoing at the same time. They reported that it appears that project will complete BEFORE this one. I can't begin to imagine the nightmare that will ensue if SH45 opens WITHOUT traffic flowing unimpeded on south Mopac at Lacrosse and Slaughter. You may not have a final construction schedule, but I would ask that there be some coordination between the two projects and as much effort as possible put into coordination of the work. The overlap may be due to things like side street, landscaping, etc – but if the traffic is still stopping at traffic lights when 45 opens, we will see crazy gridlock at rush hour. Keep up the great work – and get 'er done!

315

From: Steven Rea [steven.rea@roscoeproperties.com]
Sent: Thursday, July 23, 2015 10:44 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Both of these projects will have a tremendous impact on the future of Austin and managing our future transportation and traffic needs.

Thank you.

Steven Rea, CPM®
Vice President, Executive CPM®
Roscoe Properties, Inc., AMO®
steven.rea@roscoeproperties.com
Office: 512-480-9886
Direct: 512-505-1038
Cell: 512-913-5917
Fax: 512-480-3171
www.roscoeproperties.com

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316

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Amy Reed [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 7:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Amy Reed
105 Manana Ct
Bastrop, TX 78602-6016
ajrbeanie@gmail.com

317

From: Jerry Reed [jreed@development2000.com]
Sent: Thursday, July 23, 2015 9:23 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: official MOPAC intersection comment

The traffic flow for MOPAC is as important as IH 35. These arteries are the traffic lifeblood of Austin and vital to our economy. Please approve and support the construction of improved intersection on MOPAC at LaCrosse and at Slaughter lane.

Jerry R. Reed, Principal
Development 2000, Inc.
510 West 15th Street
Austin, Texas 78701
Email: jreed@development2000.com
Direct Line: 512-617-4648
Fax: 512-306-0101
Website: www.development2000.com

Subject: Officeial MoPac Intersection Comment
Date: Thursday, July 23, 2015 at 10:31 AM
From: Bob Rein <Bob@texasipg.com>
To: Abby Tomlinson atomlinson@HNTB.com, mhurst@ctrma.org mhurst@ctrma.org
Conversation: Officeial MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Bob Rein, CCIM, CIPS
Senior Vice President
512-818-9125

Texas Investment Property Group
a Wes Walters Realty Inc. Company
9130 Jollyville Rd., Suite 175
Austin, Texas 78759

319

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 10, 2015 8:40 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#350]

Name *	Jessica Reynolds
Email *	jessicajkc@yahoo.com
Address	11411 Gun Fight Lane Austin, TX 78748 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	The MoPac intersections project is CRITICAL to the safety and quality of life for South Austin residents as well as a way to decrease pollution and environmental impacts. Without these improvements, traffic will continue to back up, commutes will take longer and longer, pedestrians and bicyclists will be in great danger, accidents will continue to happen, and pollution from idling motors will pollute our air and water. Doing nothing is not an option! It is vital that these improvements take place. I STRONGLY support these improvements and VEHEMENTLY OPPOSE doing nothing.

320

From: Ridgeway, Jean [Jean.Ridgeway@astellas.com]
Sent: Thursday, July 23, 2015 8:09 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Jean L. Ridgeway, MBA
Hospital & Transplant Centers - Central Texas
Astellas Pharma US, Inc.
C: 512-818-4467
E: jean.ridgeway@astellas.com
VISTA room: **http://astellaspharma.adobeconnect.com/ridgeway/**

321

From: Ryan Ridgeway [rridgeway@streamrealty.com]
Sent: Thursday, July 23, 2015 1:57 PM
To: Abby Tomlinson; mhurst@ctrma.org

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you

Regards,

Ryan Ridgeway
Vice President

STREAM

515 Congress Avenue | Suite 1300
Austin, TX 78701

Phone 512.481.3028
Mobile 512.680.3231
Fax 512.481.3001

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322

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Brock Rindahl [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 10:38 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Brock Rindahl
507 Alva Dr
Briarcliff, TX 78669-2488
(512) 708-5120
brockrindahl@gmail.com

323

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of mark roberts [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, July 31, 2015 4:27 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 31, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. mark roberts
5316 W Highway 290 Ste 200
Austin, TX 78735-8923
(512) 789-6744
mroberts@stellargy.com

324

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 2:11 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#314]

Name *	Wes Robinson
Email *	wrobinson@jsitel.com
Address	10S01 ORourk Lane Austin, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

I'm a resident of Circle C and a certified cycling instructor for the League of American Bicyclists and I am writing in opposition to the proposed divergent diamond intersection design at Slaughter and Mopac. Through traffic is required to swerve to the opposite side of the roadway on the bridge and to return to the right side of the roadway after the bridge. All of this lateral roadway movement will occur next to cyclists in bike lanes (which do not exist on either side of the intersection) likely resulting in motorists inadvertently crossing into the bike lane as they swerve from one side to the other. If a divergent diamond intersection is necessary, I would propose protected bike lanes with concrete barriers to prevent motorists from encroaching into the bike lane or I would remove the bike lanes entirely, add sharrows to the right-most through lane, and install "Bicycle May Use Full Lane" signs encouraging cyclists to slow traffic by controlling the lane through the intersection, in accordance with best cycling practices.

325

From: Jeff Rogers [Jeff.Rogers@transwestern.com]
Sent: Thursday, July 23, 2015 10:13 AM
To: Abby Tomlinson; mhurst@ctrma.org
Cc: Gary Farmer
Subject: Slaughter and LaCrosse

I approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Jeff Rogers
Managing Director
Austin | San Antonio Multifamily Group

TRANSWESTERN
901 South MoPac Expressway
Building 4, Suite 250
Austin, Texas 78746
Main: 512.328.5600 | Fax: 512.328.9309
Direct: 512.314.5207 | Cell: 512.426.2090
www.transwestern.net/austin

326

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Mike Rollins [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 10:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Mike Rollins
535 E 5th St
Austin, TX 78701-3725
(512) 322-5615
mrollins@austinchamber.com

327

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Friday, July 31, 2015 9:54 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#302]

Name *	Jimmy Rose
Email *	james.rose578@gmail.com
Address	4412 Tello Path Austin, Texas 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	At the 7/30/15 public hearing at Bowie High School, it was noted that there will remain only a single lane entering Mopac north from westbound Slaughter. This lane backs up past Zuniga drive during the morning rush hour, and I would like to urge reconsideration of this approach.

328

From: Rick Rosenberg [rick.rosenberg@dpfg.com]
Sent: Thursday, July 23, 2015 1:23 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Thanks

Rick

J. Richard Rosenberg
Managing Principal

Description: Description: DPFG Official LogoV5

609 Castle Ridge Road
Suite 310
Austin, TX 78746
Tel: (512) 732-0296
Cell: (512) 567-8598
Email: rick.rosenberg@dpfg.com
Website: www.dpfg.com

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329

From: Wufoo [no-reply@wufoo.com]

Sent: Thursday, July 23, 2015 3:38 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac Intersections Comment Form [#4]

Name *	George Ross
Email *	dross-drs@sbcglobal.net
Select a Choice *	Official MoPac Intersections Environmental Study Public Hearing Comment[*]
*	The environment study receives my complete support. Please proceed with design, bidding process, selection of contractor and construction as soon as possible. The intersections are badly needed. By the date the intersections are completed, they will be needed far more than today.

330

From: Saad, Walter @ Austin [Walter.Saad@cbre.com]
Sent: Friday, July 31, 2015 9:58 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

I have reviewed the website regarding improvements to the Mopac intersections in South Austin. Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you. WKS

Walter K. Saad | First Vice President
Investment Properties | Office | Retail | Industrial
CBRE | Capital Markets
100 Congress Avenue, Suite 500 | Austin, TX 78701 USA
T +1 512 499 4925 | C +1 512 750 5210 | F +1 512 499 4999
walter.saad@cbre.com | www.cbre.com/walter.saad

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TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Jim Schissler

Address 5417 S MoPac #221

Representing:

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than Monday, August 10, 2015. (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

The project should move forward to complete Mopac as an expressway by ~~removing~~ converting the last two signalized intersections to interchanges. This is the last phase of design who's time has come, based on the volume of traffic and the continued growth in southwest Austin. With their commitment to meeting the environmental standards and the advancement in pollution controls, I am sure this will be a great example of how ~~modern~~ highway ~~highways~~ engineering can improve conditions of those using Mopac.

As

9 MR. SCHISSLER: Hello. My name is Jim
10 Schissler. I'd like to say that I think this project
11 should move forward to complete MoPac as an expressway,
12 converting the last two signalized intersections into
13 interchanges. This is the last phase of a design for
14 the highway whose time has come based on the volume of
15 traffic and the continued growth in southwest Austin.
16 With their commitment to making the
17 environmental standards and advancements in pollution
18 controls, I'm sure this will be a great example of how
19 engineering can improve the conditions of those using
20 MoPac. The evidence is based on the current conditions
21 of MoPac that these interchanges were originally
22 designed to be built, and their time has come.
23 Thank you.

333

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of William Schlotter [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 2:22 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. William Schlotter
7505 Clematis Cv
Austin, TX 78750-7911
(512) 795-0789
wills@capanes.com

334

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Lexi Schoolcy :Address: 1101 Hollow Creek Dr Apt 2207
Email: lexiwing@hotmail.com Austin TX 78704

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Marcia Schott [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 12:52 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Marcia Schott
8419 Hindon Ln
Austin, TX 78748-4852
mschott1965@gmail.com

336

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of William Schwartz [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 2:39 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. William Schwartz
6405 Colina Ln
Austin, TX 78759-4744
jimmy.schwartz@gmail.com

337

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Chuck Scott [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 7:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Chuck Scott
4301 Las Palmas Dr
Austin, TX 78759-5062
(512) 423-1711
cscott@independencetitle.com

338

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Friday, July 31, 2015 9:24 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#301]

Name *	Dale Scott
Email *	daleraytt@gmail.com
Address	4604 Steed Dr Austin, TX 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

The plan regarding the Mopac and Slaughter is very concerning to me. Westbound slaughter lane traffic sees significant backup in the mornings. I've seen it back up all the way past Bowie. As a resident of Sendera Place, this is very troubling to me in the mornings, as I work downtown and have significant wait times just to get to the westbound lane from the south side of slaughter. I believe that two lanes are still needed at the Slaughter Mopac intersection along with a right turn only lane.

There are also significant delays south bound at Mopac and William Cannon because of the merging traffic from Westbound 290 and the reduction of Mopac from 3 lanes southbound to 2. Much of this could be reduced by very little funding. Southbound Mopac is wide enough to continue the 3 lanes south bound all the way to Davis lane. TX Dot could have the furthest right lane end as an exit to Davis at that point. This would reduce the backup significantly, as many motorist are exiting at Davis and the bottleneck would not occur at William Cannon.

339

From: Travis Scott [travscott@gmail.com]
Sent: Monday, July 27, 2015 10:23 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Sincerely,
Travis Scott
6617 Back Bay Ln.
Austin, TX 78739

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Ed Scruggs

Address 5848 Back Bay Lane

Representing: Self – Circle C Resident

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

→ While I oppose the way the Environmental study is broken up and not a complete study of the entire Mopac corridor, if this project goes through I am worried about potential light pollution to the Wildflower Park, Circle C on the Park + the Wildflower Center (near Lacrosse). Would like to see more specifics on how light pollution will be controlled - and hope you will use LED lighting with light controlled boxes - and also minimize the height of light poles — downward facing light boxes

[redacted]

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Shawn Seaberg [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 8:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Shawn Seaberg
9401 Amberglen Blvd
Ste 150
Austin, TX 78729-1154
shawn.seaberg@pultegroup.com

342

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Amy Segal :Address: 1804 Linscomb Ave #5

Email: amylsegal@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Niles Seldon :Address: 8200 Neely, Austin

Email: nseldon@ix.netcom.com (already on email list)

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

344

From: Mopac South Contact Form [no-reply@wufoo.com]
Sent: Friday, July 31, 2015 3:05 PM
To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#304]

Name *	Carolyn Semiglasow
Email *	csemi@hotmail.com
Address	11505 gun fight austin, Texas 78748 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

Your plan to keep only a single lane entering Mopac north from westbound Slaughter is a dangerous one. Regardless of your "traffic pattern analysis", there needs to be two lanes turning north onto MOPAC. It is better to get this right the first time..

On Slaughter, the right lane backs up so far – at least past Zuniga – during heavy traffic times that many people do the jerk-merge to get on Mopac. This is dangerous and will cause even more problems as more traffic flowing through the intersection will encourage more people to go around the waiting traffic and try to merge in at the front. Short sighted and dangerous..

345

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Dustin Shaffer [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, July 31, 2015 5:58 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 31, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Dustin Shaffer
108 Acapulco Ct
Lakeway, TX 78734-3846
dshaffer82@yahoo.com

346

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Tuesday, August 04, 2015 1:46 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#332]

Name *	Jerry Sharp
Email *	jsharp18@austin.rr.com
Address	3745 Whitt Loop Austin, TX 78749-6941 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	A attended the first part of the public hearing on July 30th at Bowie High School. I got all of my questions answered by the staff/consultants. I am pleased with all the plans. Thank you for your planning.

347

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 10, 2015 11:59 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#352]

Name *	Brigid Shea
Email *	brigid.shea@traviscountytx.gov
Address	2604 Geraghty Ave Austin, TX 78757 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

August 10, 2015

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Dear TxDOT and Central Texas Regional Mobility Authority (CTRMA) Officials,
Please consider these comments on the "Mopac Intersections" draft environmental study. These are submitted on behalf of Brigid Shea, Travis County Commissioner, Precinct Two.
At the outset we respectfully ask that you step back from your current process in order to study the entire proposed Mopac expansion and SH 45 SW tolled loop as a whole in a single study. The proposed "Mopac Intersections" is a two mile segment of the larger, approximately 18-mile long project that, as proposed, would convert Mopac from a local commuter highway into a second interregional, partially tolled highway and alternative to Interstate 35.
This fundamental change to Mopac poses a substantial threat to the quality of life and health of Mopac commuters and those who live, play, attend school, or work along this proposed 18-mile project. The special places that will be harmed by this project include Barton Springs, Zilker Park, the Lady Bird Johnson Wildflower Center, Lady Bird Lake, Lady Bird Lake park land, the Austin Nature Center, the Zilker Botanical Garden, the Barton Creek Creek greenbelt, Flint Ridge and Blowing Sink caves, and Austin High School.
Approximately fourteen (14) of the 18 miles of the SH 45 SW/Mopac expansion loop, including the two mile long "Mopac Intersections" segment, would be built on top of the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project, before any part of it is built, in order to understand the overall impacts on Barton Springs, the Barton Springs Edwards Aquifer, and on Austin.
A comprehensive study is the only way that a proper consideration of alternatives can be done in a meaningful way. Those potential alternatives include paying off the toll debt on SH 130 so that it will better serve its intended purpose – to relieve traffic on I-35. Providing public transit along the I-35 corridor is also needed, together with planned improvements to I-35.
In the current, piecemeal process, the only alternatives considered are alternatives to each piece of the Mopac/SH 45 SW loop: the question of alternative investments that would improve north-south commuting

without connecting South Mopac to Interstate 35 is never raised (or, is only raised on the very last piece, when hundreds of millions of dollars have already been spent based on the assumption that the last piece will, of course, be built, as recently expressed by Capital Area Metropolitan Planning Organization Chair Will Conley). For more than thirty years the official comprehensive plan for the City of Austin has called for steering development to the east and downstream of the Barton Springs Edwards Aquifer recharge zone. City of Austin voters have approved more than $100 million in bonds to purchase parks, preserves, and watershed protection lands over the Barton Springs Edwards Aquifer in order to protect the aquifer and provide for recreation and wildlife conservation. Many of these lands would be directly harmed by air, water, noise, and light pollution resulting from the proposed SH 45 SW/Mopac expansion loop. Yet, as proposed, the expansion of Mopac with the "Mopac Intersections" and "Mopac South" projects, taken together with the proposed SH 45 SW, would steer commuters currently downstream of the aquifer to the west and over the aquifer. Secondary development over the aquifer would follow these road investments.

Given the traffic challenges across our region, and the opportunity to make immediate investments in other projects that would provide clear benefits to local commuters, the additional time needed to study the overall project would allow those other projects to move forward promptly, rather than wait for many years until after the Mopac and SH 45 SW expenditures are fast tracked. Interim improvements on Mopac, including restriping an existing lane to a "high occupancy vehicle" lane could provide short-term benefits to current Mopac commuters. Similarly, "through turns" or similar innovative intersections like those built on US 281 in northern Bexar County and being built now at the Oak Hill Y could improve traffic flow

We especially believe it important to step back and look at alternatives to improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the currently green Mopac median because of the harm that will be done to the Lady Bird Johnson Wildflower Center by increased noise, light and visual pollution from high speed, greatly increased traffic flow. The construction phase, as well as long-term operation, and the diversion of Interstate 35 traffic to Mopac, including truck traffic, poses a major threat to the mission and survival of the Wildflower Center.

Finally, given the importance of these issues, the number and complexity of issues, and the distraction of summer vacation season, we ask that you extend the public comment period on the "Mopac Intersections" draft Environmental Assessment for at least thirty (30) days.

Thank you for your consideration.

Brigid Shea, Travis County Commissioner, Precinct 2

348

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Monica Silas [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Monica Silas
1717 W 6th St
Ste 380
Austin, TX 78703-4868
silas@aquilacommercial.com

349

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Melissa Anthony Sinn [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, July 31, 2015 11:27 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 31, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Melissa Anthony Sinn
515 S Capital of Texas Hwy
Ste 240
West Lake Hills, TX 78746-4305
(512) 619-9454
melissa@anthonybarnum.com

350

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Brant Smith [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Brant Smith
3813 Meandering Creek Cv
Austin, TX 78746-1322
brant.smith@berkadia.com

351

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Bryan Smith [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 3:09 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Bryan Smith
13207 Mesa Verde Dr
Austin, TX 78737-4682
bryansmith@beckgroup.com

352

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 10, 2015 10:02 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#351]

Name *	Craig Smith
Email *	ccraigsmith@austin.rr.com
Address	1908 Barton Parkway Austin, TX 78704 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	The MoPac intersections project should not proceed until it has been part of a comprehensive federal environ-mental impact study covering all of the projects on South MoPac and State Hwy. 45 SW that will connect with it.

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: HANK Smith

Address 2801 BEAR SPRINGS

Representing: Self

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

This Project has been Anticipated Since MoPac WAS FIRST BUILT. Initially the Frontage Roads were Built in Anticipation of Building the MAIN Lanes when TRAFFIC warranted.

ITS Time TO BUILD These ROADS NOW!

Hank

354

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jordan Smith [do-not-reply-luminate-online@blackbaud.com]
Sent: Monday, August 03, 2015 11:04 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 3, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Jordan Smith
3702 Grayson Ln
Austin, TX 78722-1314
jsmith@zydecodevelopment.com

355

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Berry Spears [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 7:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Berry Spears
600 Congress Ave
Ste 2200
Austin, TX 78701-3055
(512) 305-4724
bspears@lockelord.com

356

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Steve Springer [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 2:39 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Steve Springer
4605 Lantana Holw
Austin, TX 78731-3513
stevespringer@beckgroup.com

357

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Iain Sproull [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 10:38 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Iain Sproull
2741 Springwood Ln
Georgetown, TX 78628-2791
(512) 844-0546
iainsproull@beckgroup.com

358

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Andrew Stauch [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, August 07, 2015 3:20 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 7, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Andrew Stauch
5604 Southwest Pkwy
Apt 1521
Austin, TX 78735-6250
andrewstauch@gmail.com

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: Ken Stephenson

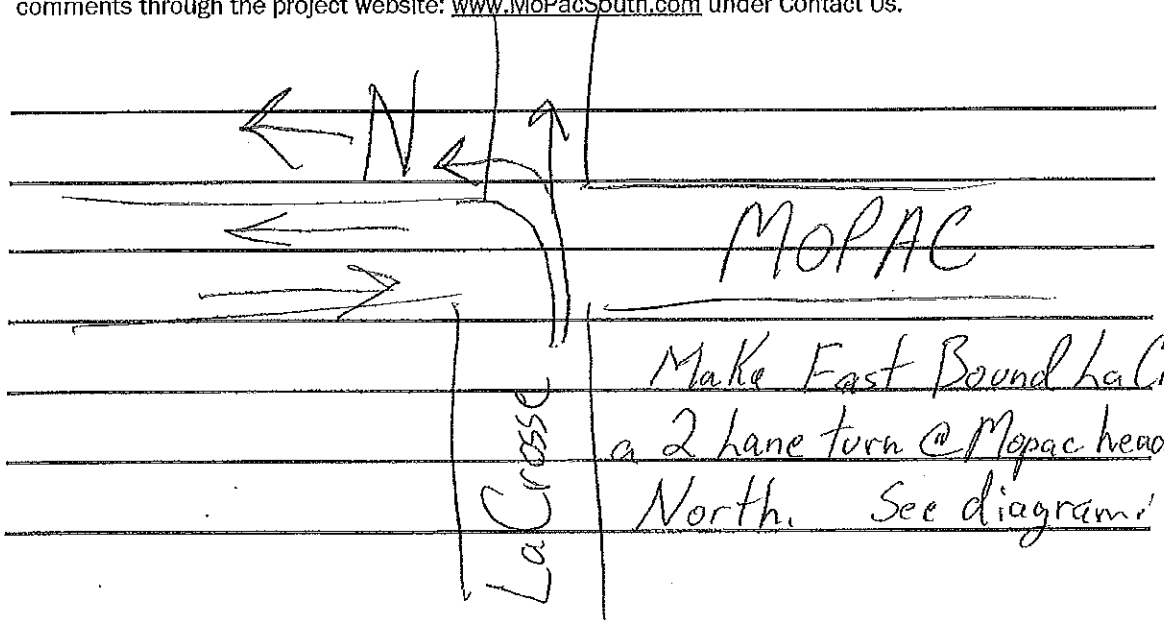
Address 5310 Austral Loop

Representing: Me

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than Monday, August 10, 2015. (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.



Make East Bound La Crosse a 2 lane turn @ Mopac heading North. See diagram!

360

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 12:28 AM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#309]

Name *	Stephen Sternberg
Email *	steve.sternberg@facultycommons.org
Address	11309 STORMY RIDGE RD AUSTIN, TX 78739 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

To have just one lane accessing MoPac going North from Slaughter will simply continue the back-up in the morning hours and continue to contribute to dangerous "sneak-ins" from the through lane as drivers try to "beat the line" by quick "cutting in." In the morning hours, between 6:45am and 8:30am, most traffic on Slaughter, coming either from the West (Circle C) or the East from Shady Hollow, 1626 via Brodie or from Westgate or Manchaca want to access MoPac. There are two West MoPac access lanes but only one East Mopac access lane on Slaughter. The morning back-up is beyond measure -- you haven't lived until you've experienced a back-up to Zuniga or Bremner with dangerous "cutting-in" from the right through lane as driver's try to beat the odds and the wait.

361

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Jennifer Stevens [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 5:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Jennifer Stevens
700 E 11th St
Austin, TX 78701-2623
(512) 236-1001
jennifer@jhlcompany.com

362

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Seth Stuart [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Seth Stuart
615 W 7th St
Apt 1508
Austin, TX 78701-2871
stuart@aquilacommercial.com

363

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Joel Stubblefield [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Joel Stubblefield
11520 Alberta Dr
Austin, TX 78739-1459
joel.stubblefield@gmail.com

364

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Brian Suker [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 9:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Brian Suker
9401 Amberglen Blvd Ste 150
Austin, TX 78729-1154
brian.suker@pultegroup.com

365

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Mary Sullivan [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Mary Sullivan
4114 Honeycomb Rock Cir
Austin, TX 78731-2016
msullivan@elmcroft.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Patrice Sullivan :Address: 607 Kinney Ave

Email: peachpatch@earthlink.net

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: BERNADETTE TASHER

Address 6538 TASAJILLO 78739

Representing: —

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than Monday, August 10, 2015. (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

RE: SLOW PASSAGE THRU STOPLIGHTS
MOTORISTS NEED TO BE EDUCATED —
WHEN WAITING FOR A GREEN LIGHT OR
TURN ARROW, DRIVERS NEED TO ACCELERATE
QUICKLY — HIT THE GAS! — TO ALLOW
MORE VEHICLES TO PASS THROUGH WHEN
LIGHT/ARROW IS GREEN —

368

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Tim Taylor [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Tim Taylor
1902 Stamford Ln
Austin, TX 78703-2942
ttaylor@jw.com

369

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Stephen Teodecki [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Stephen Teodecki
9401 Amberglen Blvd Ste 150
Austin, TX 78729-1154
(512) 532-3341
steodecki@pulte.com

370

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Ryan Therrell [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 3:09 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Ryan Therrell
1108 Lavaca St Ste 520
Austin, TX 78701-2125
(512) 997-5000
ryantherrell@beckgroup.com

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: DAVE THIESSEN :Address: 2651 DEERFOOT TRL

Email: dave thiessen @ att.net

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

372

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Benjamin Tolson [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 5:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Benjamin Tolson
1106 W 6th St Apt 104
Austin, TX 78703-5330
(512) 740-4135
tolsonb@gmail.com

373

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Thursday, July 30, 2015 7:06 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#300]

Name *	Craig Tomes
Email *	1webrider@gmail.com
Address	austin, TX 78739
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

Please do the diverging diamond and get it done with underpasses at Slaughter Lane and La Crosse Ave or Overpasses (don't care), but get it done already and stop talking about it. Austin and all their Hippies spend more time haggling over BS issues. Their "If you don't build it they won't come" attitude doesn't work and frankly it never has. We the many are all left sitting in non moving traffic burning fossil fuel to please the few who cry at the sound of progress yet they claim to be progressive which is ironic? Move faster please, because it gets worse every month as more homes are built throughout Hayes county to South and West. the time line to get anything done in Austin is worse than Washington D.C.

374

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Richard Topfer [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Richard Topfer
3600 N Capital of Texas Hwy
320
Austin, TX 78746-3314
richard@castletop.org

375

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Lisa Trim [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, August 05, 2015 10:38 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 5, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Lisa Trim
5815 Pecanwood Ln
Austin, TX 78749-3538
triml@hotmail.com

376

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Paul Trylko [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, August 07, 2015 8:16 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Aug 7, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Paul Trylko
3600 W Parmer Ln
Austin, TX 78727-4107
(512) 904-2401
ptrylko@goamplify.com

377

From: Melissa Hurst [mhurst@mobilityauthority.com]
Sent: Monday, August 03, 2015 5:09 PM
To: Abby Tomlinson
Subject: FW: MoPac Intersections feedback

Official Comment. Thanks, Melissa

From: Bob Tucek <1btucek@earthlink.net>
Date: Friday, July 31, 2015 4:54 PM
To: Melissa Hurst <mhurst@mobilityauthority.com>
Subject: MoPac Intersections feedback

Dear Ms. Hurst:

I am writing to you after picking up your latest *Mopac Intersections Environmental Study* flier, which I picked up at the July 31 public meeting a Bowie HS where I was able to review the maps of both intersecions. I unfortunately could not remain for the presentation, but nevertheless would like to to express my concerns.

I was rather dismayed to read in your latest flier that "At La Crosse Avenue, the study is proposing a standard diamond intersection, similar to most intersections in the area."

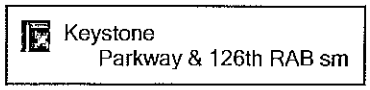
While I applaud the innovation being applied to the MoPac/Slaughter intersection (where a DDI is proposed), I deplore the lack thereof at MoPac's intersection with La Crosse. Surely those designing this project could come up with something new and interesting for this crossing as well.

I'd like to suggest that this intersection would be well suited to a dumbell roundabout (see image below). The traffic flow through that intersection is not at the level extant at Slaughter and should well be handled by such a roundabout.

Austin prides itself in being an innovative city, but it is sorely lacking in the development and use of uncontrolled (singnal-less) intersections. Perhaps La Crosse could be a start. I'd appreciate it if you'd pass along this suggestion to your engineers.

Thank you for your time and consideration,

Bob Tucek
78749



[from http://www.carmel.in.gov/index.aspx?page=123]

378

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Steve Turnquist [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 1:22 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Steve Turnquist
3700 Bee aves Rd #102
Austin, TX 78746
(512) 328-3939
steve.turnquist@evusa.com

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Camille Ulmann [do-not-reply-luminate-online@blackbaud.com]
Sent: Thursday, July 30, 2015 2:25 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 30, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mrs. Camille Ulmann
950 Westbank Dr
West Lake Hills, TX 78746-6776
(512) 656-7502
camille@teamcamille.com

380

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Ashok Vadgama [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Ashok Vadgama
6836 Bee Caves
Suite 256
Austin, TX 78746
(512) 617-6428
ashok@cam-i.org

381

From: Mopac South Contact Form [no-reply@wufoo.com]
Sent: Wednesday, August 05, 2015 7:06 PM
To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#339]

Name *	Michael Valescu
Email *	MVTAICHI@aol.com
Address	4803 Allison Cove Austin, Tx 78741 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

I love the whole thing, and in fact I wonder why it hasn't been done already! I frequently travel through both intersections at various hours and am always fuming about the backup. I think the proposed solution is both elegant and efficient, and will speed traffic flow. That being said, there's one thing that bothers me: the pedestrian access. A standard diamond intersection requires a pedestrian to cross 2 lanes of traffic, whereas the DDI requires the same person to cross 4 lanes. Talk about double your fun! And once entered into the protected crossover, they get to compete with insane bicyclists for space in the crossover. But it's a minor issue.. let's get digging! Oh, yeah, and please.. replace those trees you're going to murder up at LaCross. I don't mind sacrificing a few trees, but please be responsible and replace them somewhere they can do someone some good? Thank You.

382

From: Kurt VanderMeulen [kurt@reocaustin.com]
Sent: Thursday, July 23, 2015 10:54 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible.

Thank you,

Kurt VanderMeulen
Senior Vice President
Commercial Property Specialist
REOC Austin

512 346 5180 office
512 682 1025 direct
512 346 9742 fax

383

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: PETER VARTERESSIAN

Address 3202 DOE RUN AUSTIN, 78748

Representing: MYSELF

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

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

No

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

THE PLAN LOOKS GOOD! I'M GLAD IT IS FUNDED. PLEASE TAKE IT INTO ACCOUNT THAT SIDEWALKS SHOULD BE WIDE ENOUGH FOR BIKES AS WELL AS FOR PEDS.

PLEASE BUDGET TO ADD MORE TREES TO REPLACE THOSE THAT WILL BE REMOVED.

MY EMAIL IS: PETERVARTER@YAHOO.COM

LILIANE VASSBERG: My comment is that I wonder if there is any way to keep the vegetation that is to be cut, I guess, or that's to be eliminated as you get closer to Slaughter and to La Crosse, because right now there's some nice trees, a little median, you know, and I wonder if we could keep those trees if there's any way.

And my other comment is also kind of a question. When a project such as this one is initiated, is there any plan for any possible future public transportation like light-rail or something like that? I don't know exactly it would make sense to already plan for this. I don't think there is any light-rail being planned at this time, but maybe, you know, within 10 years, 15 years, something could be done. So I'm just wondering if as long as there's some building, if there's a way to plan for that.

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: ZOILA VEGA

Address 5100 Suburban Dr.

Representing: — self

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

This project removes too may healthy trees which reduces air quality -
Please resolve the local traffic problems without elevated or ~~bo~~ depressed lanes -
Removing all of those trees for ~~an~~ a reduction of 8 minutes in 2035 is unwarranted -
The depressed lanes are really to connect to SH45 & reroute traffic from IH35 to MoPac and I can't support that -

386

TEXAS DEPARTMENT OF TRANSPORTATION

MoPac Intersections Environmental Study

Public Hearing

Comment Card

July 30, 2015

Name: ZOILA VEGA

Address 5100 Suburban Dr., 78745

Representing: [redacted] Self

(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

All written comments will be given the same consideration as comments presented at this public hearing. You may leave the card with us tonight, fax it to 512-996-9784 or mail it to the address on the back of this form no later than **Monday, August 10, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.MoPacSouth.com under Contact Us.

(1) Very saddened that all of trees including 17 heritage trees 200yrs old will be removed at the intersections - Please find a way to save some if possible -

(2) Plant new trees as much as possible by the ponds and to hide the wall but give them proper spacing and soil volume so that they can grow to be heritage trees.

(3) Don't remove heritage trees or even larger trees for sound walls - locate sound walls away from the 1/2 critical root zone minimum and from the full root zone if possible.

[redacted]

(4) The sound wall on the bridge over the creek (Circle C park land) should be built without interfering or impacting the creek at all → over

if additional pilons are needed for the wind load, there will cause significant destruction to the creek when build (during construction), even if built right next to the existing pilons -

(5) Transplant 1-3 heritage trees - Please help with donations even if TXDOT doesn't have a budget for that. Show TXDOT interest in saving these trees with personal donations from TXDOT staff.

(6) Please, TXDOT should be more sensitive to local ordinances - We love trees in Austin and trees are mitigated when removed - Heritage trees in particular can only be removed in the city if there is no alternative and they are mitigated at a 3X rate - In this project, TXDOT is not even doing a tree survey to know how many inches of healthy trees they are removing, and TXDOT will mitigate only by planting as much as they can afford with their minimal landscaping budget -

Central Texas Regional Mobility Authority
c/o MoPac Intersections Environmental Study
3300 North IH-35, Suite 300
Austin, TX 78705

That is not acceptable and needs to be improved.

(7) Air quality will degrade because of the large number of trees removed -

ZOILA VEGA: I am Zoila Vega. I do not live in this area, I live by Congress and Ben White, but I frequent this area a lot. I come to the Wildflower Center often and I shop in this area so I'm familiar with Circle C.

My comments are about the trees. I think this project — the neighborhood says the project is necessary. I don't know that I agree, but I'm very saddened by the loss of so many trees, mostly the Heritage trees. All of the trees will be removed in the medians at Slaughter and La Crosse and I'm told that there is no alternative design because of the slopes.

I wish that TxDOT was more sensitive to local ordinances. In the City of Austin, we have a strong Heritage tree ordinance that protects Heritage trees. I know that TxDOT is a state office and therefore they don't have to abide by the ordinance, but I wish they would be more sensitive.

For instance, TDOT is not even doing a tree survey because they're saying, well, we're removing everything. In the City of Austin rules, you have to do a tree survey so that you replace what you remove. I know those rules don't apply to Texas law, but I wish that at least they would do a tree survey to know how

1 much they remove. They tell me, well, we are removing
2 everything and we can only plan whatever we can afford,
3 that we have a very small landscaping budget, so we'll
4 plan whatever we can. That's not good enough and that
5 is what makes me very sad about this project.
6 The other thing is on the sound walls.
7 Please put the sound walls in the manner that you don't
8 have to remove Heritage trees because too many trees
9 have been lost already.

10 The last one is the sound wall on top of
11 the bridge on the creek over Circle C parkland, try to
12 build that in the way that it does not interfere at all
13 with the creek. If you have to build pylons to
14 reinforce for the added load, all of that construction
15 will disturb the creeks significantly. Try to
16 transplant some of the trees, try to contribute to that
17 transplanting effort even if there's no budget, maybe
18 that's stuff that TxDOT could fulfill.
19 And my personal opinion is I find this
20 project unacceptable because it removes so many trees.
21 Even if neighbors say it's good, I wish there was a
22 different way. Thank you.

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: JOSH VINCENT :Address: 1044 CAMINO LA COSTA #2055
AUSTIN, 78752
Email: trashfire@gmail.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

389

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 2:52 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#316]

Name *	Clinton Waggoner
Email *	clintwag@gmail.com
Address	4508 Small Dr Austin, Texas 78731 United States
Select a Choice *	MoPac South General Inquiry ^{**}
Message *	The proposed exit for Southbound MoPac traffic desiring to exit to westbound Bee Caves road does not fix this dangerous intersection. The design shown will still require westbound Bee Caves road traffic to cross multiple lanes in a very short distance. This design will both slow traffice and be prone to accidents. There needs to be a flyover from Southbound MoPac that will lead directly to the proper lane to go west on Bee Caves road without any need for motorists to have to merge across several lanes in a short distance.

10 My name is Roy Waley, and I am
11 Conservation Chair for the Austin Regional Group of the
12 Sierra Club. And I am here tonight to speak
13 sympathetically to the neighbors and friends that we
14 have in Circle C and the traffic problems that they
15 have, and we want to find a solution for that.
16 It's simply that adding more pavement to
17 MoPac is not going to be that solution. As Mr. Bunch
18 said, if we complete the loop around to I-35, that puts
19 30,000 additional cars on MoPac every day; and so it is
20 not a traffic solution.
21 For our friends in Circle C we have an
22 interchange problem, and we do need to find a solution
23 for that. And there is a possibility of a Michigan
24 right turn, U-turn, however you want to call that. And
25 it's possible that simply the diverging diamond could be

1 a solution also, but not if MoPac underneath it.
2 So we speak for our friends and neighbors

3 and fellow Austinites in Circle C, but not for the
4 people that don't live here in Austin. Sierra Club is
5 part of the Keep MoPac Local Coalition, as many
6 neighborhoods and other groups are, and businesses; and
7 we do want to keep it local, as it was originally
8 envisioned, because it was not part of the loop. And by
9 doing it in stages, they are slowly building it into a
10 loop.
11 Now, if we could simply take the money
12 that we'd be spending on this and defray the cost on 130
13 just for the trucks that run through Austin, that would
14 create better flow on I-35, which should help with the
15 MoPac problems; and we won't increase flow on MoPac.
16 Again, adding 30,000 cars a day is not going to increase
17 the traffic flow -- or ease the traffic flow on MoPac.
18 So we do need to find a solution for
19 these interchanges. Again and again I have to say,
20 creating the outer loop which was once envisioned to go
21 well west of Austin but now to say that it's always been
22 planned as a loop, it was never planned for MoPac
23 Boulevard to be that loop. And it has always been
24 considered MoPac Boulevard. Even though it has the
25 misnomer of Loop 1, it was never envisioned as a western

1 loop.

2 Let's find a solution for folks here in

3 south Austin. Let's not make that multiple lanes. It

4 doesn't work. Let's shift traffic to 130 and alleviate

5 some of our concerns here.

6 Thank you.

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Roy Waley :Address: 1310 B Palo Duro 78757

Email: RWALEY@HOTMAIL.COM

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

392

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Colleen Walsh [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Miss Colleen Walsh
4004 Victory Dr
Apt D101
Austin, TX 78704-8008
(469) 394-0709
colleen.walsh05@gmail.com

393

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 6:14 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#324]

Name *	ron wamsted
Email *	rwamsted@thompsoncoe.com
Address	4021 idalia dr austin, texas 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	I understand that the current thought is to have only one lane of travel turning North on MoPac off of Slaughter. In my opinion that is rather short sighted as traffic backs up all the way to Bowie to the East now. If the worry is that too many vehicles will be merging on to north MoPac then the access lane should be made long enough that the vehicles turning left would have the opportunity to merge into one lane as is done on many of the over passes in the city already. Thanks for considering this opinion.

394

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Karen Ward [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 8:22 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Karen Ward
5307 Industrial Oaks Blvd Ste 160
Austin, TX 78735-8821
klward@terracon.com

395

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Peggy Watson :Address: 9506 FLINTROCK CR AUSTIN, TX 78737

Email: peggytalk2me@yahoo.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

396

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Darren Webber [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Darren Webber
5508 W Highway 290
215
Austin, TX 78735-8816
(512) 992-4971
darren.webber@landdevconsulting.com

397

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 2:05 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#313]

Name *	Matt Weber
Email *	mattjacobweber@gmail.com
Address	1940 Hawthorne Loop Driftwood, Texas 78619 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	As a resident of the South Austin area, I am in full support of constructing the MoPac underpasses at La Crosse and Slaughter lanes. As detailed in TxDOT's Environmental Impact study, the underpasses will allow for future traffic volume growth with no measurable impacts to the environment and will actually increase safety at the intersections by separating the traffic volume through the intersection.

KeepMopacLocal.org

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

RE: Comments on the draft Environmental Assessment for the "Mopac Intersections" project

Please accept the following comments on the "Mopac Intersections" draft environmental study:

1. **Study the entire project, not just the segments**: The proposed "Mopac Intersections" is just a two mile long piece of a much larger, 18 mile tolled-loop project that would convert Mopac to a second Interstate 35 through south, west, and north Austin. Fourteen (14) of these 18 miles would be built over the Barton Springs Edwards Aquifer recharge zone. It is essential to study the entire project to understand the overall impacts on Barton Springs and on Austin.

2. **Study ALL of the impacts and ALL of the costs first** – before building any piece of the Mopac/SH45 SW toll loop over the Barton Springs Edwards Aquifer.

3. **Keep I-35 traffic on I-35** – and keep Mopac as a local commuter highway. Direct traffic to the underutilized SH 130 by reducing or eliminating the tolls. Provide north-south public transit, and work aggressively to expand telecommuting, ridesharing, and other strategies that reduce total driving.

4. **Protect the Lady Bird Johnson Wildflower Center** – by improving the Slaughter/Mopac and LaCrosse/Mopac intersections without adding six more lanes and paving the green Mopac median. As proposed, increased noise, light and visual pollution from high speed, greatly increased Interstate 35 traffic diverted to Mopac would do severe damage to the Wildflower Center.

5. **Any Mopac expansion should be limited**, without connecting to I-35 at the south end, and without building double decker flyovers through Zilker Park, Lady Bird Lake park, and Austin High school property.

Name: Jaynee Welty :Address: 11701 Barchetta Dr
Austin, TX 78758
Email: jaynee100@yahoo.com

Yes or No – Keep me informed about the Mopac expansion with occasional emails

Please circle one.

399

From: Katie Whitehurst [kwhitehurst@oxfordcommercial.com]
Sent: Tuesday, July 28, 2015 5:30 PM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Katie Whitehurst
Operations Coordinator

T +1 (512) 637 5526
O +1 (512) 474 2400
F +1 (512) 477 3037
kwhitehurst@oxfordcommercial.com

cid:image001.png@01D0AAA2.895

Cushman & Wakefield | Oxford Commercial
200 W. Cesar Chavez, Suite 250, Austin TX 78701 USA

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400

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Joe Willhite [do-not-reply-luminate-online@blackbaud.com]
Sent: Friday, July 31, 2015 4:27 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 31, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Joe Willhite
11625 Georgian Oaks Dr
Austin, TX 78739-2020
(512) 574-7458
joe.willhite@gmail.com

401

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Matthew Williamson [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 3:51 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. Matthew Williamson
1108 Lavaca St
Ste 520
Austin, TX 78701-2125
mattwilliamson@beckgroup.com

402

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of Kathy Smith Willman [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 11:52 AM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Ms. Kathy Smith Willman
4507 Knap Holw
Austin, TX 78731-3556
ksmithwillman@gmail.com

403

From: Jerry Winetroub [jw@jwcre.com]
Sent: Thursday, July 23, 2015 7:39 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

Traffic improvements are critical for Austin and our quality of life is at stake. Please approve the proposals and proceed to construct the intersection projects at Slaughter and LaCrosse Avenue as soon as possible. Thank you.

Jerry Winetroub
PO Box 13405
Austin Texas 78711
Off 512 4787355
Cell 512 7514155
jw@jwcre.com
www.jwcre.com

404

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of James Wood [do-not-reply-luminate-online@blackbaud.com]
Sent: Wednesday, July 29, 2015 6:23 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 29, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. James Wood
201 Turf Cv
201
Austin, TX 78748-2562
(512) 554-4403
jamesbecky1@aol.com

405

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Sunday, August 09, 2015 3:54 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#345]

Name *	Robert Wood
Email *	robertwood@alumni.utexas.net
Address	3517 Malone Drive Austin, TX 78749 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

Please address the backlog that occurs every morning for the westbound people on Slaughter that are trying to turn right (north) onto mopac. There are two lanes turning left from the eastbound side even though there are many neighborhoods and a couple of cities (Kyle, Buda, etc.) that are approaching from the east. The single right turn lane is simply insufficient for the traffic load that it must bare.

If current mopac lanes are going to become the feeder road, then there should be two right turn lanes from westbound Slaughter onto Mopac and then two lanes entering Mopac from the feeder road.

The current configuration that is heavily weighted towards the Circle C traffic (since they come from the south and the west) is unfair and inefficient.

406

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Tuesday, August 04, 2015 2:49 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#334]

Name *	Yvette Yarbrough
Email *	yty0205@gmail.com
Address	2100 Turtle Mountain Bend Austin, TX 78748
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]

Message *

More than one lane needs to enter MoPac North from westbound Slaughter. The bottleneck here is a major reason for the amount of traffic backing up westbound Slaughter. The continuous turn and merge that was recently implemented helps, but most people don't know that they don't have to stop and that they should stay in the turn lane and merge. For the amount of traffic at this intersection, there should be TWO lanes turning onto MoPac, similar to the traffic flow coming from eastbound Slaughter. The number of people in Circle C accessing MoPac has to be much less than the number of people travelling westbound (including Hays County residents trying to access MoPac by traveling up Brodie to Slaughter).

407

From: Mopac South Contact Form [no-reply@wufoo.com]

Sent: Monday, August 03, 2015 1:33 PM

To: mhurst@ctrma.org; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com

Subject: MoPac South Contact Us Form [#311]

Name *	David Yeakey
Email *	david.yeakey@austintexas.gov
Address	1304 Olympus Austin, Tx 78733 United States
Select a Choice *	Official MoPac Intersections Public Hearing Comment[*]
Message *	I am in full agreement with construction on Mopac South. I think it is horrible nothing has been done about the terrible traffic in South Austin. I believe whole-heartedly with environmental concerns. I wonder how the traffic that is already there is affecting the environment and how does waiting any longer make it better? I say move forward and work safely around and native endangered areas.

408

From: Zimmerman, Brett @ Austin [brett.zimmerman@cbre.com]
Sent: Monday, August 10, 2015 11:20 AM
To: Abby Tomlinson; mhurst@ctrma.org
Subject: Official MoPac Intersection Comment

As a long-time resident of Austin, I support the approval of the proposals and ask you to proceed to construct the intersection projects at Slaughter and LaCrosse Ave as soon as possible.

As this city grows, the only thing getting in the way of success is the lagging infrastructure in Austin. Let's roll!

Sincerely,

Brett Zimmerman

409

From: Austin Chamber of Commerce [alert@austinchamber.com] on behalf of mark zimmerman [do-not-reply-luminate-online@blackbaud.com]
Sent: Tuesday, July 28, 2015 4:21 PM
To: Abby Tomlinson
Subject: Official MoPac Intersection Comment

Jul 28, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

Please approve the proposals and proceed to construct the intersections at Slaughter and LaCrosse Avenue as soon as possible.

Thank you for your consideration.

Sincerely,

Mr. mark zimmerman
4607 Avenue C
Austin, TX 78751-3026
markzim63@hotmail.com