Documentation of Public Hearing

Project Location
Travis County

US Highway 290 (US 290) / State Highway (SH) 71 West
0013-08-060 and 0700-03-077

Project Limits
From State Loop 1 (MoPac) to Ranch-to-Market (RM) 1826
and from SH 71 to Silvermine Drive

Hearing Location
Bowie High School, 4103 W. Slaughter Lane, Austin, TX 78749

Hearing Date and Time
May 24, 2018 at 6:15 pm

Translation Services
N/A

Presenters
Chris Bishop, TxDOT
Wade Strong, Rodriguez Transportation Group (RTG)

Elected Officials in Attendance
Paul Workman, Texas State Representative
Gerald Daugherty, Travis County Commissioner
Stacy Suits, Travis County Constable

Total Number of Attendees (approx.)
270

Total Number of Commenters
439

Overview of Public Comments (EIS Only)
Positive: 253 Negative: 150 Neutral: 30

Contents

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

A.
Comment/Response Matrix

Comments and responses can be located in the Comment/Response Matrix by using the following Commenter Index.

The Commenter Index is sorted in alphabetical order by *first name* and includes columns for comment number and response page number.

Oak Hill Parkway Public Hearing Summary Report
Commenter Index

Commenter Number	Commenter Name	Response Page Number
339	Abby Ellyson	A-75
105	Adam Warren	A-32
409	Adam Warren	A-87
350	Adolph Kremel	A-78
421	Adrienne Dawson	A-103
330	Al St.Louis	A-74
112	Alan Pickett	A-33
76	Alan Watts	A-22
413	Alan Watts	A-88
52	Alicia C. Whitaker	A-12
53	Alicia C. Whitaker	A-12
410	Alysia Duemler	A-87
125	Amanda C.	A-34
236	Amanda S.	A-50
310	Amber Capozzi	A-65
269	Amy Jackson	A-59
129	Amy Johnson	A-34
374	Ana Lois-Borzi	A-80
80	Andrea Street	A-24
102	Andrea Street	A-31
263	Andrew Barger	A-58
232	Andrew Hocker	A-50
91	Andy Cook	A-28
247	Ankit Ghiya	A-52
12	Anne DiCarlo	A-6
194	Annemarie	A-44
7	Anthony (Tony) Catania	A-2
3	Art Bedrosian	A-1
276	Barbara A. Peters	A-60
156	Barbara Carlson	A-40
315	Beki Halpin	A-67
60	Ben Jarrett	A-14
132	Beth Babbitt	A-35
275	Beth Blanchard	A-59
154	Beverley McCabe	A-39
373	Bill Dally	A-80
258	Bill Fox	A-57
333	Bill Holt	A-75
118	Billy White	A-33
136	Bobak Tehrany	A-36

Oak Hill Parkway Public Hearing Summary Report
Commenter Index

Commenter Number	Commenter Name	Response Page Number
62	Bobby Levinski	A-16
256	Brad Bressler	A-57
388	Brad Mendenhall	A-81
16	Bradley Farias	A-6
66	Bradley Farias	A-17
267	Brandi Rockwell	A-58
217	Brandy Stewart	A-47
291	Brenda Nitcholas	A-62
418	Brenda Parks	A-103
323	Brenda Whiteaker	A-73
115	Brent Nations	A-33
429	Brian and Sandra Jones	A-108
111	Brian Christopher Baucher	A-33
32	Brian S. Manning	A-9
286	Brian Wellins	A-61
67	Bruce Melton	A-17
254	Bruce Melton (Along with Fix290 and Save Oak Hill)	A-54
245	Candace Volz	A-51
279	Candyce Eskew	A-60
376	Carol Brandt	A-80
274	Carol Cespedes	A-59
277	Carol Willmann	A-60
231	Carolyn Mixon	A-49
153	Carrie Rogers	A-39
221	Cathey Reynolds	A-48
393	Cecilia	A-81
98	Chad Bayer	A-30
422	Chandra B. Prakash	A-103
197	Charles Busbey	A-45
21	Charlotte Gilpin	A-8
68	Chris Hill	A-18
220	Chris Liu	A-48
357	Chris Newport	A-78
336	Chris Schaefer	A-75
222	Christina	A-48
252	City of Austin - Bicycle Advisory Council	A-53
64	Claire Reutler	A-16
179	Claudia Hollenback	A-43
189	Cliff & Debra Dunn	A-44
193	Cliff Dunn	A-44

Oak Hill Parkway Public Hearing Summary Report
Commenter Index

Commenter Number	Commenter Name	Response Page Number
78	Cliff Powers	A-23
369	Connie Sweet Branson	A-79
140	CR Thomas	A-37
268	Crystal Bomer	A-58
308	Cynthia Sloan	A-65
405	Cynthia Wilcox	A-85
285	Dan Eckam	A-61
144	Dan Matthews	A-38
365	Dana Brandt	A-79
133	Daniel Bradley	A-35
25	Daniel Hutton	A-8
384	Daniel Wilson	A-81
361	Danielle Couch	A-79
73	Darryl Pruett	A-20
46	David A. Sherby	A-11
426	David Adcock	A-107
130	David Alford	A-34
181	David Edwards	A-43
406	David Hixon	A-86
259	David Klein	A-57
284	David Phillips	A-61
84	David Richardson	A-24
148	David Sherby	A-39
167	David Winkler	A-41
13	Dean Dreier	A-6
270	Deanna Miesch	A-59
326	Deidre Craft	A-74
244	Diana Goodloe	A-51
311	Diana T. Hohmann	A-66
319	Diane Powers	A-72
389	Diane Powers	A-81
82	Dick Kallerman	A-24
280	Dick Kallerman	A-61
321	Donald Demuth	A-73
342	Donald Smith & Ying Hong	A-76
173	Donn Gauger	A-42
92	Donna Estes	A-28
428	Dorothy Mankey	A-107
251	Doug Moody	A-52
69	Doug Spaeth	A-19

Oak Hill Parkway Public Hearing Summary Report
Commenter Index

Commenter Number	Commenter Name	Response Page Number
192	Douglas Kadison	A-44
370	Douglas Spaeth	A-80
383	Douglas Tyler	A-81
202	Dr. Love Paul	A-45
394	Dr. Paul Jacobs	A-82
81	Dwight Cassell	A-24
300	Edward LaTouf	A-64
299	Elaine Christine	A-63
1	Eli del Angel	A-1
23	Elise Michelle Hefferton	A-8
19	Elizabeth (Libby) Gibbs	A-7
20	Elizabeth (Libby) Gibbs	A-7
317	Elizabeth McGreevy	A-72
93	Elizabeth Sifuentes	A-29
294	Elizabeth Willmore	A-63
399	Elvera Junushova	A-83
157	Emily Donahue Brown	A-40
371	Eric Hall	A-80
103	Eric Reed	A-31
35	Erica McConley	A-9
87	Esther Torres	A-27
201	Fernando	A-45
224	Fernando Suarez	A-49
425	Fix 290 - submitted by Carol Cespedes	A-103
124	Frank Goodloe	A-34
314	Franklin Thomas	A-66
198	Fred Heldenfels IV	A-45
402	Gary Cook	A-84
113	Gerald Daugherty	A-33
287	Gerry Powell	A-61
182	Glenn Gregory	A-43
145	Greater Austin Chamber of Commerce	A-38
239	Greg Perliski	A-50
296	Grygoriy Ensary	A-63
120	Hillary Paris	A-33
309	Hugh N. Woodard	A-65
138	Hunter Warren	A-37
255	Jack Reed	A-57
257	Jacob	A-57
412	Jacob Hendrickson	A-88

Oak Hill Parkway Public Hearing Summary Report
Commenter Index

Commenter Number	Commenter Name	Response Page Number
345	Jacque	A-77
143	Jacqueline	A-38
212	Jacqueline	A-46
401	Jacqueline M.	A-84
5	James Cain	A-2
26	James Kennedy	A-8
214	James Kochanski	A-47
204	James Mulhall	A-46
117	James Schissler	A-33
385	James Telfer	A-81
131	James Weissmiller	A-34
178	Jane Isaacs Deitz	A-43
377	Jane Montecillo	A-80
312	Janet Rourke	A-66
47	Janet Stakes	A-11
39	Janette Miskell	A-10
295	Janice Heiskell	A-63
352	Janice Heiskell	A-78
83	Jared O'Brien - on behalf of H-E-B	A-24
190	Jason Qunell	A-44
281	Jason Tang	A-61
174	Jay Spence	A-42
262	Jay V. Johnson	A-57
363	Jeff McDaniel	A-79
177	Jeffrey Batchelor	A-43
188	Jeffrey Carpenter	A-44
304	Jennifer	A-64
142	Jennifer Beeler	A-37
372	Jennifer Hawkins	A-80
175	Jennifer Padden	A-42
195	Jennifer Sabolcik	A-45
292	Jennifer Smith	A-62
420	Jenny Cozzolino	A-103
322	Jenny Louis	A-73
375	Jeremy Brooks	A-80
298	Jerry Schulze	A-63
165	Jess	A-40
264	Jessica Rider	A-58
416	Jesus Hidalgo	A-96
121	Jill	A-33

Oak Hill Parkway Public Hearing Summary Report
Commenter Index

Commenter Number	Commenter Name	Response Page Number
158	Jill Tibbels	A-40
278	Joanna Sollinger	A-60
11	John Deucet	A-6
149	John Hille	A-39
219	John Hoag	A-48
209	John Holmes	A-46
289	John J. DeBrincat	A-61
38	John Miller	A-9
72	John Miller	A-20
40	John Patton	A-10
366	John W. Irwin	A-79
203	John Willars	A-45
51	Johnny Tijerina	A-12
160	Johnny Tijerina	A-40
43	Jose M. Sandoval	A-10
63	Jose Sandoval	A-16
341	Joseph	A-76
107	Joseph Warwick	A-32
381	Joseph Warwick	A-81
233	Joshua Boehm	A-50
183	Juanita Albini	A-43
86	Julie Perkins	A-27
397	Julienne VanDerZiel	A-83
430	Karen and John Sperry	A-108
432	Karen and John Sperry	A-110
185	Karen Kelley	A-44
340	Karon Rilling	A-76
248	Kathleen Hackett	A-52
114	Katie Snipes	A-33
218	Keith Ziegelman	A-47
435	Kelly D. Davis - on behalf of Save Our Springs Alliance (SOS)	A-112
74	Kelly Davis	A-20
228	Kenneth Aird	A-49
15	Kent Ewing	A-6
155	Kerri Davis	A-39
395	Kerry Kittrell	A-82
180	Kevin Good	A-43
169	Kevin Hoffman	A-41
415	Kevin R. Gray	A-95

Commenter Number	Commenter Name	Response Page Number
226	Kristen	A-49
316	Kristen Weathers	A-72
210	Kristi Spence	A-46
48	Kristi Stanley	A-11
419	Kristin	A-103
235	Kunal Kapoor	A-50
359	Kurtis Lowe	A-78
85	Kyle Jancovech	A-27
216	Lacy Roesler	A-47
152	Laura Johnson	A-39
106	Laura McIngvale Brown	A-32
411	Laura Minnigerode	A-87
89	Laura Orlando	A-28
42	Laura Rice	A-10
360	Laura Ritz	A-79
240	Lauren Tonsi	A-50
318	LeAnne	A-72
211	Lee Leffingwell	A-46
127	Leigh Ziegler	A-34
272	Leslie W. Pearson	A-59
14	Leticia Estavillo	A-6
433	Lin Vietti	A-110
6	Linda Campion	A-2
436	Linda Flint	A-115
27	Linda Kennedy	A-8
324	Linda Lievens	A-73
36	Linda McWhorter	A-9
354	Linda Mechsner	A-78
396	Lindsey Sheppard	A-83
424	Lisa Killander	A-103
59	Liz Sifuentes	A-14
380	Logan Lucas	A-80
146	Loulia Miller	A-38
325	Lydia G. Galvan	A-73
166	M. Lynn Crismon	A-41
398	Marissa Herranz	A-83
123	Marjorie Burciaga	A-34
96	Mark Barber	A-30
288	Mark Lebovitz	A-61
400	Mark Weiler	A-84

Commenter Number	Commenter Name	Response Page Number
356	Matt Rutledge	A-78
215	Matthew Anderson	A-47
238	Maverick F. Fisher	A-50
249	Melinda Crowe	A-52
49	Melissa Takamatsu	A-11
227	Meredith Shook	A-49
10	Michael Conner	A-6
378	Michael Henry	A-80
313	Michael Kurek	A-66
403	Michael Ohara	A-85
230	Michael Quincey	A-49
207	Michelle Dick	A-46
386	Mike	A-81
391	Mike Conner	A-81
417	Mike Kelly, City of Austin	A-96
355	Mike Mechsner	A-78
273	Mike Pearson	A-59
126	Mike Wilson	A-34
18	Mireya Galarza	A-6
77	Mireya Galarza	A-22
282	MJ Sollinger	A-61
364	Mohamad Chaarawi	A-79
246	Monya Lemery	A-52
234	Morgan Bayer	A-50
387	Morgan Drummond	A-81
302	Myron Lutz	A-64
196	Naji Saba	A-45
348	Nancy Crossthwaite	A-77
151	Nancy Lanier	A-39
290	Nancy Lanier	A-62
303	Nancy Nail Goodhue	A-64
260	Nathaniel Gates	A-57
338	Nicole G. Acosta	A-75
335	Nike Mathys	A-75
54	No Name	A-13
55	No Name	A-13
56	No Name	A-13
128	Noah Marburger	A-34
2	Pam Baggett	A-1

Commenter Number	Commenter Name	Response Page Number
65	Pam Baggett	A-17
250	Pam Fuller	A-52
159	Pamela Washburn	A-40
301	Patricia Foster	A-64
22	Patrick Hays	A-8
134	Patrick Rose	A-35
110	Patty Koeninger	A-33
367	Paul Gilliam	A-79
164	Paul Kennedy	A-40
172	Paul Tucker II	A-42
90	Paul Tucker M.D.	A-28
349	Paula Jones	A-78
368	Pennye Hartman	A-79
344	Peter & Dolores Stern	A-77
206	Phyllis Snodgrass	A-46
184	Priscilla Feuerbacher	A-44
109	Rabecca Cross	A-32
327	Rachel	A-74
351	Rachel Harris	A-78
94	Rachel Tang	A-30
29	Ralph Lake	A-8
30	Ralph Lake	A-8
31	Ralph Lake	A-8
328	Ralph Lake	A-74
329	Ralph Lake	A-74
331	Ralph Lake	A-74
33	Randy Massey & Peggy Garrison	A-9
119	Randy Williams	A-33
423	Raymond M. Slade, Jr.	A-103
265	Rebecca M. Engle	A-58
305	Regina Vickers	A-64
208	Rex Gore	A-46
392	Richard & Karen Goodin	A-81
9	Richard Collins	A-5
108	Richard Nelson	A-32
135	Richard Nelson	A-35
191	Rick Dougherty	A-44
61	Rick Perkins	A-15
347	Rick Perkins	A-77

Commenter Number	Commenter Name	Response Page Number
306	Ricky Vickers	A-65
431	Rob Anderssen	A-110
187	Robert Foote	A-44
24	Robert F. Gray	A-8
293	Robert James	A-62
95	Robert Kleeman	A-30
45	Robert Schiff	A-10
404	Robert Shadowen	A-85
243	Robert Tobiansky	A-51
358	Roberta Lowe	A-78
242	Robin Carter	A-50
122	Roger Borgelt	A-34
200	Roger Borgelt	A-45
337	Rosa Tobiansky	A-75
101	Ryan Dobbs	A-31
116	Ryan Harris	A-33
241	Sadhana Kapoor Ahuja	A-50
229	Sally Bradley	A-49
17	Sally Finan	A-6
8	Sandi Causey	A-5
41	Sanjay Rathod	A-10
205	Sarah Gouak	A-46
225	Sarah Simpson	A-49
57	Save Oak Hill	A-14
271	Scott Bobb	A-59
163	Sean Johnson	A-40
4	Shane Beeler	A-2
141	Shane Beeler	A-37
34	Shawn Massock	A-9
88	Shelley Joanne & Trepanier Weedon	A-27
100	Sheri Kleeman	A-31
346	Sheryl Lowe	A-77
213	Smithe603	A-47
162	Spencer Collins	A-40
237	Stacy	A-50
223	Stacy Suits	A-49
320	Stefanie Driver	A-73
37	Stephanie Messerli	A-9
266	Stephen R. Spencer - U.S. Department of the Interior	A-58

Oak Hill Parkway Public Hearing Summary Report
Commenter Index

Commenter Number	Commenter Name	Response Page Number
297	Stephen Van Kampen Lewis	A-63
75	Steve Beers	A-21
437	Steve Beers	A-116
186	Steve Havlir	A-44
97	Steve Portnoy	A-30
147	Steven Simmons	A-38
439	Sue Reilly - Texas Parks & Wildlife Department	A-118
438	Sunday Ballew	A-117
307	Sunny Tracey	A-65
407	Susan Pascoe	A-86
71	Tanya Soans	A-19
58	Terri Myers	A-14
150	Terry Nolen	A-39
168	Terry Nolen	A-41
408	Theresa Rutz	A-86
176	Tim Litch	A-42
343	Tim Litch	A-76
334	Timothy D. Witham	A-75
434	Timothy Male Urano	A-111
99	Timothy McGhee	A-31
199	Tina Cannon	A-45
379	Tina Nolen	A-80
170	Todd Headden	A-42
28	Tom Kolko	A-8
50	Tom Thayer	A-11
79	Tom Thayer	A-23
414	Tom Thayer	A-89
390	Toni Fox	A-81
44	Tracy Schagen	A-10
70	Tracy Schagen	A-19
362	Trice Humpert	A-79
104	Troy Spink, RA	A-32
253	U.S. Environmental Protection Agency	A-54
353	Ursula Jackson	A-78
139	Van Short	A-37
332	Victoria Freberg	A-75
161	Virgil Lynn Forbis, Jr.	A-40
137	Vivian Caputo	A-36
171	Warren Ritchie	A-42
261	Wendy Gates	A-57

Oak Hill Parkway Public Hearing Summary Report
Commenter Index

Commenter Number	Commenter Name	Response Page Number
283	William	A-61
382	William P. McLean	A-81
427	William Schultz	A-107

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
1	Eli del Angel	5/24/2018	Comment Form	Would want to see a side-by-side comparison to the Fix290.org design. Would want to see an overview road map to see how this project would look with other projects.	Concept F was a design concept developed at the request of, and collaboratively with, the Fix 290 stakeholder group. Their desire was to develop a concept that included non-continuous frontage roads, an at-grade intersection at SH 71, a western transition through Circle Drive on US 290, and a braided ramp providing access for Austin Community College. While aspects of Concept F were carried forward and incorporated into Alternatives A & C, Concept F was evaluated and did not advance through the screening process. The primary reasons Concept F did not advance for further study is that it would not provide acceptable local connectivity or serve as a reliable route for emergency responders or the public during road closures. This is because it did not have continuous frontage roads and there isn't a grid network of local streets to serve as alternate routes through adjacent neighborhoods. Its elimination from further study was not influenced by its ability to be tolled or not. See the Google Earth file on the project website (www.oakhillparkway.com) to view the project with other roadways.
				Why isn't there any HOV lanes? Why not increase by two lanes each way and improve traffic lights with tech like Lidar?	HOV lanes are often under- or over-utilized, and multiple departments of transportation across the country are converting existing HOV lanes to other types of lanes like express lanes. On roads where HOV access is limited to vehicles with three or more passengers, the lanes are under-utilized. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. In short, these lanes do not solve the long-term congestion problem and were not a solution for the Oak Hill Parkway.
2	Pam Baggett	5/24/2018	Comment Form	I moved to Travis County in '76 and Shady Hollow in '97. I supported fixing the Y starting in '84 and here we are, more than 30 years later with: 4) the death of the Oak Hill community as all retail is moving west. 1) larger population 2) more traffic 3) more unnecessary deaths I understand Fix290 doesn't like this plan, but I don't like theirs. In fact, many are the same people who billed the previous plans. Enough is enough. Build it and build it now!	Comment noted.
3	Art Bedrosian	5/24/2018	Comment Form	The at-grade 71/290 frontage road crossover as proposed in Alt A is short-sighted. It is shown as a signal controlled intersection with three frontage roads. This is avoidable with additional grade separation. The proposed concept is a future problem and will function for local traffic virtually identically to what is there now. Poor design that will only be a hazard needing costly upgrades even before the road opens in 20-25 years.	The single-point urban interchange proposed at the US 290/SH 71 frontage road intersection has been modeled using SYNCHRO traffic simulation software for the projected 2040 traffic volumes and operates at an acceptable level-of-service at peak hours. The addition of another elevated grade separation would likely not be acceptable to the community.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
4	Shane Beeler	5/24/2018	Comment Form	I live at [redacted] and the proposed access road and bike lane will be 120 feet closer to my home and yet I don't see my house or my neighbors as having a noise wall behind our house. It would end prior to reaching my home and there is no way a noise study for my home did not meet the requirements. Can someone please let me know how I can address that? [redacted]	TxDOT identified multiple best management practices to reduce visual, light, and noise impacts. The project profile was designed with lowered lanes on US 290 through the "Y" to keep the visual and noise impacts to a minimum. Low-mast lights were incorporated to reduce the scatter of light, and high-mast lighting was not used. TxDOT used the Federal Highway Administration-approved noise impact process and modelling software to identify homes, businesses, and other receptors sensitive to noise impacts. The analysis shows four areas where noise barriers would reduce the impact of increased noise levels while meeting the FHWA criteria for reasonable and feasible construction. Proposed noise wall locations are included in the updated Noise Technical Report on website. The final decision to construct the proposed traffic noise barriers would not be made until completion of the project design, utility evaluation, and polling of property owners who are adjacent to the proposed noise barrier locations where abatement was determined to be reasonable and feasible. Prior to construction, noise workshop would be conducted with affected stakeholders to discuss noise mitigation measures.
5	James Cain	5/24/2018	Comment Form	If this project is done, we need to have a law to keep the homeless out of Oak Hill. This project will attract many homeless people.	TxDOT does not have the authority to create laws. The city of Austin would be the local jurisdiction that would have authority to develop/enforce laws.
6	Linda Campion	5/24/2018	Comment Form	I support Alternative A and it's time to begin NOW on this project. The congestion is dangerous and only becoming worse every day. Sooner than later for all of us. Over the last 30 years we have watched this congestion from Hays County become a continuing flow. The same for the traffic from Bee Cave.	Comment noted.
7	Anthony (Tony) Catania	5/24/2018	Comment Form	Biggest concerns: • Elevation of flyovers onto Hwy 71 - Generally, the flyovers seem to be lowest positive impact, least priority, and should be delayed as long as possible	The elevated direct connection between US 290 and SH 71 would provide non-stop access between the two highways without having to travel through traffic signals. Based on public input, we minimized the proposed elevation as much as possible without impacting the Williamson Creek floodplain. The floodplain is a large expanse through the US 290 Corridor and a major constraint for how feasible alternatives facilitate mobility. Part of the project area lies within a 100-year flood zone. In order to minimize impacts to the floodplain and to provide a reliable transportation corridor during a major flood event, the mainlanes would need to be built above the floodplain elevation. To meet the Purpose and Need of the project and due to the large volume of traffic on US 290, no option where the frontage roads and mainlanes were at the same level could meet the mobility and safety demand. Signalized intersections are not a long term mobility solution when projected traffic volumes are as high as these on US 290 and SH 71.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				• Noise mitigation - Don't trust process/timing for noise mitigation - Want to see more commitments on noise abatement	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				• Trees & creek - Impact to Williamson Creek and multiple springs; floodplain impact - Removal of heritage oaks	During the development of the Oak Hill Parkway, citizens listed protecting Williamson Creek among key priorities. TxDOT would take several steps to avoid or limit impacts to the environment and Williamson Creek, including areas where bridges would be placed over the creek. As part of the project, TxDOT would construct two regional detention basins in the upstream watershed of Williamson Creek to reduce flood flows and levels in the Oak Hill Parkway area. In addition, TxDOT would provide minor overbank excavation in Williamson Creek floodplain adjacent to new roadway construction. The overbank excavation would occur above and outside the limits of the natural channel bottom and offset potential increases in flood levels. As such, the Williamson Creek floodplain would not be impacted due to increased flooding. As a result of the bridge removal/reconstruction

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
					along Williamson Creek, a net result of 2,933 cubic yards of existing concrete would be removed within the 25-year floodplain. All the project area runoff would be treated vs. existing conditions. Additionally, we propose 17 water quality ponds along US 290 and SH 71 which do not exist today. The proposed best management practices (BMPs) would protect surface water and groundwater in the project area by minimizing erosion, reducing Total Suspended Solids (TSS), and reducing the rate and velocity of discharged stormwater. This would decrease flood potential and thus reduce the amount of roadway contaminants potentially reaching the Barton Creek watershed during storm events. As currently designed, the anticipated TSS removal exceeds the total removal required by the Texas Commission on Environmental Quality. Additionally, TxDOT is committed to working with the city of Austin during the final design phase of water quality facilities for the project to investigate possible enhancements to the water quality in the project area. Impact to existing vegetation, including trees, would be avoided as much as possible. During the development of the Oak Hill Parkway, citizens listed protecting trees among key priorities. TxDOT took several steps to avoid or limit impacts to the environment. The Grandmother Oak, Grandfather Oak, the Niece Oaks and the Beckett Grove Tree (formerly known as the Taco Bell Tree) would not be removed by the proposed project. Additional landscaping enhancements, including new tree plantings, would be included with the project. TxDOT realigned the US 290 intersection with William Cannon Drive to limit impacts to those trees.
				• Duration of project - Impact to traffic flow during construction; for how long? - Don't see any projections for duration of project	The earliest the project could break ground is 2020 with construction to take approximately four years. Phasing has not been determined and is dependent upon many factors: availability of right of way, utility adjustment, sequencing to allow for access and maintenance of traffic operations, and contractor scheduling.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				• Why is the project the same without tolls? - Fewer lanes are mandated, yet no changes are apparent - A true parkway with minimal elevation is a superior option	US 290 is a major US highway designated in the 1930s to connect Houston and Austin and points west to El Paso. The project team is designing a project that meets the traffic demand along the corridor today and best manages the traffic projections of tomorrow. We are trying to keep the footprint as small as possible in order to responsibly meet the Purpose and Need of the project, and it's important to us to design something that requires very limited right-of-way acquisition. We are tasked with providing a real transportation solution that provides meaningful traffic relief for the next 30 years. CAMPO has projected a 70% increase in Travis County population between 2010 and 2040, and about 300% increase for Hays County. US 290 and SH 71 are large regional highways that require controlled access facilities to safely handle the demands of this population growth. The non-tolled design is the same as the tolled design previously shown to the public because the project had already been reduced to minimize right of way while still providing a non-stop route for through traffic and access for local travelers. In fact, the non-tolled traffic projections on US 290 are larger than the tolled projections. Also, this proposed facility closely matches the existing US 290/SH 71 highway to the east.
8	Sandi Causey	5/24/2018	Comment Form	I live in the Oak Park neighborhood. I love building Option A. We appreciate the turn around before William Cannon which allows an easy way back to town. We like the sidewalks, paths connecting us (northside of 290) to southside.	Comment noted.
				Would like consideration of sound barriers on the elevated section - the 290 that bypasses Oakclaire Drive.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
9	Richard Collins	5/24/2018	Comment Form	I support the Oak Hill Parkway project provided it is not a toll road.	The Oakhill Parkway is moving forward as a non-tolled project with an estimated construction cost of $400 million. TxDOT has identified all funding needed for the project, which was approved by CAMPO's Executive Director on August 13, 2018.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Bike lanes adjacent to the freeway would also be good.	New paths for bicyclists and pedestrians would include sidewalks, a trailhead at William Cannon Drive, and a shared-use path along the entire corridor. The shared use path would be designed to avoid as many trees as possible. The project includes more than seven miles of bicycle/pedestrians paths and more than seven miles of sidewalks.
10	Michael Conner	5/24/2018	Comment Form	Please don't let a few stop construction again.	Comment noted.
11	John Deucet	5/24/2018	Comment Form	We own [redacted] and are concerned with right-of-way acquisition from our property. It appears from the sketch our existing parking lot will remain intact. However, the scale is too small (and these are only schematic plans) to really be able to tell exactly what the right-of-way needs are. Please clarify the right-of-way that will be acquired from our property.	A strip of property approximately 30-feet wide is proposed to be acquired fronting SH 71. We do not anticipate impacts to your parking lot with the exception of reconstruction of the two driveways. TxDOT is in the process of preparing for the ROW negotiation/acquisition process. Meanwhile, TxDOT will have a representative contact you and provide a better resolution drawing of the proposed ROW acquisition.
12	Anne DiCarlo	5/24/2018	Comment Form	I am a proponent! I moved here in December 2016 from Minneapolis and sit in traffic wasting my time every day. It's maddening. Austin needs to correct this. They have stalled for too many years. Unfortunately, this correction cannot be built overnight, but I sure wish it could be! Good luck and I hope this is a success!	Comment noted.
13	Dean Dreier	5/24/2018	Comment Form	It is past time to move the community forward by executing this project for Oak Hill and the entire Austin region. The proposed project appears to be a good balance of mobility, environmental, noise and access concerns. The non-tolled change for this project is welcome, considering the several decades this project has stalled. Support our community by getting this built as soon as possible.	Comment noted.
14	Leticia Estavillo	5/24/2018	Comment Form	I completely support this project. It's been too long with bad traffic. Build it.	Comment noted.
15	Kent Ewing	5/24/2018	Comment Form	Please, please complete the parkway (freeway) through Oak Hill as depicted. After 30 years of on again, off again, it is time to make it happen!	Comment noted.
16	Bradley Farias	5/24/2018	Comment Form	I am enthusiastic for the proposed expansion of our currently congested roads. The alleviation of traffic will reduce potential wait times as well as potentially dangerous merging. I frequently walk along this corridor and pedestrian plans are equally exciting. I hope that the building of the Oak Hill Parkway is successful and can alleviate concerns.	Comment noted.
17	Sally Finan	5/24/2018	Comment Form	Recently 290 was widened from approximately ACC to west of Scenic Brook. A center lane was added, that's all. No turn lane was added at Scenic Brook. Why not?	This safety improvement project was limited to existing ROW and did not have adequate funds and approval to acquire ROW for this interim improvement.
				Anyway, all the trees on the north side of the road were cut down. The only thing added was a guard rail? Now the traffic sound is so loud it's unbearable. The traffic is roaring. We need a sound wall put up, like on MoPac to deaden the loud roar. Please take this into consideration. Why does Terry Town get sound wall and we don't? Be fair. We need a sound wall along 290 north side of the road too. The south side will have sound walls.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
18	Mireya Galarza	5/24/2018	Comment Form	Aviara Community. Please go ahead with the project. The area is so dangerous getting out to 290 to go to work and other travel that I end up sometimes going through the neighborhoods west traveling on Old Bee Caves Road. But Old Bee Caves Road is not safe for pedestrians and children waiting for the school bus so me and my neighbors using that exit alternative creates a dangerous situation for pedestrians and children. Please build parkway as soon as possible.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
19	Elizabeth (Libby) Gibbs	5/24/2018	Comment Form	Where will public transportation be located with people without cars?	Public transportation in the greater Austin area is under the jurisdiction of Capital Metropolitan Transportation Authority (CapMetro). TxDOT coordinated with the agency throughout development of this project. One component of the current design is the addition of bus turn-out locations along the corridor. The Oak Hill Parkway design accounts for future mobility needs such as rapid bus or added lanes, which is consistent with regional planning efforts. In the design for the build alterative, there would be room for a future lane in each direction, which could potentially be used by transit and/or cars. Because the terrain in the corridor has more than a seven percent grade, rail would not be feasible without building a rail line on a new and flatter alignment at-grade which would require additional ROW. Coordination is also currently underway with CapMetro for possible access improvements for park-and-ride facilities.
				Where are bike paths?	See comment response #9 (Richard Collins) regarding bike/ped.
				Where are walking paths? [redacted]	See comment response #9 (Richard Collins) regarding bike/ped.
20	Elizabeth (Libby) Gibbs	5/24/2018	Comment Form	Excited to see this plan. I live at [redacted]. Gonna be a change, but it's needed! My hope/prayer is that the landscaping that is shown in all schematics is true and will happen! [redacted]	An important component of the project development is public involvement, particularly of how the project would look and fit into the Oak Hill community. Important elements include bike and pedestrian paths; preservation and planting new trees; design to support a natural look to aesthetics that reflect the area's history; and also a focus to protect Williamson Creek. TxDOT is committed to continuing the context sensitive design process for the project.
				And that the many retention ponds will be maintained and have water in them that is nice water. I would love an answer to the retention ponds regarding up-keep. They look beautiful in the schematic but will they actually look like that?!!	Environmental mitigation, such as detention ponds to offset the effects of increased impervious cover, and water quality ponds to filter the storm water runoff are included with the proposed action. We propose providing flood storage at two upstream detention ponds to minimize flooding impacts. We would build a dam across natural creek valleys to capture flood waters during intense rain events. The water would then slowly recede over hours/days. TxDOT and the City of Austin are in discussion regarding maintenance of these ponds.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
21	Charlotte Gilpin	5/24/2018	Comment Form	I live off RM 1826 and drive the interchange at least twice daily. I support the project. I request the team look at requiring construction phasing/milestones that would require opening of U-turn movements for an intersection/area prior to reductions/closures of the intersections for construction.	See comment response #7 (Anthony Catania) regarding construction phasing.
22	Patrick Hays	5/24/2018	Comment Form	I am glad to see these improvements finally move forward!	Comment noted.
23	Elise Michelle Hefferton	5/24/2018	Comment Form	[redacted] We are located behind the businesses on Hwy 71. (Sherwin Williams, PPG Paints, Star Physical Therapy). My concern is that our backyard directly back on these businesses therefore a sound wall would not be an option since it would have to be between a business and residence. But, the elevated portion of the newly proposed parkway will be directly in our backyard. In talking with David Herra and Wade Strong about my specific problem, there is no solution offered. I find myself in a scenario that is directly physically impacted but do not qualify for a sound wall and no other buffer (solution) is offered. Not acceptable! Please direct me as to who I can contact to further discuss. Thank you. [redacted]	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
24	Robert F. Gray	5/24/2018	Comment Form	Thanks for the info. Look forward to its completion.	Comment noted.
25	Daniel Hutton	5/24/2018	Comment Form	Thanks for your hard work. We look forward to our neighborhood in SW Austin having better access to downtown, and the surrounding area. Good luck with funding as this intersection is deplorable and the fix long awaited.	Comment noted.
26	James Kennedy	5/24/2018	Comment Form	I have been driving through this intersection - William Cannon and US 290 for almost 55 years and it has gotten extremely worse over time. It was originally a two lane road with minimal traffic. Don't know when the study for the upgrade was started, but it needs to be completed ASAP. Hopefully, I will see it completed before I die. Galveston - Houston - Katy - Dripping Springs (Belterra)	Comment noted.
27	Linda Kennedy	5/24/2018	Comment Form	I like the plan. Please get it started ASAP.	Comment noted.
28	Tom Kolko	5/24/2018	Comment Form	This is a very much needed project. Design-build delivery will speed up the process and it will be very much in the best interest of everyone.	Comment noted.
29	Ralph Lake	5/24/2018	Comment Form	Save more trees. Especially, the Grandmother Oak and other ancient oaks near the William Cannon intersection.	See comment response #7 (Anthony Catania) regarding trees/vegetation.
30	Ralph Lake	5/24/2018	Comment Form	We will need sound walls on 290 (north side) at Scenic Brook on the north side of the highway, even though the main lanes will be below grade. Noise went up dramatically when the recent TxDOT work cut down the trees on north side of the highway.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				Reduce ROW now that we are non-tolled.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
31	Ralph Lake	5/24/2018	Comment Form	One lane connectors between 71 and 290 at "Y" will be an instant bottleneck and back up traffic on 71 east bound onto the "Y".	The traffic on SH 71 is "metered" by the signal at Silvermine/Fletcher so 2-lane ramps are not warranted. However, the bridges are currently shown with wider shoulders for possibly restriping to 2 lanes in the future if needed.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
32	Brian S. Manning	5/24/2018	Comment Form	Build Alternative A. Continued growth along the 290 corridor toward Dripping Springs will bottleneck the Y to the point traffic will spill over to neighboring roads and thoroughfares (Scenic Brook, 1826, Oak Meadow) to a greater degree than today. Already, living off Old Bee Caves Road, it can take me up to 20 minutes in rush hour traffic (7-8am and 5-6pm) to cross bound 290 traffic to head east. Alternative routes such as Weir Hills Road/Terra Vista and Fletcher Road require additional maintenance today (which is not being done) as well as SW Parkway - lack of funds and attention to their alternate means of travel will continue to congest going east into Austin.	Comment noted.
33	Randy Massey & Peggy Garrison	5/24/2018	Comment Form	[redacted] - Great design! Love it. Please build it! I'm a long term resident - 24 years!	Comment noted.
34	Shawn Massock	5/24/2018	Comment Form	I am in support. Please build ASAP!	Comment noted.
35	Erica McConley	5/24/2018	Comment Form	I support Concept A. Please approve construction and funding for Oak Hill Parkway. I live off of Old Bee Caves Road. Nearly every day, for the past 6 years, I've had to take an extremely dangerous unprotected left turn to get on Hwy 290. Sometimes the traffic backs up so far on Old Bee Caves Road, that I've had to wait upwards of 10 minutes just to make one turn. This does not even take into account the bumper-to-bumper traffic going both east and west on Hwy 290. To make my turn is very dangerous because I have to cross two lanes of westbound traffic to get into a very short center lane and many drivers do not allow anyone to merge easily. There's no timely detour. We need the Oak Hill Parkway.	Comment noted.
36	Linda McWhorter	5/24/2018	Comment Form	The plan is short-sighted and will not ease congestion into the future 40+ years from now. Development is continuing west of the Y, both around Circle Drive and beyond into D.S. and even toward Johnson City! What about including space for a light rail line? Isn't that being talked about in Austin - extending the light rail east, south, west?	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #19 (Elizabeth Gibbs) regarding transit.
				Also, I am not happy about the frontage - highway transitions at the center of the existing Y where we will have to wait at a red light! How is that different than what we locals to the Y do now? Fix the elevations of those transition lanes to be non-stop onto the freeway.	What you are asking for is not possible. However, please note that considerably less traffic will be on the frontage roads due to the through traffic being located on the main lanes. Additionally, the local SH 71 traffic may directly access the freeway via the connector ramps west of Scenic Brook Drive.
37	Stephanie Messerli	5/24/2018	Comment Form	I live south of the project location along FM 1826 and look forward to the Oak Hill Parkway improvements. I am in full support of the improvements to improve mobility for multiple needs.	Comment noted.
38	John Miller	5/24/2018	Comment Form	I support Alternative A! Very thoughtful design! I think it's impressive how you've been able to put us on a path to improving nearly every aspect of this area. My one nitpick is the access roads. These make the project much more expensive, complex, etc. But, if you can build it, I'll take it!	See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
39	Janette Miskell	5/24/2018	Comment Form	I am concerned that the increase/more efficient traffic through the 290 & 71 intersections will severely impact northbound MoPac at the ramp near Hwy 360. How will impact to that area be addressed? Are there any creative thinkers that have considered more futuristic options or do we continue doing the same thing and expect different results? We cannot build ourselves out of our traffic problems.	The Oak Hill Parkway project has been developed in accordance to the Capital Area Metropolitan Planning Organization (CAMPO) Long Range Plan., CAMPO is the agency responsible for determining transportation improvements in the six-county area in the Austin region. Its 20-member Transportation Policy Board (TPB) is the governing body for CAMPO that is made up of 18 elected officials, a representative from TxDOT and one from Capital Metro. The TPB is the body that makes decisions on CAMPO policy and decides how CAMPO funding is allocated for transportation projects. Recommendations for improvements to other transportation facilities, or new roadways, should be directed to the TPB, which meets monthly and takes public comment at its meetings. Their website is https://www.campotexas.org/transportation-policy-board/
40	John Patton	5/24/2018	Comment Form	Resident on Rialto Blvd. east of Oak Hill Area. Please build Alternative A as quickly as possible. Do not delay anymore. Do not pursue the no-build alternative. Good plan! Now please execute it. Thank you!	Comment noted.
41	Sanjay Rathod	5/24/2018	Comment Form	I suggest to move ahead rapidly with the recommended alternative (Option A) to relieve congestion at the 'Y'. "No build" is not an option at all in my opinion. This problem has been around for 30+ years and all residents in the Oak Hill area are looking for meaningful solutions. Thanks.	Comment noted.
42	Laura Rice	5/24/2018	Comment Form	Please extend the 290 portion of the freeway to Fitzhugh Road to reroute the ever increasing Hays County traffic back onto 290 and off Circle Drive and Thomas Springs Road.	Comment noted. This is outside the project limits. TxDOT will be conducting a study of US 290 from RM 1826 to RM 12 in Dripping Springs
43	Jose M. Sandoval	5/24/2018	Comment Form	Please proceed to build this facility as it is much needed.	Comment noted.
44	Tracy Schagen	5/24/2018	Comment Form	My property is at [redacted]. I own a childcare center located at that address. My husband and I live at that address. The Greenwood School offers childcare for 34 children with an outdoor component of 3-4 hours outside each day. The construction will be directly in contact with our playground, dining area, gardens and livestock enclosures. I am concerned about the well-being of children during construction. When? How long? How loud? Run off? Car wrecks? Buster water mains? Power outages? Etc. etc.	There will be construction impacts that could affect adjacent property owners and their users, including noise, dust, utility relocations, etc. The contractor will be required to coordinate and inform property owners of his work and to be available to mitigate issues if possible. See comment response #7 (Anthony Catania) regarding construction phasing. See comment response #7 (Anthony Catania) regarding construction timeline.
45	Robert Schiff	5/24/2018	Comment Form	Love the solution to the Y. How can we help TxDOT fund this project? The existing traffic signals must be upgraded at the 290/71 William Cannon interchange. Intelligence must be added to sense traffic requirements and automatically adjust signals to clear traffic and expedite the trip through the 'Y'. Please feel free to reach out to me if you have any questions or any way I can help.[redacted]	This signal is maintained by the City of Austin. You may call 311 for assistance from the city.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
46	David A. Sherby	5/24/2018	Comment Form	Granada Hills local OH - In general I am for this plan but I would want any Heritage Oaks that must move be located to nearby Oak Hill (if possible)	See comment response #7 (Anthony Catania) regarding trees/vegetation.
				and the Williamson Creek aspect turned into an eco-feature for enjoyment by OH friend and families. Unsure if plan accommodates this (as of 5/24/18) but two criteria I hear from the nay-sayers as reasons for stopping this. I say GO!	See comment response #7 (Anthony Catania) regarding water quality.
47	Janet Stakes	5/24/2018	Comment Form	Please build these roadways. I have lived in the Oak Hill area for 36 years. I was very disappointed when it wasn't built before. However, I was against it being a toll road. I am pleased with the design and non-toll option and look forward to the completed project.	Comment noted.
48	Kristi Stanley	5/24/2018	Comment Form	The Final Evaluation Criteria board 1 of 4: I don't understand. The travel time listed does not make sense to me. What peak travel time are you considering in these examples? The benefit seems very weak.	The travel times in the evaluation criteria were for 2040 traffic projections, both AM and PM peak hours. However, there were no discernable differences between the alternatives to make the travel time a deciding factor. Other factors that helped with the decision were access, at-grade crossings for the SUPs, length of elevated structure, and impacts to floodplains.
49	Melissa Takamatsu	5/24/2018	Comment Form	The congestion at the "Y" has caused traffic to find alternative ways to get to work/school/etc. Therefore, Circle Drive and Thomas Springs have become the new thru-ways for lots of traffic.	The recommended alternative could improve the lives of neighborhood residents. While local neighborhoods will see change during construction of the project, one of the project goals was to reduce neighborhood impacts by cutting overall traffic delays through the “Y” and decreasing driver temptation to use “short-cut” routes on neighborhood streets. Traffic counts through the corridor show traffic has been largely the same since 1995. This is true because the facility has been operating at its capacity since that time. By increasing the capacity of the system TxDOT hopes to not only accommodate the existing need for additional capacity, but also the expected capacity needed for 2040 growth.
				Our traffic lights/intersections are not keeping up with demand. The light at Thomas Springs and Hwy 71 can be backed up for half mile or more. EVERY MORNING. Please add a dedicated left turn signal to this light. The added dedicated right turn lane did nothing to ease congestion. This intersection needs a dedicated left turn lane and arrow in each direction. It will only get worse during this construction.	Comment noted.
50	Tom Thayer	5/24/2018	Comment Form	Big concerns about elevated flyovers on SH 71 - suggest build 290 portion first, prioritize stop lights on SH 71, and only build flyovers if they are really needed later. Phasing by building frontage roads first is a bad idea. The frontage roads would still have stop lights, so we would get construction and all of its problems but no real traffic relief. Instead, phase east to west - do William Cannon intersection first. Then the Y, then other intersections as money allows. I think just William Cannon and Y intersection would be a big improvement in traffic.	See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #7 (Anthony Catania) regarding construction phasing.
				The road is too wide! Traffic counts don't support the traffic projections. We don't need 12+ lanes! The frontage roads don't need to be that wide if there are no tolls. The main lanes on US 290 don't need to be more than six lanes, frontage roads no more than two lanes each way. Keep it untolled!	See comment response #7 (Anthony Catania) regarding project footprint/tolls.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Concerns about the amount of trees removed - slim the roadway down!	See comment response #7 (Anthony Catania) regarding trees/vegetation.
				Concerns about the noise from elevated flyovers affecting Scenic Brook neighborhood. How will the elevated highway affect shopping center at the Y? Will businesses relocate?	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
51	Johnny Tijerina	5/24/2018	Comment Form	Please build Plan A.	Comment noted.
52	Alicia C. Whitaker	5/24/2018	Comment Form	How does this plan benefit Scenic Brook? Are there convenient exits for Scenic Brook? I couldn't see any and your floor rep couldn't answer my question.	See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods. There are entrance and exit ramps that will accommodate access for the Scenic Brook area.
53	Alicia C. Whitaker	5/24/2018	Comment Form	No barrier sound for Scenic Brook neighborhood, yet the other side of the highway (290) gets one? Does not make sense.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
54	No Name	5/24/2018	Comment Form	Please address how City of Austin WQ standard has been met! Please address how Edwards Aquifer recharge BSZ WQ standard is being met. WQV needs to be retained and irrigated and not released into creek!	TxDOT is bound by state and federal regulations and is not required to follow city of Austin ordinances. In order to ensure protection of sensitive aquatic environments, the project would strictly adhere to the Texas Commission on Environmental Quality (TCEQ) standards for best management practices, known as BMPs, over the Edwards Aquifer and would commit to removing 80 percent of the incremental increase in Total Suspended Solids (TSS) that results from the project's additions of impervious cover in the Edwards Aquifer Recharge Zone. Additionally, TxDOT is committed to working with the city of Austin during the final design phase of water quality facilities for the project to investigate possible enhancements to the water quality. TxDOT agrees the project will have some effect to water quality. However, given the (1) extent of stormwater run-off treatment built into the project, (2) distance between the project and nearest occurrence of federally-listed species, (3) infinitesimal amount of treated stormwater runoff leaving the project area compared to the amount of treated and untreated runoff entering sensitive aquatic habitats from all other sources, and (4) extensive review of the best available scientific information including site-specific geology and hydrogeology, TxDOT has concluded the project will not adversely affect the sensitive aquatic species, including federally-listed salamanders. The U.S. Fish and Wildlife Service has concurred with this determination.
55	No Name	5/24/2018	Comment Form	I don't see current City of Austin WQ standard has been met. Specifically, EA recharge BSZ requires zero degradation requiring, two SEMS in series (retention and irrigation). How captured WQV is being treated without being release into creek.	TxDOT is bound by state and federal regulations and is not required to follow city of Austin ordinances. See comment response #54 (No Name) regarding sensitive aquatic environments.
56	No Name	5/24/2018	Comment Form	Too big! Too destructive! Fix William Cannon. Fix 71 at Oak Hill. Fix Convict Hill. Stop there. We in Oak Hill are not causing problem! Re-route Drip, Wimb, Belterrra (on back of page - Seriously (see drawing on hard copy comment form) Do not have light at 71 and 290. Same at William Cannon. Problem solved.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				Redirect commuter traffic around Oak Hill!	See comment response #39 (Janette Miskell) regarding project design/improvements.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
57	Save Oak Hill	5/24/2018	Letter	A petition containing 992 signatories was submitted calling for a smaller footprint design. See Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
58	Terri Myers	5/24/2018	Letter	On behalf of Save Oak Hill a Historical Resources Survey was provided. See the 129-page Historical Resources Survey in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	Thank you for your comment. The documents you have provided were reviewed as part of the analysis of the initial Historic Resources Survey Report (included as an appendix to the DEIS). For more information on final Texas Historical Commission concurrence for this project please see Appendix E in the Final Environmental Impact Statement at www.oakhillparkway.com.
59	Liz Sifuentes	5/24/2018	Transcript	I am pro-Alternative. As a native Austinite, a solution was promised over 25 years ago in the form of a highway. Some modifications were made at the intersection of west William Cannon and Highway 290 and so-called continuous flow intersection. This only caused more confusion for people driving in this area. There are so many lights now and people slow down at this intersection even when the light is green. There are many 18-wheelers, cement trucks, dump trucks and other large vehicles that travel this area and when the traffic signals turns green, it causes even more delays at both intersections and elsewhere in this area. As construction amps up near this area these large vehicles are only going to increase. There's more danger to some neighborhoods on Scenic Brook Drive. Drivers are cutting down --cutting across these streets from Highway 71 to get to Highway 290 west because of the back up at the Y. Let's evaluate the impact. Environmentally: Car fumes from the cars idling, people are inhaling these fumes. Social: People are more angry. Road rage occurs. Health: The stress from sitting in traffic causes anxiety, depression and heart rate issues. Family life: People come home to their families in a grumpier mood because of the added stress of sitting in traffic. Being late to work because of this congestion. It's hard to predict. Bosses get upset about tardiness. Time that should be spent with family is being spent in traffic. Economic: Rising healthcare and prescription cost because of the health-related issues listed above. Lost days at work because of these issues. More money spent on gas that is burned away idling at these intersections. Maintenance on a car because of the idling. May lose job because of the tardiness due to traffic congestion. Reduced production time and cost provides trucks that are delivering goods and services which will cause a trickle-down effect. Oak Hill, Dripping Springs and Bee Cave will continue to grow in population as new housing developments are built. According to the Census Bureau Dripping Springs population increased 75 percent in 2010 to 2016. Bee Cave went from being a village to being a city, and according to the census population, increased 35 percent from 2010 to 2016. While construction of Alternative A will cause more traffic congestion at least this will only be temporary. Doing nothing, the traffic is still going to get worse. Thank you.	Comment noted.
60	Ben Jarrett	5/24/2018	Transcript	The previous speaker took a lot of my points so I'll skip that. I agree with the previous speaker on safety and environmental issues. The one thing I did want to propose is since it sounds like it could be six years before Alternative A could be built, I do support Alternative A.	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				It would be nice to have a temporary instant mandate solution. This could be to eliminate the light at William Cannon, to eliminate the light just east of William Cannon, to have a U-turn at the Y, to have an improved U-turn at Fredericksburg Road. This would mean that traffic would no longer stop at William Cannon. Those wishing to turn left on 290 would have to turn right on 290 and make a U-turn and go back the other direction. This is often referred to as a Michigan U-turn. I think this would be a solution that does not require a right-of-way or a lot of money. This is something I would like while we pursue Alternative A. and wait the six years for that to be built, I think having a temporary solution in the meantime to address all the safety and issues that were shared by the speaker just before me would be a very good option. Thanks.	Thank you for your suggestion; however, this would not address how traffic travelling on William Cannon Drive that does not want to turn left or right onto US 290 would continue on William Cannon Drive. Since the current volume of traffic on William Cannon Drive is over 22,000 vehicles per day this is not feasible.
61	Rick Perkins	5/24/2018	Transcript	I'm a chemical engineer. I live very close to where 290 is located. I have a couple of issues with the current situation. My primary issues are congestion. We've got to get rid of congestion. Congestion causes so many problems from the health issues that the other folks have mentioned. We have increased levels of carbon monoxide. We have impact of ozone and something you call MSATs, mobile source air toxins. These are all issues that are part of congestion. If we do nothing now, we will have more congestion. It's not going away. I want to stress that we cannot wait. This has got to be done immediately.	Emissions of total MSAT are predicted to decrease by 76 percent from 2015 to 2040 under the *Recommended Alternative*. This general trend is prevalent when comparing the annual emissions of the specific priority MSATs under the *Recommended* and *No Build* alternatives in 2040 when compared with the existing year of 2015. In addition, although the *Recommended Alternative* would increase the vehicle miles traveled (VMT) by more than 64,000, when compared to the 2040 No Build conditions, the total MSAT emissions decrease by 15 percent. If emissions are plotted over time, a decreasing level of MSAT emissions can be seen from the base year (2015), although overall VMT continues to rise.
				We need to find the funding and if for some reason TxDOT cannot find the funding, please kick it back to CTRMA to get additional funding for some other lanes.	See comment response #9 (Richard Collins) regarding funding/tolling.
				The second issue is safety issues. Where I live, I'm approximately 500 feet from Highway 290. As I try to get out of my subdivision. They actually have a signal and the traffic is zooming by so fast, they are going 10-20 miles per hour over the current speed limit, it's like we're sitting in a freeway coming straight on at us. It's an extreme safety issue. I don't know how you control it. I don't think police can actually control it. I don't ever see them out there. You have congestion and increased air pollution or you have these vehicles coming out from the west at very high speeds. So the combination of the two is a very big issue. So I just want to say I think it should be built immediately, as soon as possible, without delay.	The proposed project would aim to make segments of US 290 and SH 71 safer by eliminating left-hand turns with one-way frontage roads and installing signalized intersections. It also aims to improve the LOS thereby improving emergency response time.
				Any way we can get the funding for the service roads to be put in and come back at a later time and,	See comment response #7 (Anthony Catania) regarding construction phasing. See comment response #7 (Anthony Catania) regarding construction timeline.
				maybe CTRMA can come in at a later time and I know it's a funding issue. Please build it as soon as possible.	See comment response #9 (Richard Collins) regarding funding/tolling.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
62	Bobby Levinski	5/24/2018	Transcript	I'm here with Save Our Springs Alliance. I'm also district president. I'm not going to be our substantive comments. We're going to put those in writing, but I want to thank you for coming down here. I do want to ask if we can extend the comment period just a little bit longer. Forty-five days is pretty quick for reviewing all the environmental materials. We're doing our best to give good and productive comments and if we just had a little bit longer, I think we would have a better conversation at the end of the day. Thank you.	As a result of public interest and request, TxDOT extended the public comment period. The extension moved the end date from June 15, 2018 to June 29, 2018. On May 31, 2018, the update was posted to the website and virtual open house, and an email notification was sent to over 1,630 individuals and groups who had asked to be added to the study database.
63	Jose Sandoval	5/24/2018	Transcript	I've lived here for the last 11 years or so. I am in support of this facility and it needs to be built. There's a lot of time being wasted. Thank you very much.	Comment noted.
64	Claire Reutler	5/24/2018	Transcript	I live several doors down from the Y at Oak Hill. To me, the presentation seemed a little bit slanted. I don't believe a non-tolled promise. MoPac was built as a non-tolled highway, too, if I'm not mistaken and it has a toll now.	See comment response #9 (Richard Collins) regarding funding/tolling. Regarding MoPac, south of Parmer Lane only the express lanes are tolled and there is a non-tolled freeway option with the same number of lanes as prior to the express lane construction completed in 2018. North of Parmer Lane, MoPac was developed as tolled highway lanes with non-tolled frontage roads.
				I'm concerned about the environmental impact. We talk about respecting the trees or replanting the trees. The shopping center across from my house had a beautiful tree that you had to circumnavigate and it's gone. That's just one tree. And then there was the incident on Slaughter by the mysterious barnyard towing that destroyed -- knocked off limbs and it probably caused oak wilt in the future. So I'm concerned about the environmental impact. I don't think I can trust that the heritage oaks being torn down will not affect us in a negative way.	See comment response #7 (Anthony Catania) regarding trees/vegetation.
				I'm also concerned about the safety issues. I don't know what the speed limit is going to be. I was hit a week and a half ago turning onto 71 close to my house near the Y when a truck ran a red light going 55 miles per hour. That was fast enough, thank you very much. I was broadsided and my vehicle flipped and I had some guardian angels who stopped and the youngest one attends the school here. Emergency response was great, but I'm concerned about the safety.	Comment noted. Regarding speed limit, it is set shortly after opening and speed study is conducted. It is expected to be in the 50 - 60 mph range for the mainlanes and 35 - 45 mph on the frontage roads.
				I'm also concerned about the political -- politics here. No opposition signs were not allowed at this meeting. My husband had to put his away. It said, "Paved paradise, put in Oak Hill Parkway, OMG."	In order that everyone could see the presentation, no hand-held signs were allowed inside the room where the public hearing was held. Signs were allowed outside the hearing room.
				You talk about eminent domain. That's very confrontational. I'm not looking forward to eminent domain fights, but I do believe in Oak Hill and the beauty of it, and I want to maintain it. You consulted with U.S. Fish and Wildlife. I'm guessing that was under the Trump Administration, and I don't believe he cares about our environment.	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				So I'd like to ask you to consider instead improving the bus routes especially 171, the Oak Hill flyer, by making it more accessible right there at the Y like having it pulled into the Chick-Fil-A parking lot where the 333 already does. So my concerns are environmental, political and safety. I'm asking you to look at alternatives so that we can keep that in check. Thank you.	See comment response #19 (Elizabeth Gibbs) regarding transit. Regarding additional alternatives, this study has thoroughly investigated 10 alternatives, evaluated each against the purpose and need for the project, and determined that Alternative A has the least impacts that best meets the purpose and need. No further alternatives will be developed.
65	Pam Baggett	5/24/2018	Transcript	First of all, thank you for having this hearing. If we had done this 30 years ago we would be a lot further down the road. I moved to Travis Country in 1976, and in the 80s we started trying to get this road built. Now, we have Oak Hill itself is declining because of the traffic situation. If you have a choice going that way to shop or the other way, which way do you choose often? You go by HEB on the way home. I -- for those who have concerns about this, please do read the material thoroughly because it answers all the concerns I've heard so far. We cannot fix this by delaying it. SOS is who killed it the last time. We don't need that again. We need to build this road. We need to build it. We need to build it now. Thank you.	Comment noted.
66	Bradley Farias	5/24/2018	Transcript	I have lived in this area most of my life. I would like to state my enthusiasm for the Alternative proposal is recommended. And in particular, I have slightly different perspective than some, perhaps.	Comment noted.
				I walk, and walking even to the park and ride can be somewhat treacherous right now. Even having considered pedestrian paths and ways that we can access features of Oak Hill without relying on cars and increasing traffic ourselves has been something that I've been very enthusiastic to see. I also do drive a car and have been subject to some rather harrowing experiences due to increased traffic and merging problems. I don't think these are going to be addressed by the no-build option. So I thoroughly endorse Alternative A as recommended both for my safety. Thank you.	See comment response #9 (Richard Collins) regarding bike/ped.
67	Bruce Melton	5/24/2018	Transcript	I'm a civil engineer, land developer, environmental specialist. I worked in transportation 30 years in the Austin area. I want to thank you CTRMA, TxDOT and their contractors for their efforts on the project over the last 12 years. I've not seen the public communication efforts to this scale, and I want to thank them. I also want to say that traffic is bad. We had some good improvements here with these continuous left turn intersections. I think it's uncomfortable not being able to see the audience. Thank you again, for all the efforts and all your contractors. We had some significant decreases in congestion with the continuous left turn intersections. It is obvious at times. Most of the times it's not. It's like what's the difference between extremely horrible traffic and horrible traffic? We need some improvements, but this is the 21st century. I've been doing transportation improvements since 1984.	Comment noted.
				We have different strategies, techniques, technologies. We can do something in Oak Hill that doesn't put a mile-long, three-story tall elevated express way right through the middle of our bedroom community. I don't know what we can do about it now, but I think I speak for a lot of people in this community that this road will destroy Oak Hill as we know, and it I'm not talking about the trees or the creek or the bluff. I just hope we can get enough comments so that we can get some reevaluation of the alternatives.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				We don't have to do toll. We don't need separate, but free lanes. We've got depressed main lanes. Thank you, TxDOT and CTRMA.	See comment response #9 (Richard Collins) regarding funding/tolling.
				We don't have three stories of elevation now, three levels of elevation, 90 feet of elevation. It's only 30 feet high. It's still taller than the HEB, and it's a mile long. Thank you.	See comment response #7 (Anthony Catania) regarding flyovers/elevation.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
68	Chris Hill	5/24/2018	Transcript	First of all, thank you TxDOT for the work you do in the state of Texas and here in Austin to make our commute better. In regards to this project, I am an attorney and I work for a firm that represent landowners in the acquisition of property and projects just like this throughout Texas. We all hope that the project, as a whole, makes things better. There are a lot of individual landowners and commercial properties that are impacted by project like this. Seventy-five acres being acquired of right-of-way. There are trees, heritage oaks being acquired. Landowners would be closer to the road than they were before. With that, there's aesthetic and safety concerns. There's access issues to businesses, to residential properties, and our job as attorneys is, obviously, to make sure that TxDOT is following the Constitution of the United States and of Texas to give just compensation for this property that it is acquiring. Historically, dealing with a lot of projects, what we found is that the appraisal comes back and it's not taking into consideration all of these major impacts that it's having to the landowners. We have to go out and get another appraisal and we're fighting over value. So my comment regarding valuation is go out and get good third party, unbiased appraisers so that can consider all of these impacts that the property owners are going to be facing, and as a landowner attorney and as a landowner, we can consider those offers and accept them and make a simple process rather than saying you're not considering the impact to access. You're not considering the displacement or the trees or all these other issues. If you get appraisers that are considering those issues, then we can resolve the acquisition a lot faster and hopefully help all of Austin and the congestion issues that we have here. Thank you for your time.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution. See comment response #7 (Anthony Catania) regarding trees/vegetation. While four business would be directly impacted by construction of the project, it is anticipated businesses along US 290 and US 71 would see greater opportunities as a result of the project, due to improved mobility through the area. Further, all remaining businesses will retain access to the frontage roads. TxDOT's acquisition policies and procedures have been reviewed and approved by FHWA and complies with or exceeds the requirements found in the Texas Property Code. Appraisals reports are prepared by independent state licensed appraisers and their reports are reviewed for compliance with the Uniform Standards of Professional Appraisal Practice (USPAP) by another state licensed independent appraiser. The appraiser preparing the report will contact each property owner to request permission to enter the property for the purposes of conducting an inspection to ensure all components of a property's value are considered. Each property owner is afforded the opportunity to accompany the appraiser during this inspection and provide firsthand information about the property. Allowing the appraiser to inspect the property and accompanying them on those inspections is a great way to ensure that all relevant information is included in the appraisal to ensure that all impacts to a property are considered.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
69	Doug Spaeth	5/24/2018	Transcript	I'm a 10-year resident of Oak Hill. My wife has asked me to make a correction. It's Golden Chick, not Chick-Fil-A. Whether or not the Oak Hill Parkway is built, the problem is larger than traffic congestion. It's an honest problem of ongoing overdevelopment of the Texas Hill Country where the country is being taken out of our hills. It's a sprawling residential development and a new shopping mall on the road to Dripping Springs that has changed since I have moved to Oak Hill. Suitable habitat for the Golden Cheek Warbler and black-capped vireo is no longer available in Oak Hill because it was altered decades ago, and is not being given a chance to become a mature ecosystem. It is an effective marketing strategy that you've presented to us this evening. The photographs of the existing roadways of Oak Hill were presented under dark, cloudy skies while the proposed parkway "improvements" are blessed with blue, sunny skies. I only hope my grandchildren can enjoy the Texas Hill Country that I have known. Clear running streams, a variety of birdsongs, a diversity of butterflies feeding on native wildflowers, and rolling hills and native trees and wildlife. Thank you for your time.	Comment noted.
70	Tracy Schagen	5/24/2018	Transcript	My name is Tracy Schagen. I own and direct a childcare center on 290. My property faces Haskell Lane between Bowling and Scenic Brook. I have seen a drastic loss in business since the safety improvement project started last summer. I was greeted one afternoon by large machinery stripping the hillside behind my playground, stripping the trees and dropping them into large bucket containers and hauling them away. I ran to the phone, I called TxDOT, I got an answer, I spoke to the project manager. She said shame on that man out there who is supposed to have knocked on my door and told me this was going to happen. I went and found him. He was probably 23, younger than my own children, and he didn't know what was going on either, but they were stripping the trees away. I own the Greenwood School because we are a green program. We educate children outside in nature. Our playground is a sprawling two acres, plus we use the easement behind the property as a nature hiking trail. Not anymore. It is now littered with debris. The prairie grasses, the flowers that we planted for 10 years are covered now in caliche mud. We have been subject to power outages, internet outages that lasted for days. We had a traffic fatality. We had a pedestrian fatality. This is 100 feet from my back door. This is just a little project, not even worthy of a knock on my door or a notification by mail that anything was going to be happening, that TxDOT was planning anything in my backyard. They busted a water main and it took eight hours to shut it off. Eight hours of mud. Eight hours of caliche. Eight hours of water streaming into my yard. No one apologized. No one cared. The project manager was no longer on the project. That site inspector was gone, didn't answer my calls. It's been a nightmare. He told me the project would last a month, but wait a minute, because of the weather sometimes those project last a little longer. Nine months. They are still not finished. Be careful about what's about to happen here. It is going to turn Oak Hill upside down. I am not happy with this plan.	TxDOT apologizes for not informing you of the construction adjacent to your school and for the inconveniences and distress it has caused you. Highway construction in close proximity to businesses and residences is often difficult, creating less than desirable situations. We strive to improve our communication and methods to lessen impacts to our citizens. However, it is our duty to improve safety and mobility across the state. This region's planning authority, CAMPO, has determined that US 290 in Oak Hill needs to be improved to meet the growth that has occurred and the future growth that they anticipate. Construction activities are not without their consequences, and they are often unavoidable. We will do a better job of communicating and being sensitive to the needs of the community. The recommended alternative would improve the lives of those throughout the region by providing safe and reliable transportation. It is true some individuals may be impacted by the construction and implementation of this project, however, a far greater number of individuals will benefit from the proposed project.
71	Tanya Soans	5/24/2018	Transcript	First, I'm a resident of the area so I wanted to partake in this. Some of the concerns that I have is the length of time for construction. Obviously, this is a huge project. I agree it's an absolutely necessary project, but as history serves, stuff like this takes a long, long time and that's going to have a huge impact on the area and the residents and visitors to the area along the way.	See comment response #7 (Anthony Catania) regarding construction timeline.
				I know there has been conversations back and forth about whether it will or will not be tolled. I am not a fan of toll roads and again,	See comment response #9 (Richard Collins) regarding funding/tolling.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				the environmental impact. I am also the Planting and Watering Supervisor for the City of Austin Urban Forestry. I just wanted to address a few things. I'm sure that a lot of folks have concerns about the trees and the impact of the tree in this area understandably. Oak Hill is always of huge concern. I would like to remind everybody of some of the specifications and ordinances that we follow within the city. TxDOT is not held to these standards, but we do recommend that they are considered. Anything above 19 inches in diameter is protected within the City of Austin. Anything above 24 inches is considered heritage. The project, as I've seen it, includes 29 trees, 35 inches or larger in diameter that would be impacted. Of the 281 trees that sounds like would be impacted that are over 10 inches in diameters, I'm not sure how many of those are over 24 inches or 19 inches, but to reiterate, this will have a huge impact. I would like to make sure some of these specifications are considered and to remind everyone that there are actually 20 species, not just oak trees that are included on these protected – on the list of protected species for heritage trees. Thank you.	TxDOT is bound by state and federal regulations and is not required to follow city of Austin specifications and ordinances, but strives to preserve trees where possible. See comment response #7 (Anthony Catania) regarding trees/vegetation.
72	John Miller	5/24/2018	Transcript	I'm speaking tonight in support of the Alternative. I want to thank TxDOT and all those involved for very thoughtful plan in construction here. It's been a very long road to get here. I think it's really impressive the number of stakeholders that have been involved in the conversation that have been allowed input. We've had plenty of time for that input and it's now time to move forward. Any other initiatives towards delaying this further are only going to have one impact. That's just to make our traffic much, much worse. It's not a question of whether we're going to have development or whether we're going to idling issues in Austin. All efforts and limiting population by stifling our commutes have always failed in Texas, nationwide. It's very imperative that we get this road built so that we can move forward and stop sitting in traffic every day. Thank you.	Comment noted.
73	Darryl Pruett	5/24/2018	Transcript	I am the president of the Oak Hill Association of Neighborhoods. In January of 2015 the Oak Hill Association of Neighborhoods adopted a resolution recommending some design and construction considerations for this project, and there were 10 criteria ranging from noise mitigation, elevation, water quality, access, neighborhood impact, connectivity, funding options, future transportation options. We've worked with TxDOT and their contractors as this project goes forward, and I want to express our appreciation and they have taken those comments into consideration and actually worked on design issues that we have raised with them.	Comment noted.
				As we go forward, I look forward to working with them some more on trying to resolve the issues that we have with the design criteria and how that will impact our communities. I would urge that the design work to, of course, protect the environmentally sensitive areas that we have out here, but also that in recognizing and take into account the unique character of the Oak Hill neighborhood. So I look forward to working with everyone moving forward, and I hope that we can continue this dialogue and continue working on the design to where it's something that everybody can be proud of. Thank you.	As the project moves forward to detail design, TxDOT will provide opportunities for community input.
74	Kelly Davis	5/24/2018	Transcript	I work for save Our Springs Alliance, but I also grew up right near Bee Cave and shop at the HEB in Oak Hill before they built one in Bee Cave. I wanted to echo Bobby's request for an extended public comment period time. I'm familiar with the federal regulations governing highway review under the National Environmental Policy Act, and I know that you can have a public comment period from 45 to 60 days and for this project, we were only given the minimum, 45 days, even though the EIS is 400 pages long and there are 17 appendices of 700 more pages and that is a lot to get through in just 45 days not just for us. We're actually lucky that we have resources, but for other members of the public, for which this is, obviously, a very important issues, so I would ask that, at a minimum, the public comment period be extended 15 more days and beyond that, I believe that there's good cause to extend it further.	As a result of public interest and request, TxDOT extended the public comment period. The extension moved the end date from June 15, 2018 to June 29, 2018. On May 31, 2018, the update was posted to the website and virtual open house, and an email notification was sent to over 1,630 individuals and groups who had asked to be added to the study database.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Along the lines of public comments, I would also request that TxDOT send notice in the form of an e-mail or something to that effect when the water pollution abatement plan is submitted to the TCEQ for review. The TCEQ regulations only require that the City of Austin, Travis County and groundwater district be notified when a water pollution abatement plan is submitted, but the public has no way of finding out even though it technically does start a short 30-day public comment period. I would ask in the spirit of transparency, TxDOT let the public know so they have an opportunity to comment on that.	TxDOT will advertise on the project website the availability of the draft Water Pollution Abatement Plan (WPAP) upon its submittal to TCEQ.
				Finally, I wanted to say that it's confusing that this project is going to be the same amount of lanes that it would have been with tolls. The tolls would have required you to keep the same amount of lanes and add more, but since it's not going to be tolled, it doesn't seem like it has to be that many lanes anymore.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				Also there's no money. It's going to cost $550 million for this project so we would support a scaled down version that costs less environmentally and financially. Thank you.	See comment response #9 (Richard Collins) regarding funding/tolling.
75	Steve Beers	5/24/2018	Transcript	In my impression, there's a whole lot of hurry up and wait with this situation. The first record of decision was 1988. They did build out to Oak Hill because the entire project was from where the airport is now over to 1826 so obviously, we did rebuild Ben White into a full freeway. By tackling this piece last, a whole lot of things changed. The toll question came up and I think froze it effectively for another 10 years. The timeline here, it's like -- it's definitely vexing to people who have impatience which is fully understandable, but you published the environmental impact statement draft May 4 saying, hurray, no tolls, but then May 8th our attorney general says well, there might be tolls. So I think before you check any other box, before any other milestone is reached that this toll in question needs to be cleared up because it may not change the physical parameters of the project, which actually, I think it has driven -- the tolling has been the major thing -- it's been the tail that wagged the designed dog all this time, and I agree with Ms. Davis that we can revisit that, but it strikes me that even aside prosecute physical design, it's a major operational change which, effectively make makes this a different project, and one that is not being effectively studied. Therefore, the final draft of the EIS must have a definitive statement about whether it's tolled or not and there is time for CAMPO and the state to revise their plans to reflect and be consistent with the non-toll decision.	See comment response #9 (Richard Collins) regarding funding/tolling. See comment response #39 (Janette Miskell) regarding design/improvements. See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				Also, there's a phasing problem. They are talking about building the frontage roads first. If they go with the 12-lane wide gash through the middle of Oak Hill creaming the trees, trashing the creek, polluting the aquifer. What happens if you build those frontage roads first and shift the traffic over to them where they have driveways, left turns and traffic signals. So that prolongs the congestion while you're building the massive middle lanes. I think that's the wrong way to phase it. You should phrase it sequentially length-wise not width-wise. We need more time to evaluate it and comment meaningfully. Thank you.	Phasing has not been determined, and is dependent upon many factors: availability of ROW, utility adjustment, sequencing that allows for access and maintenance of traffic operations, and contractor preferences. The comment period was extended to June 29, 2018.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
76	Alan Watts	5/24/2018	Transcript	I've been in Oak Hill since 1999. I've been involved in this process since 2006, and when I first read about them saying this project is context-sensitive, I was pretty appalled that TxDOT hadn't yet done a tree survey. I went with my friend and surveyed every tree in the right-of-way for two weeks, took pictures, catalogued them, and they are saveoakhill.org where we have the map posted and you can see all the trees that are going to be cut down in this project. I oppose this project. I always have. I think there's a more efficient, low-cost solution that can save the trees. I've got a petition that I'm entering into the public record of 1,000 signatures of people saying the same. They see the value of the trees in Oak Hill and the Williamson Creek watershed is an important asset to the community.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality.
				Now that the project is going to be non-tolled, I see this as an opportunity to revisit the design and not have the requirement of the same number of free lanes as toll lanes.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				It's kind of humorous that on the TxDOT website, they mention that this is a state-of-the-art roadway. It is not state-of-the-art. This is a 1960s design. It is not a parkway. So I just wondered that it's time for TxDOT to realize that it takes more than words to meet the budget and community reality of what improvement needs to be done. I think we do need something. Something as simple as overpasses over the bottlenecks of William Cannon and the Y would go a lot further than what would easily be a million-dollar-project. Look at the cost of MoPac which ran $300 million. This has been estimated to be $400 million and I just don't see the amount of property that this going impact. I calculated that the depressed lanes, the volume of the material to be removed from the lanes west of the Y for two miles is 2/3 the volume of the Great Pyramids of Giza. That's a lot of rock to move. It's going to be a lot more than $400 million. I appreciate it and I just to want reiterate my opposal [sic] to Alternative A as proposed. Thank you.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
77	Mireya Galarza	5/24/2018	Transcript	I live on Bee Caves Road. I was looking in here and there's a question, what are we trying to do? It talks about mobility, congestion and safety. I looked in here and there's another question: Could a smaller project address the congestion questions in Oak Hill? Unfortunately, no. There's bullet planned entries. There's all these questions and answers regarding environment, and I don't see the safety of the humans. I come every morning on Old Bee Caves Road trying to go to work and there's no safe way to turn left onto 290. It is so scary. There's no open time. Maybe at 6:00 in the morning, but it's so dark and sometimes people are riding bikes. I don't want to run somebody over. There's people walking. Have you visited this road? It's a beautiful road. There's all these homes and mobile homes. There's children waiting for the bus and there's no sidewalks. Because it's so scary getting on 290, I go through the neighborhood but there's all these children waiting for the bus. We do need a solution. We started in 2013 and we're not going to have anything ready until 2024, I think I heard that earlier. How can we keep postponing? Why are we going to keep waiting? Thank you.	The proposed Alternative A will provide a much safer access to eastbound US 290.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
78	Cliff Powers	5/24/2018	Transcript	I've been in Austin since 1967. I'm a retired TxDOT state employee. I've been retired 24 years. I was aware of the fact that there was a design ready to go back before I retired. Austin has been an interesting place to me, coming from a small town. When I came here, the mentality was no growth. We don't want Austin to grow at all. We don't want people to come to Austin. I helped design and worked some on MoPac. Did you know when MoPac was first opened, that the people were so against TxDOT projects that they put barricades on the off ramps? That was against the law so it didn't last too long. I have a couple things I want to mention. One, I'm totally in favor of this project. It needs to be built. The mentality of most of Austin has completely changed. We are now a pro-growth city. People are coming here like crazy and we have events going on all the time and for people to come here and do things. We need to upgrade our transportation network around Austin. We've got some partial loops around Austin that should have been built with overpasses and frontage roads, but loops around Austin were never finished. If we compare that to San Antonio, San Antonio's system is much better and that's because we had a very smart district engineer in Raymond Stotzer. Many of you may recognize that name who pursued getting the job done. With respect to funding, one thing I would like to do is make a plea to everyone in this office to communicate with their legislators and let them know that highways should be funded by people who use them. The best and most fair way to do that is with the gasoline tax. The problem with the gasoline tax is that it has remained stagnant for years and when it has increased, it will jump for a few years, and it might wait 20 years before they raise it again. It ought to be tied to inflation. The other thing that now we have many electric cars. They are not paying their way. They need to have a method of having a way to be taxed also by mileage or something. That would solve the funding problem for this project and many other projects needed throughout the state of Texas. Thank you.	Comment noted.
79	Tom Thayer	5/24/2018	Transcript	Thank you for giving me the opportunity to speak tonight. I would like echo some of the concerns a few of the speakers have had about the environmental impact to Oak Hill. The trees, the creek, we have the aquifer,	Comment noted.
				and do want to share some concerns about the size of the roadway. I think that we do need improvements made out here. Some of the -- looking at the number of lanes that are on the maps over there, it looks a little excessive. I think grade separating the intersections at William Cannon, the Y, similar ones. Just a grade separating and taking out the stoplights will have a big effect on improving traffic. I don't think -- in some places, I was counting 12, 13 lanes wide. Right now, we have four. If we just double the amount of lanes and grades separating, I think it would have a big effect on the traffic. Another concern I have is the elevated flyovers on 71. They start around Silvermont/Jack Allen's and come up and go over the Y.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				I live in the Windmill Run neighborhood which is along Scenic Brook and there's a neighborhood called Scenic Brook right next door, and we're concerned about the noise from the elevated highway. Elevated highways tend to bring the noise down whereas along 290 where they were compressing the highway, there won't be quite as much noise. I see them as a big problem.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				I would suggest that if you build the 290 portion first with the depressed main lanes and improve the Y and let's hold off on the elevated flyovers. Let's see how those improvements work. If they work well, you may never need to build them. If you need to build them later, you can always add them. I agree with one of the previous speakers on phasing. Just putting frontage roads in for some stoplights in isn't really going to work. We're going to have construction hassle and we'll have to deal with stoplights. What if the money runs out after we have the frontage roads? Then we're stuck with where we are today. We've messed up a lot of the environment and we're not any better off. Fix the William Cannon intersection first and then fix the Y. That way, if money runs out, at least we have two intersections that are moving traffic a lot better than today. Thank you for your time.	See comment response #7 (Anthony Catania) regarding flyovers/elevation. Phasing has not been determined and is dependent upon many factors: availability of right of way, utility adjustment, sequencing to allow for access and maintenance of traffic operations, and contractor scheduling.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
80	Andrea Street	5/24/2018	Transcript	I'm a 20-year resident of Oak Hill, and I oppose this project. I have fought for several years to slow this project down and to build a grade level sustainable highway system through this community. I'd like to read something that I posted a couple days ago. The Oak Hill community as a whole desires mobility changes as much as the next frustrated commuter who use the Y. However, there are logical, less invasive and financially viable solutions other major cities are now adopting rather than the monolithic, large and archaic highway of the past. There are much more sustainable ways to incorporate all these aspects of better mobility than what is being proposed, and it is essentially being forced on our community. If there is a silver lining, it is the state has finally come to the conclusion that tolls are not working nor a sustainable solution. We can only hope that TxDOT evolves and realizes a large concrete spaghetti bowl in one of Austin's environmentally sensitive areas is not the solution any of us want whether we realize it now or not. Thank you.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
81	Dwight Cassell	6/1/2018	Email	Get to work as soon as possible. Need funding, ask your cowardly legislator to get bill to increase fuel tax, no change in state tax since 1992. Also, how about taxing electric vehicles. If they drive 10,00 miles per year they are avoiding tax on 500 gallons or about $100. Tax on weight. 4,000 pounder $150, 3,000 pounds $125, and so on. Please proceed before inflation eats away at costs. TxDOT has been sitting around since end of Ben White when cost then would have been at least one-half todays. Get on with it!!!	Comment noted.
82	Dick Kallerman	6/2/2018	Comment Form	There are six Edwards Aquifer recharge features in the OHP project area. Those that are not clogged during construction will feed dirty water into the aquifer during construction and during facility use. Dirty water in Williamson Creek will recharge downstream. All this will damage the aquifer. What quantity of water will be lost and what quantity tainted?	See comment response #54 (No Name) regarding sensitive aquatic environments.
				The long pedestrian tunnel under William Cannon Street will be dark and scary and will probably receive little use.	The proposed pedestrian underpass at William Cannon Drive will include a large opening in the median on the west side as well as lighting.
83	Jared O'Brien (H-E-B)	6/2/2018	Letter	H-E-B owns 30.4 acres at the southeast corner of FM 1826 and US 290. As such, we are interested in the design and progress of the Oak Hill Parkway project. We have reviewed the schematics available on the website for Alternative A dated April 23, 2018. Although excited about the project, we take exception to the "Control of Access" reflected on the schematic for the entire frontage of H-E-B's property. H-E-B has roughly 740 feet of frontage on US 290 and should not be prohibited from having access to the frontage road. If denied access to US 290 frontage road, this will significantly impact H-E-B's ability to utilize the property for a new store development. Funneling all of H-E-B's customer traffic to FM 1826 will result in an unacceptable level of service. Therefore, we hereby request removal of the proposed "Control of Access" reflected on the current schematics. We would be happy to schedule a meeting to discuss and review our situation in person. I can be reached at [redacted] to help facilitate or discuss our situation.	The control of access shown on the schematic at the public hearing was incorrect. It has been corrected, allowing the opportunity for a driveway accessing the US 290 eastbound frontage road.
84	David Richardson	6/2/2018	Letter	Oak Hill has been plagued by traffic congestion for years. A lack of consensus among the community has thwarted all prior efforts to address the traffic. But that doesn't mean residents or elected leaders were not seeking improvements to the Oak Hill area. I chaired the citizen Oak Hill Neighborhood Planning Contact Team overseeing the completion of that effort. Austin City Council adopted the Oak Hill Combined Neighborhood Plan (OHCNP) December 11, 2008 completing a 2.5 year effort. Just four years later TxDOT and the CTRMA initiated the Oak Hill Parkway study and Draft EIS now under consideration. For the record, I am in favor of improving congestion at the Y and in Oak Hill.	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				That said, I assert “Schematic A” fails to address neither the long term interests of Oak Hill residents nor the interests of those that transit the 290 corridor in Central Texas. I cannot support the construction of Schematic “A” The EIS articulated the purpose of the proposed improvements: 1. Improve [highway] mobility and operational efficiency 2. Promote long-term congestion management 3. Increase multimodal travel options for people and goods 4. Improve [highway] safety 5. Improve [highway] emergency response That list is like using a shovel to understand an ant hill. It focuses only traffic without addressing the causes of traffic congestion.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				More importantly, the list above does not include goals articulated in the OHCNP Chapter 6 regarding Land Use and Development. The OHCNP state the commercial properties at the Y are a “Town Center” should become, “a multi-functional public gathering space” [p. 67 OHCNP]. The OHCNP further states “Oak Hill stakeholders desire more small-scale businesses with less strip commercial establishments.” (ibid) A proper highway schematic would help restore local businesses condemned and razed along US 290 in 2004 - 2005 by TxDOT.	See comment response #68 (Chris Hill) regarding impacts/local businesses.
				Environmentally, Austin’s effort to improve traffic and business access in Oak Hill is complicated by Austin Land Development Code, specifically the Save Our Springs (SOS) part of the Code. That much is acknowledged. But equally important are air quality impacts of transportation. The “Cool Climate Map” [http://coolclimate.berkeley.edu/maps] created by UC Berkeley reports the generation of greenhouse gasses by county and ZIP code. Oak Hill ZIP codes are the largest contributors to greenhouse gasses in Central Texas (78739 is 79.5 metric tons). Greenhouse gasses and air pollution are of course exacerbated by traffic congestion. The causes of congestion at the Y in Oak Hill deserve closer look. 1. Gridlock at the Y is caused by the proximity of the traffic signal at the Y (US 290 / SH 71) and the traffic signal at William Cannon and US 290 (0.6 miles). Most times of the day it takes for, five or six signal changes to traverse this section of the highway. 2. Alternative routes for traffic between Hays County and Austin are limited to: • Nutty Brown Road → SH 45 W → MOPAC • Circle Drive → Travis Cook Rd → Barton Creek Blvd → Loop 360. These routes are also congested according to a TxDOT study generated by TxDOT during the Oak Hill Parkway EIS. 3. The Greenhouse Gas study points to a local condition - commercial services serving Oak Hill residents are further away than other parts of Austin. Shopping centers serving Oak Hill include Sunset Valley (3.4 miles), Bee Cave (6.7 miles), Belterra (6.6 miles), Dripping Springs (13 miles), Barton Creek Mall (5.2 miles) and of course Austin CBD (9 or 10 miles).	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #39 (Janette Miskell) regarding design/improvements. Regarding air quality, local concentrations of carbon monoxide are not expected to exceed national standards at any time. Mobile source air toxics emissions are expected to decrease by 76 percent from 2015 to 2040 with the Recommended Alternative. Based on the nature of greenhouse gas (GHG) emissions and small potential GHG impacts of the project, the Recommended Alternative would not result in reasonably foreseeable significant adverse impacts on the human environment.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				The consensus of the OHCNP is to improve our quality of life and support the redevelopment of the Y shopping centers. Redevelopment would reduce vehicle miles driven by providing local commercial services. Reducing vehicle miles driven reduces the need for lane miles constructed and of course lane miles requiring long term maintenance. It would also improve air quality by reducing greenhouse gases generated by cars stuck in gridlock between the Y and William Cannon and westbound traffic on 290 in the evening. The failure of CAMPO to consider the OHCNP at the inception of the Oak Hill Parkway EIS is significant flaw in the EIS. The Oak Hill Association of Neighborhoods (OHAN) did find consensus among local interested citizens but failed to convince TxDOT, the EIS team of engineers or elected leaders at the City or County level to consider alternative or additional community interests to the "Purpose and Needs" statement.	Comment noted.
				We spoke to County Commissioner Daugherty regarding alternatives that would cost less and do more to address our long term interests to no avail. Specifically: 1. Construct an overpass at William Cannon for 290 to connect directly to 290 at Joe Tanner 2. Construct a less elaborate overpass at the Y for 290 traffic with no direct connects for SH 71 keeping SH 71 at grade 3. Extend SH 45 from the intersection of SH 45 and FM 1826 to US 290 near the Travis Hays County line and US 290 The Oak Hill Parkway EIS was nearly complete when State officials decided not to pursue toll funding on new roads or road improvements in Texas. The CTRMA toll policy mandated un-tolled frontage lanes shall be equal to tolled lanes. That design criteria was baked into the EIS team schematics even though the project was no longer going to be tolled. When new traffic studies projected increased traffic demand, the CTRMA toll road mandate provided a rationale to increase the size of the project – specifically the addition of two more traffic lanes west of the Y. The projected traffic increases came late in the EIS process and may have been mandated because CAMPO was heading into a different projection cycle.	See comment response #39 (Janette Miskell) regarding design/improvements. See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				But maybe there is a better way to address these changes. Consider the following: 1. The overpass at William Cannon and 290 at the Y would be cost less than Schematic "A" with all the excavation. 2. The extension of SH 45 west of FM 1826 eliminates cut-through traffic along alternative routes Nutty Brown Road and Barton Creek Blvd 3. The extension of SH 45 west of FM 1826 (3 miles) reduces travel time between Hays County and Loop 1/MoPac - eliminating three miles and avoiding three traffic signals. 4. The extension of SH 45 west of FM 1826 reduces travel time between Hays County and IH 35 South @ 130 via FM 1626 (12 miles vs. 21 miles via 290 to IH 35 at 130) 5. The extension of SH 45 west of FM 1826 reduces the traffic demand at the Y creating conditions conducive to redevelopment at the Y. Redevelopment would reduce DVMT of Oak Hill residents and Oak Hill traffic congestion. The extension of SH 45 to US 290 near the western Travis County line was first proposed in the early 1980 as part of "The Outer Loop". "The Outer Loop" concept was abandoned in the mid 1980s with the creation of the Balcones Canyonland Preserve northwest of Oak Hill out SH 71 to protect water resources and wildlife species. However SH 45 between MoPac and FM 1626 is now under construction. The extension of SH 45 from FM 1826 to US 290 (bright green line in map below) has a lower cost (probably far less than $230 Million including land acquisition) and a lower environmental impact than Schematic "A" as proposed. ***reference graphic included in comment attachments*	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				The vision created by CAMPO was flawed at the beginning. The scope of the Oak Hill Parkway EIS was not big enough nor broad enough at its inception. If it were bigger and broader, the SH 45 alternative would have been more evident. It does not reflect the broader context of the Oak Hill Combined Neighborhood Plan nor strategies that would foster development at the Y. If broader concerns were included, reducing DVMT with local shopping would have reduced the need for this overblown project. This project, Schematic "A", if built would irreparably harm the Oak Hill community, Oak Hills historical heritage and Williamson Creek.	Comment noted.
85	Kyle Jancovech	5/4/2018	Webmail	Hello, Great job selecting build A for Oak Hill! I approve! Let's keep moving forward toward funding and construction! Thanks, Kyle Jancovech - Oak Hill Resident	Comment noted.
86	Julie Perkins	5/4/2018	Webmail	Can you please tell me what will happen at the intersection of William Cannon and 290? The light timing was changed recently and it has become an utter nightmare of multiple light changes for anyone going any direction except straight through on 290, at most times but especially for the large number of employees exiting AMD and NXP at 5:00. Thank you	This signal is maintained by the City of Austin. You may call 311 for assistance from the city. A new US 290 freeway bridge would be constructed over William Cannon Drive. New traditional signalized intersections between the US 290 frontage roads and William Cannon Drive will be constructed.
87	Esther Torres	5/5/2018	Webmail	As a resident in the Lantana neighborhood and a patron who is always in this congested area, a plan like this is need to be executed. It is such a pain to be in a city with such outdated infrastructure. Whether people like it or not, Austin has grown and we need the city to be able to support that growth.	Comment noted.
88	Shelley Joanne & Trepanier Weedon	5/5/2018	Webmail	I hate it. Lived just off of 71 W since 1992 and this is another ugly removal of impervious coverage that will look as horrible as Hwy 290 and I 35. Figure out a better way with what is already on the ground. You will not have the votes of those of us who live at the Y. This is a shame. I am not shocked, I've known about this plan for years and it still wreaks ugly pollution that will now reach high into the sky and ruin the country views Oak Hill residents have enjoyed. Sorry, not buying into this concrete jungle. No Thanks.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding flyovers/elevation.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
89	Laura Orlando	5/6/2018	Webmail	The proposed solution will not work. Within weeks, traffic will be bottlenecked again as people in Dripping and Lake Travis see it as a green light to build more house. Toll them. They build where taxes are lower but use our infrastructure when they come to town to work and play. Create disincentives to leaving Austin.	The project is a part of the regional transportation plan developed and approved by the Capital Area Metropolitan Planning Organization. Additionally, zoning for development is controlled by cities within the region. Controlling regional growth and land use development is not under TxDOT's authority. As discussed in Section 5.3 of the Draft Environmental Impact Statement, the proposed project is not anticipated to generate significant induced development. The degree to which development is specifically attributable to the proposed project is limited due to the high growth rate in the area. There is limited potential development nearby due to undevelopable lands, and the area is surrounded by developments already underway despite the proposed improvements.
90	Paul Tucker M.D.	5/7/2018	Webmail	I am strongly in support of the proposed highway building alternative for the Y at Oak Hill.	Comment noted.
91	Andy Cook	5/8/2018	Webmail	Regarding the property at [redacted] .... I was informed by Elizabeth Story that there would be a retaining wall placed between our two currently existing driveways. I was wondering why this is necessary and what purpose it would serve. If it does need to be installed then where will it be, what will it look like and how high will it go? Thank you.	The geometry of the westbound US 290 mainlanes, 2-lane exit to William Cannon, and frontage road require the frontage road to be sloped toward the inside. This raises the grade of the outside curb line of the frontage road 2 to 4 feet above existing ground. To avoid acquiring right-of-way for this increased elevation, a 2 to 4-foot high fill retaining wall would extend between your two driveways, about 350' in length, located 2 feet inside the US 290 right-of-way. Your driveways would be reconstructed into your property over a distance to overcome this change in elevation. TxDOT will be seeking a driveway license agreement with you for this construction activity.
92	Donna Estes	5/9/2018	Webmail	Please consider that those that will benefit the most from this "improved" roadway plan are Hays county and Bee Cave residents. While residents of the Convict Hill and Scenic Brook neighborhoods will have increased noise and pollution and decreased property values. Residents of Wolfcreek Pass will literally have a highway as their backyard?! The sacrificing of local Travis County residents to benefit Hays County residents is apparently a priority for developers.	See comment response #89 (Laura Orlando) regarding urban sprawl.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				The current "new" intersection at 290 and William Cannon is a problem for anyone going west on 290 that needs to turn left onto William Cannon. Hays County resident are probably home while the Travis County tax payers are still waiting to get through 2 3-second light signals just to turn left.	Comment noted.
				The new proposed plan of under-passes and elevated highways will choke out local neighborhoods, pollute the air/kill vegetation and kill a once unique and older neighborhood. It's ugly, loud, and goes against everything I thought Austin was and moved to Austin to experience. And if you build it - don't call it the 'Oak Hill Parkway' - call it what it is. 'The Hays County Express Highway'. Don't further ruin the good name of Oak Hill with something that is only ruining it.	The recommended alternative would improve the lives of those throughout the region by providing safe and reliable transportation. It is true some individuals may be impacted by the construction and implementation of this project, however, a far greater number of individuals will benefit from the proposed project.
93	Elizabeth Sifuentes	5/10/2018	Webmail	Please find attached my comments regarding building Alternative "A" of the Oakhill Parkway project. Attachment: *Official Comments Regarding Oakhill Parkway and Alternative "A"* I would like to voice my opinion at how important it is today to address the traffic congestion along the US 290 corridors through Oak Hill and the need to allow Alternative "A" of the Oakhill Parkway Project to move forward. As a native austinite a solution was promised over 25 years ago in the form of a highway. Granted there have been some changes made, such as adding additional turn lanes and lights at the intersection of West Wm. Cannon and Hwy 290, the so called "continuous flow intersections" but this only caused more confusion for people driving this area. There are so many lights now people slow down at this intersection even when the light is green because of the lights on the left and right side turn lanes. I have seen this happen many times. There is no need for people to be stopping at a red light at the intersections at Hwy 71 and Hwy 290 and at Wm. Cannon at Hwy 290. Most of the traffic is heading towards MoPac.	Comment noted.
				There are a large amount of 18 wheeler, cement trucks, dump trucks, RV's and other large vehicles that travel this area and their delay at start up when the traffic signals turn green causes even more delay in traffic at those intersections. As construction amps up in Dripping Springs and Bee Caves, and elsewhere in this area these large vehicles are only going to increase.	Comment noted.
				As a current resident of Oakhill, I have seen the traffic congestion at all times of the day Monday through Sunday. The area is unpredictable. You may have some days where there is limited traffic but most days it is heavily congested. There is more danger to the homes on Scenic Brook and Oak Meadow; people are cutting across these streets from Hwy 71 to get to Hwy 290 West because of the back up at Hwy 290 and Hwy 71, the "Y". It has been difficult for me to get to HEB and stores at Oakhill Plaza from my home because I have to deal with the traffic on Hwy 71.	See comment response #92 (Donna Estes) regarding impacts/quality of life. See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods.
				Let's evaluate the impact: environmental, social, and economic: Environmental • Car Fumes (Pollution) from the cars idling • People, Trees, flowers, birds inhaling this pollution	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Social • People are more angry, road rage occurs • Health-the stress from sitting in traffic causes anxiety, depression and heart related issues • Family life-people come home to their families in a grumpier mood because of the added stress of sitting in this traffic • Being late to work because of this congestion, it's hard to predict, boss gets upset about tardiness • Time that should be spent with family is being spent on traffic congestion Economic • Rising health care and prescription costs because of the health related issues I listed above • Lost days at work because of these issues • More money spent on gas that is burned away idling at these intersections • Maintenance on a car because of the idling • May lose job because of tardiness due to traffic congestion • Reduced production time and costs for large trucks that are delivering goods	Comment noted.
				I have heard many negative comments regarding building this highway. I know for a fact that when MoPac was being built to run through neighborhoods such as the Village of Western Oaks and Maple Run, these were the same comments made. Now these neighborhoods are happy to have MoPac, so much so they are extending it beyond Slaughter Ln because of the congestion at that intersection; such as the congestion at the Y at Oakhill. While the construction of "Alternative A" will cause more traffic congestion, at least this will only be temporary. Doing nothing the traffic is still going to get worse. Please move forward with "Alternative A". Thank you.	Comment noted.
94	Rachel Tang	5/18/2018	Webmail	Please, please continue on with the proposed Alternative A. The No-Build, Do Nothing alternative is completely unacceptable. The growth of Austin and the surrounding areas has, and continues to experience, demand a solution.	Comment noted.
95	Robert Kleeman	5/21/2018	Webmail	I fully support the construction of Alternative A. Please begin construction as soon as possible, even if the project has to be split into two projects (feeder lanes and main lanes). I have waited 35 years for this highway project. I have seen funding snatched from this project several times. Not again, please. Great thanks to TxDOT and all the others you have persisted in getting this important project funded and constructed.	Comment noted.
96	Mark Barber	5/21/2018	Webmail	Alternative A is exactly what we have needed for the last 20+ years. My only suggestion for improvement is to add more lanes now! And not just main lanes, but make sure on and off ramps have multiple lanes and feed into open lanes on the freeway of on-ramps or into open lanes on the surface streets/access roads for off-ramps. Let's stop playing catch-up and get ahead of the endless growth coming to the area.	Comment noted.
97	Steve Portnoy	5/21/2018	Webmail	Overdue. Please proceed expeditiously.	Comment noted.
98	Chad Bayer	5/22/2018	Webmail	Thank you for being transparent and providing this for those who can't attend. I AM IN FAVOR of ALTERNATIVE A, BIG TIME. We desperately need reduced congestion.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
99	Timothy McGhee	5/22/2018	Webmail	Of course, there are a host of problems: 1. It is getting increasingly difficult to get through the William Cannon-290 intersection. The traffic stacks up all day in both directions. 2. As someone who lives just off Old Bee Caves Road, it is nearly impossible (i.e. semi-suicidal) to get to the eastbound side of 290 where Old Bee Caves intersect 290. 3. And in fairness to the Austin Bible Church Southwest whose parking lot - connecting Old Bee Caves with Highway 71 - has become an escape hatch for those wanting to avoid the Old Bee Caves/290 intersection, something needs to be done to support the destinational needs of car traffic on public roads. There's nothing about the current arrangement that works at all well. Please accept this letter as a full endorsement of the Oak Hill Parkway Project (Alternative A). Sincerely, Tim & Marla McGhee	Comment noted.
100	Sheri Kleeman	5/22/2018	Webmail	I remember the plans for the upgraded highway intersection about 30 years ago. Planned, models built and on display and completely paid for. Many shopping centers have been since renovated, huge and numerous subdivisions completed and yet no improvements made. I find alternate routes between 10:30AM and 1:30PM due to the enormous delay. It is dangerous and time consuming. We've also watched many businesses and a complete strip center fold due to constant delays and uncertainty. I find it disgraceful to displace a neighborhood for decades. The decision was made 30 years ago. Please complete it as promised as quickly as possible.	Comment noted.
101	Ryan Dobbs	5/22/2018	Webmail	I am 100% in favor of this solution. Please continue to diligently work toward breaking ground. This project is years past due. Thanks	Comment noted.
102	Andrea Street	5/22/2018	Webmail	There is absolutely nothing in your final proposal to the public which advocates protecting the heritage oaks, Williamson creek and many of the historical sites which will be destroyed by your outdated and archaic highway. TxDOT projects the parkway as an environmentally sensitive project however the Oak Hill Community knows better than to believe this highway will essentially ruin our community forever. TxDOT has such a wonderful opportunity to effect mobility changes at grade level in effect preserving the unique environmental beauty that is Oak Hill. As a twenty year resident I still hold out hope that TxDOT will evolve and do what is in the best interest of the community and not special interests.	See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality. See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
103	Eric Reed	5/22/2018	Webmail	Fix 290. Build the highway you promised us twenty five years ago. My god, how hard is it. Stop spending money needlessly on studies. If the Romans can build a highway and an entire viaduct system in 15 years with NO machinery, then you should be able to build 2 miles of highways. Get to work.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
104	Troy Spink, RA	5/22/2018	Webmail	High speed constant flow elevated lanes create excessive noise for surrounding community.	See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #39 (Janette Miskell) regarding design/improvements.
				Overhead Traffic lanes do not preserve the identity of the Oak Hill community. Constant flow lanes are not required to maintain quality of life for the local community. When presented with the current design I would submit a No-Build vote. Preserve Oak Hill	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
105	Adam Warren	5/23/2018	Webmail	The idea of potentially having 12 lanes of road/highway running 1/4 mile from my house, some of which would be elevated would undoubtedly destroy the charm and character that drew us to move here 5 years ago.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				An option that mitigates sound would be ideal, such as the recessed portions of 71 that are present just West of the airport. Honestly, most of the people pushing for this highway likely don't live in very close proximity to where the highway will run. I've already noticed a significant increase in light pollution over the years and I can only imagine the sound of cars zooming by at 70+ miles per hour.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				We shouldn't have to pay the cost for the people who decided to live West of us knowing that it would take time to get through the Y during rush hour. The improvements made seem to be helping and all options should be considered before moving forward with this proposed massive project.	See comment response #89 (Laura Orlando) regarding urban sprawl.
106	Laura McIngvale Brown	5/23/2018	Webmail	This is a WONDERFUL idea. Traffic in this area is awful so for the folks who are complaining of the tree and vegetation removal shouldn't they want this? It will help decrease pollution from cars sitting in traffic. Fingers crossed this passes! Good luck	Comment noted.
107	Joseph Warwick	5/23/2018	Webmail	I fully support the Oak Hill Parkway project. I have lived in Oak Hill area since 2011 and traffic has increased drastically in that time period. The do nothing and hope for the best option is an awful alternative. These are people that option want to stick there head in the sand hope the future doesn't happen. The problem is it's happening now Dripping Springs is exploding and more people are moving to the area daily. I live in the middle of Circle Drive and on a bad day it can take me 5 minutes just to get out of my neighborhood on to 290 because of the lines of cars. Please do something and stop listening to these people stuck in the eighties.	Comment noted.
108	Richard Nelson	5/23/2018	Webmail	What is the latest news? Would like to construction starting.	See comment response #7 (Anthony Catania) regarding construction timeline.
109	Rabecca Cross	5/23/2018	Webmail	I am a resident and property owner in the Oak Hill area in Austin, Texas and I support the Oak Hill Parkway Alternative "A" plan. I am aware that implementation of the plan could increase the noise level on my Fenton Drive property, but I still support Alternative A as the most ideal solution for addressing current and anticipated future traffic needs in the area.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
110	Patty Koeninger	5/23/2018	Webmail	Please use the non-elevated version of the Oak Hill Parkway. An elevated highway will double the volume of noise in my neighborhood. (I live just off Scenic Brook). And light pollution will increase enormously in addition. Both. Very undesirable.	See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				The lower, non-elevated improvements will provide more protection for the nearby Williamson Creek and beautiful trees that are abundant in that area. Please use the less intrusive non-elevated plan to preserve the quiet, the beauty and the specialness of Oak Hill.	See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
111	Brian Christopher Baucher	5/23/2018	Webmail	Please proceed with this project. The traffic keeps getting worse and worse and there are way too many accidents. Trying to turn left on 290 from Old Bee Caves Rd always makes me think I am risking my life.	Comment noted.
112	Alan Pickett	5/23/2018	Webmail	I'm in support of this project. Please build it quickly!	Comment noted.
113	Gerald Daugherty	5/24/2018	Webmail	The 'Y' in Oak Hill has been in the planning stage for 30 years and it is way beyond time to get this project started and completed...with the exponential growth in this part of town it is only getting worse. Please move forward with any or all of what is needed and deserved! Thanks for the consideration! Commissioner Gerald Daugherty	Comment noted.
114	Katie Snipes	5/24/2018	Webmail	My commute and well as many of my coworkers have an atrocious commute through this intersection. West of Oak Hill is only growing and developing more, something needs to change.	Comment noted.
115	Brent Nations	5/24/2018	Webmail	I have lived in Austin since 1989. The 290/71 interchange needs fixing! Business argued against an overpass years ago, assuming the fly over traffic would reduce their business. However, because for the extreme congestion in that area, most friends and neighbors I know avoid that area altogether now. The recent changes with the additional traffic lights and odd lane configuration has done little to reduce the congestion. And undoubtedly made the area hard to navigate, especially for out-of-town and first time visitors.	Comment noted.
116	Ryan Harris	5/24/2018	Webmail	Build it, but build it quick and complete with each stage. Don't do frontage and then freeway later. Build entire thing foot by foot, so section is complete and ready to use as you finish it. If that means blowing it up and forcing alternate routes for a few months, then so be it. If you build it, get it done in record time!	See comment response #7 (Anthony Catania) regarding construction phasing.
117	James Schissler	5/24/2018	Webmail	The alternative chosen will provide great benefit to the Oak Hill area by allowing through traffic to use the express lanes and local traffic to use the frontage roads.	Comment noted.
118	Billy White	5/24/2018	Webmail	Much needed improvement.	Comment noted.
119	Randy Williams	5/24/2018	Webmail	Please move forward with this plan. I have lived in Western Oaks since 2000 and watched this intersection do nothing but get more congested.	Comment noted.
120	Hillary Paris	5/24/2018	Webmail	The Alternative A is supported. This intersection needs to be improved. It is a bottle neck intersection that causes much grief for commuters through this area.	Comment noted.
121	Jill	5/24/2018	Webmail	I am in this area often and, regardless of time, the traffic and confusion around the intersections is very stressful. This would be an incredible improvement and I wish it had been done yesterday.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
122	Roger Borgelt	5/24/2018	Webmail	Our community has been trying to solve the traffic issues at the Y at Oak Hill since the 1980s. As the area's population continues to grow, congestion and delays have increased — even with the most recent improvements at William Cannon and SH 71. I support the proposal for an upgraded, state-of-the-art roadway consisting of three main lanes for through traffic in each direction, as well as two-to-three frontage-road lanes in each direction.	Comment noted.
123	Marjorie Burciaga	5/24/2018	Webmail	Our city is in dire need of transportation solutions. The Y at Oak Hill is a failed intersection for commuters on a daily basis as well as hazardous to those that drive it. I urge leaders to fix this immediately and the relief needed to this part of our community. The traffic count is only going to get worse as the central Texas continues to grow. I am dumb founded that leaders resist smart changes when history dictates that our city has doubled in size every 25 years since 1890. Pass a resolution and allocate needed $s to fix all failed intersections and roads.	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.
124	Frank Goodloe	5/24/2018	Webmail	I totally support the proposed Oak Hill Parkway plan. Having lived in Oak Hill 11 years, I have seen the traffic and congestion increase dramatically. Much of that traffic is clearly just passing through the "Y" on the way to points beyond...Oak Hill is not a destination. While I hate the disruption and added concrete that the project would bring, I see a clear advantage to fly-overs for thru traffic, leaving ground level roads to local traffic.	Comment noted.
125	Amanda C.	5/24/2018	Webmail	Please continue to find this project. It's desperately needed! This section desperately needs some changes.	Comment noted.
126	Mike Wilson	5/24/2018	Webmail	Please move forward to the construction phase of the Oak Hill Hwy 290 expansion. During construction it will suck but everyone out in Dripping Springs will find a way through it or around it. It would be worth reviewing mobility routes that will be taken to avoid the area (Circle Drive, 1826, MoPac/45, Slaughter, Convict Hill, Southwest Parkway...)	See comment response #92 (Donna Estes) regarding impacts/quality of life. See comment response #39 (Janette Miskell) regarding design/improvements.
127	Leigh Ziegler	5/24/2018	Webmail	Interested in the Parkway/MoPac connection and impact: sound, roadway modification	Comment noted.
128	Noah Marburger	5/24/2018	Webmail	Please build the overpass @ the Y in Oak Hill; we need a solution at this intersection and with our continued growth the issue will continue to compound... please fix! Oak Hill resident since 2010 - Noah Marburger	Comment noted. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
129	Amy Johnson	5/24/2018	Webmail	We need this project!! I live past the Y towards Dripping Springs and deal with this horrible traffic daily. The population continues to grow west of the Y and the roads are not growing with the population. We have waited long enough!!!!!	Comment noted.
130	David Alford	5/24/2018	Webmail	I have been a part of the Y at Oak Hill parkway discussion before it was a parkway. I have reviewed and provided feedback at different stages many times in person. Although it has taken a very long time, I approve of the build plan A and the funding methods chosen for this project. The design (lower road elevations), scope (extending past circle drive), and funding model (no tolls) indicate that TXDOT has successfully incorporated community input provided over more than a decade. Although change can be difficult, the current build proposal is reasonable and much needed change for current and future growth.	Comment noted.
131	James Weissmiller	5/24/2018	Webmail	I am very supportive for Alternative A to be the plan for the improved and much needed traffic changes at the Y. The increasing population of Austin makes this imperative in order to prevent a permanent traffic nightmare for everyone using this highway.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
132	Beth Babbitt	5/24/2018	Webmail	I am extremely concerned about the proposed plan, especially the raised concrete roads that will back to my property and many of my neighbors properties on Hwy. 71. There has to be something else that can be done here that doesn't include a raised highway on 71.	See comment response #7 (Anthony Catania) regarding flyovers/elevation.
				It will effect property values in a negative way.	In general, property values are not adversely affected by projects that promote long-term congestion management, improve safety and emergency response, increase mobility and operational efficiency or expand multimodal travel options.
				It will mean elevated noise pollution and will be a complete eye sore from my backyard. I moved to Oak Hill to get away from that.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				It will also destroy many beautiful, large Oak trees and pollute Williamson Creek.	See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality.
				I am completely against the proposed flyovers on both 290 and Hwy 71. Can't more thought be put into it and do more ground level roads. Also, it sounds like the planning of doing the access roads first is going to be really bad for traffic around here.	See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #7 (Anthony Catania) regarding construction phasing.
				It should be started when they have the money to actually complete it from beginning to end.	See comment response #9 (Richard Collins) regarding funding/tolling. See comment response #7 (Anthony Catania) regarding construction phasing. See comment response #7 (Anthony Catania) regarding construction timeline.
				Make it nice and not a horrible eye sore, pollution generating concrete mess. Thank you for hearing me.	See comment response #20 (Elizabeth Gibbs) regarding context sensitive design.
133	Daniel Bradley	5/24/2018	Webmail	Thank you TxDOT for great work. This project can't happen soon enough, not only for traffic congestion relief but for safety. You've got my support!	Comment noted.
134	Patrick Rose	5/24/2018	Webmail	I strongly believe that all meaningful effort should be placed toward moving forward the needed improvements at the "Y" in Oak Hill.	Comment noted.
135	Richard Nelson	5/24/2018	Webmail	Do we have a plan, if so when will construction start?	See comment response #7 (Anthony Catania) regarding construction timeline. See comment response #7 (Anthony Catania) regarding construction phasing.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
136	Bobak Tehrany	5/24/2018	Webmail	To whom this may concern, the time has come to finally put this issue behind us. This is a project that should have been constructed in the 80's and yet here we are today. TxDOT and the CTRMA need to take the helm and put us in the right direction. While many have been successful in delaying this vital transportation project, development in western Travis County and Hays County has only increased exponentially. The health and safety of the Public is in much more peril with the existing conditions that are traveled daily by thousands. Air quality has been significantly impacted due to thousands of vehicles idling and crawling through this stretch of US 290 but it seems no one wants to discuss that. The Oakhill Parkway improvements will improve the water quality treatment of runoff compared to what is in place today. There have not been any alternative improvements proposed to those who oppose the Oakhill Parkway. This area has been studied and discussed to death for 30 years. How much more will it take for our leaders to make the right decision and get this project built. I trust you will make the right decision and allow responsible progress to continue forward.	Comment noted.
137	Vivian Caputo	5/24/2018	Webmail	As a resident of Oak Hill for over 15 years and having spent time being involved with the whole public process, I am appalled by this plan being brought forward. Yes many of the residents wanted a "parkway". What is proposed and illustrated looks like a concrete jungle. NOT a parkway. Why does TxDOT not listen to the people they serve? Just today I heard allegations about sexual harassment and discrimination within TxDOT. It is time to learn that NO MEANS NO.	Public involvement has been an ongoing and critical component of the proposed Oak Hill Parkway. The community's participation in meetings, workshops and open houses has made significant improvements to the concepts / alternatives being proposed to improve mobility along US 290 and SH 71 through Oak Hill. Some of these improvements can be found in the FEIS and on the project website at: http://www.oakhillparkway.com/environmental/public-comments.php. Since November 2012, public outreach activities included: • One public hearing with an online virtual open house • Six open house meetings with online virtual open houses • 669 official comments received (not including the public hearing comments) • Over eighty stakeholder meetings • Fourteen issue specific workshops, including water quality, finance, bicycle and pedestrian facilities, evaluation criteria, design, mobility, and several context sensitive solutions • A mobile-friendly public website with continuous online comment capability We've distributed over 30 electronic newsletters or e-blasts and more than 800 social media posts to keep the public informed and engaged throughout the project's environmental process. Two live chat sessions with the community were hosted by the project team in 2013. We've conducted outreach to elected officials and the media, including a media workshop in 2015, and hosted information booths at community events in 2016. The team has produced multiple project videos including a series which were part of an online outreach campaign in 2016. In addition, we produced a 3-D visualization for the public hearing in 2018.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
138	Hunter Warren	5/24/2018	Webmail	Please try to design the 290 portion with fewer frontage roads, if none at all. The ones that are currently in Alt. A will contribute to the traffic problems by turning the freeway into a shopping thoroughfare. This is the problem with all of our freeways in Texas. The focus should be on moving people through the area, not bringing even more folks into it. Eliminate the frontage roads and you decrease congestion, make the freeway safer, and you'll have a less ugly landscape afterward.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #137 (Vivian Caputo) regarding Public Involvement process.
139	Van Short	5/24/2018	Webmail	I fully support Alternative A and hope it will be constructed as soon as possible. I also support tolling as a means to fund the construction.	See comment response #92 (Donna Estes) regarding impacts/quality of life. See comment response #7 (Anthony Catania) regarding construction timeline.
140	CR Thomas	5/25/2018	Webmail	Please, please, please build this roadway. As a resident of Granda Hills, the proposed solution is fine. Please just start building asap.	Comment noted.
141	Shane Beeler	5/25/2018	Webmail	I live at [redacted] in Ridgeview and have been trying to get in touch with someone to understand the proposed road changes and how they will impact my home. The changes appear to move the road 120-150 feet closer to my back yard yet no noise abetment wall is shown in the image. It would have been impossible for the noise study to not have qualified my home and my neighbors as eligible for a noise wall so I would like to see the results and get clarity on why the wall would end before protecting my home. We have an open back fence and will lose 3/4 of the green space behind us and have a new access road and bike trail at our elevation where non existed previously. I am worried about my safety from transients and the increased noise and would like to talk to someone. Who can I speak with live about my concerns? I am happy to reach out to anyone directly at any time. The current images and videos don't make it clear what the scale is nor exactly what the road changes will be and I just really need some help. Thank you.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution. Regarding whom to talk with about the project, you may call Jon Geiselbrecht of TxDOT at (512) 832-7218 and he will be happy to assist you.
142	Jennifer Beeler	5/25/2018	Webmail	I live at [redacted] in Ridgeview and have been trying to get in touch with someone to understand the proposed road changes and how they will impact my home. The changes appear to move the road 120-150 feet closer to my back yard yet no noise abetment wall is shown in the image. It would have been impossible for the noise study to not have qualified my home and my neighbors as eligible for a noise wall so I would like to see the results and get clarity on why the wall would end before protecting my home. We have an open back fence and will lose 3/4 of the green space behind us and have a new access road and bike trail at our elevation where non existed previously. I have severe safety concerns and I am worried about my children's safety from transients and the impacts of the increased noise and would like to talk to someone. Who can I speak with live about my concerns? I am happy to reach out to anyone directly at any time. The current images and videos don't make it clear what the scale is nor exactly what the road changes will be behind our home and I just really need some help. Thank you. (includes attachment - schematic showing location of home in relation to project)	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
143	Jacqueline	5/25/2018	Webmail	1. It is so very important to do sound abatement, such as sound buffering walls, for any and all designs passing through this neighborhood.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				2. Making any park type design beautiful and a meaningful asset for the area could be helpful in gaining support.	See comment response #20 (Elizabeth Gibbs) regarding context sensitive design.
				3. The huge homeless population that camps behind the HEB needs assistance to relocate in transitional housing.	This is a local social issue that is not within TxDOT's area of responsibility.
144	Dan Matthews	5/25/2018	Webmail	Traffic (including heavy trucks) remains funneled through the Y. Major concept error in my opinion. I understand your statistics suggest this isn't a problem. (What did those statistics say about the last "improvement"?). What's your fallback? How about providing a bypass using Thomas Springs to provide an alternate 290 to 71 path? You've got right of way. This would also be a great pre-construction step to relieve pressure while main project is being constructed.	See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #39 (Janette Miskell) regarding design/improvements.
145	Greater Austin Chamber of Commerce	5/25/2018	Webmail	Please find the Greater Austin Chamber of Commerce's Board of Directors statement in support of this project below: "The Greater Austin Chamber of Commerce is supportive of any method of financing to advance transportation projects – traditional, design build, and tolls if applicable. The "Y" at Oak Hill has long been a chokepoint and problem congestion area for residents of Austin and the Central Texas region. Since 2006, the Greater Austin Chamber of Commerce has supported the construction of an expressway to offer congestion relief at the Y. We continue that support today by urging the Texas Department of Transportation to move forward with its May 2018 "Alternative A" $550 million proposal to reduce congestion at the Y by constructing the Oak Hill Parkway. We encourage TXDOT to fully fund the project upfront whatever the source of funding. We need to avoid the potential of an incomplete project. Offering a fully-funded parkway through Oak Hill at the Y will improve the quality of life for Central Texans, reduce congestion and allow businesses, both small and large, to benefit from the improvements."	Comment noted.
146	Loulia Miller	5/25/2018	Webmail	I am in favor of the plan and I hope it doesn't get derailed. I spend my days finding creative itineraries to avoid "The Y" and it shouldn't be that way.	Comment noted. See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods.
147	Steven Simmons	5/25/2018	Webmail	I attended the Public Meeting on 5-24-18. I believe the project as presented best addresses the need for this project and the TxDOT and their consultants have listened to the community and made as many compromises as possible. Don't let PERFECT get in the way of BETTER. This project needs to move forward.	Comment noted. See comment response #137 (Vivian Caputo) regarding Public Involvement process.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
148	David Sherby	5/25/2018	Webmail	Thanks to TxDOT and CTRMA for the public review session last night at Bowie HS. In short, I am in favor of Design Alt A for the main reasons of eliminating the massive and constant time-draining, energy wasting, mental and physical health degrading congestion at the Y each day. It negatively affects my desire to do business and enjoy the benefits of local businesses therein, as it is quicker and less stressful to drive other directions even though that means longer distances. We need to move the people who want to pass through quicker and more efficiently, while giving local residents a safer and easier way to navigate their own local community and neighborhoods. Job Well Done on the many years of project designs and versions, public reviews, and communications on this project. THANK YOU.	Comment noted.
149	John Hille	5/26/2018	Webmail	I love the new design! Build it as fast as you can!	Comment noted.
150	Terry Nolen	5/26/2018	Webmail	I have a heavy interest in this project as I commute to the Domain area every day for work. The two intersections on 71/290 are ridiculous, and it takes me 30 minutes just to drive less than 2 miles. Did anyone consider just adding elevated mass rail transit from Dripping Springs to Downtown to connect? Seems like the amount of money being spent would be better spent on commuters from the SW area than general transit. Let the general transit use the commerce available in Oak Hill and keep the concrete away. BTW… Buda will be next. Their commute is about the same, and a straight north/southbound rail would help significantly.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #19 (Elizabeth Gibbs) regarding transit.
151	Nancy Lanier	5/26/2018	Webmail	I agree with the comments & suggestions made by Fix290. This community in Oak Hill is well-established, with many residents who have lived here for 30 years. We don't want or need toll-roads, or elevated highways to improve the traffic flow. Historic landmarks, and environmental protections are some of the things that make Austin such a wonderful place to live. You should be doing everything in your power to preserve them, instead of allowing massive concrete structures to destroy what makes the Oak Hill area a unique and beautiful part of Austin. The impact of your plan will affect the Oak Hill community for many years. It should be done in the least intrusive way possible, so that we can preserve the way of life we cherish & depend on.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
				Many area residents are elderly & disabled. We, depend on having easy & fast access to the businesses & services in Oak Hill, so we don't have to travel to other areas for things we need. Please do destroy our beautiful, unique community.	See comment response #68 (Chris Hill) regarding impacts/local businesses.
152	Laura Johnson	5/26/2018	Webmail	I am interested in seeing the traffic improved in the area but please do not put tolls on the road.	See comment response #9 (Richard Collins) regarding funding/tolling.
				Limit the amount of heritage trees taken out and improve Williamson Creek rather than paving over it and making it a drainage ditch. I see this in east Austin around Boggy Creek and it looks like an eyesore. Take the Waller Creek project Downtown as an example and connect the creek to the Violet Crown trail or make it more accessible to citizens. Please do not destroy the feel of Oak Hill.	See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality.
153	Carrie Rogers	5/27/2018	Webmail	I prefer Plan A as it keeps all intersections grade separated from the main traffic lanes. This will keep traffic moving and provide emergency vehicles faster means of getting to accidents.	Comment noted.
154	Beverley McCabe	5/27/2018	Webmail	Backups/congestion around the Y and the 290/Wm.Cannon intersection have become untenable. I support Plan A.	Comment noted.
155	Kerri Davis	5/27/2018	Webmail	Please proceed with the Oak Hill Parkway plan that TxDOT proposed. The area is way too congested and this plan seems to address the needs. Don't delay with implementation, and select a competent construction contractor so the project is completed on time.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
156	Barbara Carlson	5/27/2018	Webmail	Current plans as published do not solve the problems. Instead, extent SH 45 from 1826 to 290 near McCoy's Lumber. Thank you.	See comment response #39 (Janette Miskell) regarding design/improvements.
157	Emily Donahue Brown	5/27/2018	Webmail	I agree traffic should flow better at the Y but a 6 lane highway overpass will bring extremely loud traffic into the surrounding neighborhoods. If nothing can be done to change those plans, please offset the noise for these neighborhoods with attractive sound-blocking walls as you have done for the wealthier neighborhoods affected by the Monaco toll lane project from the Lake to Parmer Lane.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
158	Jill Tibbels	5/27/2018	Webmail	I do not like the proposed plan as it makes a mess of local Oak Hill traffic. I prefer the extension of SH45 to 290. This will make a lot of cars completely miss the Y and therefore would eliminate the need for the overpass system.	See comment response #39 (Janette Miskell) regarding design/improvements.
159	Pamela Washburn	5/27/2018	Webmail	My husband and I have looked this over, and we think it looks like a good solution to the current (and projected) congestion.	Comment noted.
160	Johnny Tijerina	5/28/2018	Webmail	Please build the Oakhill Parkway so that Austin can continue to grow and we can have time back from sitting in traffic.	Comment noted.
161	Virgil Lynn Forbis, Jr.	5/28/2018	Webmail	This absolutely has to get done. Having to drive through that intersection to work and back is already a nightmare. For the good of the entire corridor please, please, please make this happen. We've been waiting for something for years so do not let this slip away.	Comment noted.
162	Spencer Collins	5/29/2018	Webmail	Build this road. The Y needs traffic relief.	Comment noted.
163	Sean Johnson	5/29/2018	Webmail	I am all in favor of the proposed construction with one exception. I think the intersection at the Y would be the perfect location for a roundabout rather than a traffic light for the three different roads intersecting each other.	A round-about was considered at the intersection of the US 290 and SH 71 frontage roads. However, due to the large volume of traffic a round-about that would fit within the available right-of-way would exceed the capacity and would operate poorly.
164	Paul Kennedy	5/30/2018	Webmail	I own the car wash located at [redacted] in the Oak Hill area. My driveway is offset by a few feet from the turnaround/intersection at Highway 71 and Scenic Brook Drive. One of the earlier designs moved my driveway so that it would line up perfectly with the intersection. My concern with that was the flow of traffic onto my site. It appears that the current design has the driveway remaining at its current location, which is offset from the intersection. I am now concerned that the offset driveway will lead to a significant reduction in customer trips to the car wash. In addition, there is a concern regarding accidents that may be caused by customers trying to exit the car wash facility and traffic turning from the intersection of Scenic Brook or the U-turn lanes. Can you provide some feedback regarding any engineering study regarding what may be best for this intersection, as it relates to my driveway? What is the ideal arrangement for TxDOT? Thanks.	The driveway and intersection at Scenic Brook Drive would function better if it was reconstructed to align with the Scenic Brook signalized intersection. This change will be reflected in the Final EIS.
165	Jess	5/30/2018	Webmail	As a resident of the Oak Hill area, I fully support the parkway solution. There needs to be a flyover at William Cannon and the Y. I have experienced heavy traffic almost every time I have driven westbound at 290 because of the light at William Cannon. I also think there is space on the sides of the roadway from William Cannon to the Y that could better serve the people of the area by expanding the roadway. I support the proposed solution!	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
166	M. Lynn Crismon	5/31/2018	Webmail	I live in the Hill Country Estates neighborhood which is located on Hwy 71 at Thomas Springs Rd. I drive through the Y at Oak Hill every day during my commute to UT. Although the entire drive from my home to UT is congested in the mornings, the Y at Oak Hill is definitely the worst part of the commute. Even during the weekends, the congestion at this intersection is difficult if not impossible. We have no choice other than to construct a controlled access parkway through this area. These roads are so congested that it would be optimal to make US 290 four lanes in each direction through this area. If you do not do this, you will be back within 10 years to widen the expressway. Furthermore, the flyovers from Hwy 71 to US 290 and from US 290 to Hwy 71 west need to be two lanes. If you only make these one lane, you will create significant traffic congestion.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				I consider myself an environmentalist, and I understand that there are individuals who are concerned about the trees, particularly live oak trees, that lie in the path of this construction. While I am empathetic to these concerns, there is pragmatically no other alternative than to construct this parkway. If the TxDOT budget allows, perhaps the most pristine of these oaks can be move to an area adjacent to the constructed roadway. Unfortunately, with the oak wilt currently in the area, some of these oaks my die regardless.	See comment response #7 (Anthony Catania) regarding trees/vegetation.
167	David Winkler	5/31/2018	Webmail	My comment is…. just get it done as soon as possible! Long overdue …	Comment noted.
168	Terry Nolen	5/31/2018	Webmail	I live west of the Oak Hill Parkway in Belterra. Almost half of my commute from my home to work at the Domain is spent in the Oak Hill traffic debacle, so my voice is from a commuter perspective, but we do visit many of the Oak Hill retailers. IMHO… a survey should be done to measure the amount of commuter traffic versus other. I would like to see a version that includes a pay-to-ride light rail from the Circle Drive area to Downtown, which could connect with the existing light rail. My guess is that you would get huge sponsorship for this, and it would reduce traffic in many places.	See comment response #19 (Elizabeth Gibbs) regarding transit.
169	Kevin Hoffman	5/31/2018	Webmail	The preferred alternative appears to address the major congestion areas and allows free flow to accommodate future growth. I believe this was the best option for the scenario at this heavily congested intersection and hope that the EIS approval is successful so that the project can move forward to construction in 2020.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
170	Todd Headden	5/31/2018	Webmail	I would like to start off by saying thank you for the hard work that your team and your colleagues have put into this project. It is no small undertaking but necessary to the community and growth of our region. I would like to voice my support for the proposed redevelopment of the Oak Hill Parkway. Like many people, I have witnessed the rapid growth in the area over the last 20 years and am proud to be a resident of the Oak Hill Community. Change has been prolific and will continue with a certainty that death and taxes would be envious of. From the complaints that I have heard, I believe them to come from either a disgruntled person who was upset that their preferred solution did not work out (such as extending 45 out to 290, which by the way seems to completely miss the point of the 290/71 interchange mess and ignores a substantial portion of the area's growth.) Alternatively, the critiques seem to focus on connectability to our local shops. Admittedly, I am not a cartographer, and reviewing the schematics required serious attention on my behalf. Yet, I believe that for me and my neighbors in Granada Hills, that the project will make access to the HEB at 290/71 more accessible due to the dedicated frontage road and connections. Moreover, as a parent of young kids and future drivers, the dedicated frontage road provides me with peace of mind. The current light at El Rey tests the judgment of any young driver if they try to turn left on a green light. Many vehicles heading eastbound on 290 are not traveling the speed limit and a miscalculation in that situation could very well be that person's last mistake. I will gladly make a U-turn on my way home if the trade-off is a better flow of traffic and safer roads. Lastly, I would like to thank you for what appears to be a very concerted effort to minimize the environmental impact of this project. While my druthers would be to incorporate more public transit of various sorts, the fact of the matter is that we as a society do not prioritize public transit and this project is separate from that debate. Kudos to the engineers for trying to keep the old growth trees. Anybody who has driven through the Slaughter Lane and MoPac intersection lately will assuredly attest to the need to preserve our tree friends. Best regards, Tom Headden	Comment noted.
171	Warren Ritchie	5/31/2018	Webmail	I agree with the non toll road project with one addition. East bound 290 @ Hwy 71 westbound needs an over pass for westbound Hwy 71, otherwise, everything looks great to move forward.	The recommended alternative has US 290 grade-separated from both SH 71 connectors.
172	Paul Tucker II	5/31/2018	Webmail	I am 100% in favor of the plan. We need to go big and bold and fix this problem once and for all.	Comment noted.
173	Donn Gauger	5/31/2018	Webmail	Build the highway! Traffic and congestion are just going to get worse and worse due to the increased population and building in the area. Don't delay any longer. Build it!!!!!!	Comment noted.
174	Jay Spence	5/31/2018	Webmail	This project is 30 years overdue. It is CRITICAL that this gets built. I am satisfied with all the plans and studies thus far. Also I am reminded of something I learned in school. When Dwight Eisenhower was elected president he saw the need for a national highway system as a means to expand grow this country to what it is today. If we wait the costs will go up to even more astronomical numbers. Please proceed! Full steam ahead! Thanks for reading.	Comment noted.
175	Jennifer Padden	5/31/2018	Webmail	What is the route for east bound 71 to 290 toward Dripping Springs?	Eastbound SH 71 traffic desiring to travel west on US 290 would utilize the SH 71 frontage road (not the direct connector ramp to eastbound US 290) then turn right onto the westbound US 290 frontage road.
176	Tim Litch	5/31/2018	Webmail	While I appreciate the desire to ease congestion and make the public's use of the Oak Hill roads safer and easier, I am opposed to the size and scope of the TXDOT proposal. The amount of land which will be converted to roadway is astounding. I would suggest modeling some European motorways. I don't believe excessive roadway sprawl is the right approach.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				The sheer amount of concrete coverage is going to significantly increase the average temperature of the Oakhill area for its residents. Such a large amount of mass will become a heat capacitor.	We acknowledge that the project will contribute to minor increase in paved surface when compared to the current facility. This additional concrete will marginally increase the Austin micro-climate, but will likely be unmeasurable. Further, the project's projected benefit to mobility will outweigh the potential impacts due to the incremental increase in paved cover.
				I believe the current proposal will also encourage urban sprawl. Reducing the number of lanes and making the project more compact will naturally regulate the number of new subdivisions N and W of Oakhill. Any increase in capacity will be answered by our nation-leading growth rates. Widening the path too much, as in TXDOT's proposal, will expound urban sprawl to the already overburdened and environmentally sensitive hill country.	See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods.
				I encourage TXDOT to return to the drawing board once again to refine the current proposed plan, and reduce the sheer size and excessive cost of the Oakhill project.	See comment response #137 (Vivian Caputo) regarding Public Involvement process.
177	Jeffrey Batchelor	5/31/2018	Webmail	I prefer roadways below grade level for noise reasons. My primary concern is for adjacent and nearby neighbors. Please ensure the sound levels are not a burden for property owners. At my address, I can see the Y yet I live 2 miles away from it. I worry the noise burden will greatly diminish my quality of life and property value. I already hear loud sirens from the fire station.	See comment response #7 (Anthony Catania) regarding flyovers/elevation.
178	Jane Isaacs Deitz	5/31/2018	Webmail	Now that we aren't building a toll road. Please consider the reduced need for 12 lane monster highway. Please consider an overpass for 71/290 & 290/William Cannon and adding a lane both ways to 290. It will be faster and cheaper. We really don't need to make this environmental disaster of a cement super highway. Find a better plan, please.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
179	Claudia Hollenback	5/31/2018	Webmail	Please complete the project as proposed as soon as possible. The traffic congestion is only continuing to increase due to no restrictions on building in Dripping Springs.	Comment noted.
				I would also like to see more public transportation into and out of Austin to Dripping Springs. Thank you.	See comment response #19 (Elizabeth Gibbs) regarding transit.
180	Kevin Good	5/31/2018	Webmail	This is a good design and will greatly enhance the area. The sooner construction starts the better!	Comment noted.
181	David Edwards	5/31/2018	Webmail	As a resident of the Dripping Springs area for 35 years, I have seen the "Y" intersection congestion grow from a minor distraction to a major problem impacting not only the daily quality of life, but also the sustainability of life due to lack of PROMPT emergency services access. With the explosive growth currently developing west of the "Y" on Highway 290 (approximately 10,000 home sites platted plus commercial development), the problems will be magnified greatly in the next five years. That doesn't even include the growth on Highway 71 toward Bee Cave. This project cannot happen quickly enough for both quality of life and public safety reasons.	Comment noted.
182	Glenn Gregory	5/31/2018	Webmail	Looks like a very well planned and good project that is needed very badly.	Comment noted.
183	Juanita Albini	5/31/2018	Webmail	I need to know how much closer the 290 will come to my house. I am concerned about the air position as I have watched my white back wall turning black due to the car fumes.	At your location in the Ridgeview subdivision, a strip of property approximately 125-feet wide is proposed to be acquired for highway construction.
				I do hope you keep the standing trees and space?	See comment response #7 (Anthony Catania) regarding trees/vegetation.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Also I have had many a sleepless night due to the time, flood light and noise needed to do this project. If I could get a notice that would be wonderful. Do understand the need of updates. Keep me informed. Thanks, Ms. Juanita Albini	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
184	Priscilla Feuerbacher	5/31/2018	Webmail	Am in full support of the Oak Hill Parkway proposal and hope you will proceed as quickly as possible. We have needed this for many years!	Comment noted.
185	Karen Kelley	5/31/2018	Webmail	Love, love, love this proposal! The rendering of the proposal is excellent and I hope all will view it before posting comments. I'm especially encouraged that it will be limited access from the side roads of Old Bee Cave and others which pose in my opinion great hazards in the area. I also love the aesthetics, retention ponds and wonderful use of bi-ped access for the local area. I live past the Y off 71 and cannot wait to see this put in place! Great job!	Comment noted.
186	Steve Havlir	5/31/2018	Webmail	These improvements are long overdue and I am glad that this issue is being pushed forward. The amount of time and carbon dioxide wasted as cars sit idle at the Y is only going to get worse as Austin's population grows.	Comment noted.
187	Robert Foote	5/31/2018	Webmail	I support the project. It should have been done when the raised 290 highway was done. Growth along Highway 290 is going to continue all the way to Dripping Springs.	Comment noted.
188	Jeffrey Carpenter	5/31/2018	Webmail	I believe the Oak Hill intersection could greatly benefit from this new corridor design. I've witnessed multiple collisions and near collisions in this area due to the poor current design. The increase in traffic will only continue in the coming years, and this area needs to grow with increased traffic.	Comment noted.
189	Cliff & Debra Dunn	5/31/2018	Webmail	We see in your rendition that TX Hwy 71 East thru the Y is only One Lane~? Is the rendition wrong or is everyone stupid~! I'm not a TXDOT employee, just two folks who drive and has driving thru the Y in Oak Hill every day from 1993 and counting~! Thanks, Cliff and Debra Dunn	Eastbound SH 71 frontage road connecting to US 290 frontage road at the "Y" is two lanes. There is also a one-lane direct connection (no signal) "flyover" and third turning lane to westbound US 290 frontage road.
190	Jason Qunell	5/31/2018	Webmail	Please approve the plan and move forward with construction. We need a permanent solution to a 40 year old problem.	Comment noted.
191	Rick Dougherty	5/31/2018	Webmail	I'm fine with the current plan, so PLEASE just start doing something and stop spending money on study after study. Traffic just continues to increase, and get worst, and the longer you plan it will just make it even worst when you actually start construction on anything.	Comment noted.
192	Douglas Kadison	5/31/2018	Webmail	GET IT BUILT ALREADY - IT'S OVER 30 YEARS	Comment noted.
193	Cliff Dunn	5/31/2018	Webmail	Hello, What you're proposing looks wonderful! But..We lived in South Austin till moving to Dripping Springs in 1993. I wish with this project there can be apologies offered to the Taxpayers that voted for this TXDOT Flyover at the "Y" over 20 years ago. These Travis County Citizens that were voted and were taxed for this Flyover project to be done before the turn of the century 18 years ago. An often given apology can go a long way with those like me that have had hard feeling on this issue for now over 20 years. We are now retired and have moved to Meadowlakes, Texas. Thanks for reading, Cliff Dunn	Comment noted.
194	Annemarie	6/1/2018	Webmail	I am very in favor of this project. I have lived in Oak Hill for almost 8 years now. I have been subjected to the insanity of the Y traffic for too long. It takes me 15-20 minutes to go less than a mile during rush hour and many other times of day. The bottom line is that population is continuing to grow. Dripping Springs keeps adding new homes and they all travel 290 into Austin. It is just not designed for that kind of traffic. It is also not a pretty intersection. I think the highway will actually be an improvement. The continuous flow intersections that were added were only a band aid on the situation and that band aid has gotten loose and fallen off.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
195	Jennifer Sabolcik	6/1/2018	Webmail	Please take out the lights for William Cannon and create some kind of thru way. This area is almost always backed up.	A new US 290 freeway bridge would be constructed over William Cannon Drive. New traditional signalized intersections between the US 290 frontage roads and William Cannon Drive will be constructed.
196	Naji Saba	6/1/2018	Webmail	I think it's ridiculous that we've been talking about this change for over a decade and now we're STILL in year 6 of a "study" that seems to accomplish nothing but delaying the build. The insane traffic crossing the "Y" everyday only continues to get worse and worse and the impact of tens of thousands of cars crawling through there daily is detrimental to the environment. It's time to build!! And in typical Austin style, we'll probably build it too small and too narrow, so if an extra lane each direction was ever on the table BUILD IT NOW, so we don't have to reconstruct a few years later.	Comment noted.
197	Charles Busbey	6/1/2018	Webmail	As a former city council member in Dripping Springs, I think this is a GREAT effort to improve the transit of the Oak Hill area for folks going to and coming from "Drippin.'" My concern is Hwy 290 from the "Y" to Drippin'. I transit this area twice weekly to work in Austin, and I'm finding that in the afternoon (about 4;14PM) commute back home, the traffic, along with the increasing number of traffic lights, is quite slow to negotiate. If the Oak Hill project happens and speeds commuters through the "Y" but nothing is done to improve the "pipe" going west, then things will begin to stack up in the Oak Hill area.	Comment noted. This is outside the project limits. TxDOT will be conducting a study of US 290 from RM 1826 to RM 12 in Dripping Springs expected to begin in 2019.
198	Fred Heldenfels IV	6/1/2018	Webmail	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.
199	Tina Cannon	6/1/2018	Webmail	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.
200	Roger Borgelt	6/1/2018	Webmail	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.
201	Fernando	6/1/2018	Webmail	This project is long overdue and the congestion situation is worsening. We must get ahead of it. Fernando	Comment noted.
202	Dr. Love Paul	6/1/2018	Webmail	This project is long overdue and we whole heartedly support this project.	Comment noted.
203	John Willars	6/1/2018	Webmail	This is urgently needed; however, making the project into a toll road is not a good idea.	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Prefer HOV lanes instead. Please start soon.	We are often asked about adding High-Occupancy Vehicle (HOV) lanes to solve the congestion problem in Austin. HOV lanes are often under- or over-utilized, and multiple departments of transportation across the country are converting existing HOV lanes to other types of lanes like express lanes. On roads where HOV access is limited to vehicles with three or more passengers, the lanes are under-utilized. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. In short, these lanes do not solve the long-term congestion problem and were not a solution for the Oak Hill Parkway.
204	James Mulhall	6/1/2018	Webmail	100% Support this build, it's really time for this upgrade to Oakhill.	Comment noted.
205	Sarah Gouak	6/1/2018	Webmail	I support alternative "A" as the Recommended Build Alternative.	Comment noted.
206	Phyllis Snodgrass	6/1/2018	Webmail	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.
207	Michelle Dick	6/1/2018	Webmail	I fully support "Alternative A" and the Oak Hill Parkway proposal. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.
208	Rex Gore	6/1/2018	Webmail	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.
209	John Holmes	6/1/2018	Webmail	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.
210	Kristi Spence	6/2/2018	Webmail	I'm very pleased with the design pick and I believe it will do much to aid in alleviating the mobility issues in the Oak Hill area.	Comment noted.
211	Lee Leffingwell	6/2/2018	Webmail	I SUPPORT ALTERNATIVE A OF THE OAK HILL PARKWAY.	Comment noted.
212	Jacqueline	6/3/2018	Webmail	Is there a plan to beautify the area under and around the roadway? What will the area around the creek look like? Will it be a park-like amenity to the neighborhood or an eyesore?	See comment response #20 (Elizabeth Gibbs) regarding context sensitive design.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
213	Smithe603	6/3/2018	Webmail	I do believe all of the ideas you've offered for your post. They are really convincing and will definitely work. Still, the posts are very quick for newbies. May just you please extend them a little from next time? Thank you for the post.	As a result of public interest and request, TxDOT extended the public comment period. The extension moved the end date from June 15, 2018 to June 29, 2018. On May 31, 2018, the update was posted to the website and virtual open house, and an email notification was sent to over 1,630 individuals and groups who had asked to be added to the study database. See comment response #137 (Vivian Caputo) regarding Public Involvement process.
214	James Kochanski	6/3/2018	Webmail	I strongly support the proposed plan for Oak Hill Parkway. It is needed as soon as possible. The current traffic patterns are confusing and unsafe. The long traffic delays cause people to cut through my neighborhood (Travis Country West) to avoid "The Y" intersection. I frequently see traffic backups all the way from William Cannon to Brodie on 290, a distance of about 3 miles. These people take Southwest parkway and speed through our neighborhood to get to highway 71. I like the current plan that goes high and low rather than wide, as an all ground level plan would be. Thank you.	Comment noted. See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods. Also the expected capacity needed for 2040 growth.
215	Matthew Anderson	6/4/2018	Webmail	I am in favor of the proposal Alternative A moving forward as presented to final design and construction.	Comment noted.
216	Lacy Roesler	6/4/2018	Webmail	I support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration. I would urge you to strongly consider where these proposed highway extensions will terminate. Congestion at the Y is an ongoing problem that will only get worse as the area continues to be built up, but moving the problem a few miles down the road will only create something for the next generation to fix.	Comment noted. TxDOT will be conducting a study of US 290 from RM 1826 to RM 12 in Dripping Springs expected to begin in 2019.
217	Brandy Stewart	6/4/2018	Webmail	This plan will result in too much noise and light pollution for those of us living on Convict Hill. There are no sound mitigations planned for neighbors living on Convict Hill and we will end up with a highway overpass literally in our backyard.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				This will absolutely destroy our home values and the livability of this area.	See comment response #132 (Beth Babbitt) regarding property values.
				Our neighborhood was established over 40 years ago and still retains beautiful oaks, proud long time home owners and a sense of community.	Comment noted.
				Please do not proceed with this plan that will cause many of us to have to leave our homes due to this massively overbuilt concrete eyesore. I drive the Y at Oak Hill daily...it really does not necessitate this large of a solution! I can drive either way through Oak Hill, east or west, in 5 minutes. Maybe those traveling from or to Dripping Springs are frustrated with their long commute and the Y bears the brunt of their frustration? It certainly doesn't call for the proposed solution. Build a grade level parkway! Thank you for your consideration, Brandy Stewart	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
218	Keith Ziegelman	6/4/2018	Webmail	Thank you for your efforts! This hasn't been easy for y'all. Would love to see a flyover to 1826 from 290 Westbound as there is a hospital located just on the other side. It might save a life!	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
219	John Hoag	6/6/2018	Webmail	1. The focus in these improvements is based on the notion that substantially all Hwy 71 southbound traffic will turn east towards Austin. The transition from Hwy 71 to Westbound Hwy 290 (100% surface streets) appears inadequate, even to handle existing traffic flow and certainly questionable for the long term. I believe a flyover from Hwy 71 to westbound Hwy 290 is an important element needed to address access to accommodate long term growth of the areas west of the Oak Hill Y along the Hwy 290 corridor.	The projected traffic volume from the CAMPO 2040 model shows only 4,230 vehicles per day turning from eastbound SH 71 to the westbound US 290 frontage road. This volume does not require a direct connector ramp and can be accommodated by the signalized intersection and the right turn lane configuration proposed.
				2. It may be in there and I missed it, but I do not see any narrative regarding possible encroachment from large format billboards, including the "new" craze of the industry, lighted moving picture signs. All signage should be discouraged, first on safety grounds, these huge signs representing a hazardous distraction to motorists, and secondly on the basis of aesthetics, as there is absolutely no justification for marring the surrounding views with these intrusive and yes, ugly, signs. They are not needed and only serve to line the pockets of the sign companies, to the detriment of the motoring public.	Comment noted. There is an existing city of Austin ordinance prohibiting large signs. For further information call the City of Austin at 311.
				3. Thank you, thank you, thank you for making this a non-tolled project.	Comment noted.
220	Chris Liu	6/6/2018	Webmail	Dear TxDOT, I would like to see Austin stick to its promise of being as environmentally friendly as it can be. With that being said, I think that the proposed 290 "fix" would not be the best way to improve congestion issues in the Oak Hill area. This would be an unsound construction project when it comes to the environment and would degrade the overall health of the greenspace surrounding the proposed project area. Please take the concerns of your constituents into consideration when moving forward with any plan. Thank You, Chris Liu	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #137 (Vivian Caputo) regarding Public Involvement process. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality.
221	Cathey Reynolds	6/7/2018	Webmail	I would like to know how long would the proposed roadway fix take to build,	See comment response #7 (Anthony Catania) regarding construction timeline.
				what are the costs to me as a taxpayer,	See comment response #9 (Richard Collins) regarding funding/tolling.
				and how will it affect my property value.	See comment response #132 (Beth Babbitt) regarding property values.
				I have lived in the Oak Hill area for 25 years and agree that traffic congestion has made this area a huge problem.	See comment response #92 (Donna Estes) regarding impacts/quality of life.
				Unfortunately during the construction phase it will be even more of a nightmare	See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods.
222	Christina	6/7/2018	Webmail	This plan looks great! Please make it happen as soon as possible! I can't wait to be able to leave my house at any time of day without having to look at traffic to see if I have to go some nonsense roundabout way to avoid the Y and Wm Cannon. My one concern is if access to HEB will be easy. Having a way to get to HEB from westbound 290 without having to wait in Wm Cannon traffic would be great. It would also be nice to have another entrance to HEB from Old Bee Caves Rd if that would be possible, but I do realize that with Williamson Creek and private properties there that could be tricky and expensive.	Comment noted. See comment response #68 (Chris Hill) regarding impacts/local businesses.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
223	Stacy Suits	6/7/2018	Webmail	I attended the May 24th public hearing on this item. I support the proposed solution, doing nothing is unacceptable. I am a Travis County Constable with our offices within the project area. I am very concerned about getting our emergency vehicles in and out of the project area. I think having one reversible HOV lane or two one way HOV lanes incorporated into the design would improve it the design. That would help to get Fire, EMS, and Law Enforcement vehicles through this heavily congested area better and increase significantly the general public's overall safety.	HOV lanes are often under- or over-utilized, and multiple departments of transportation across the country are converting existing HOV lanes to other types of lanes like express lanes. On roads where HOV access is limited to vehicles with three or more passengers, the lanes are under-utilized. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. In short, these lanes do not solve the long-term congestion problem and were not a solution for the Oak Hill Parkway.
224	Fernando Suarez	6/7/2018	Webmail	I support the Oak Hill Parkway. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc.	Comment noted.
				We need bike routes asap! Building it 20 years in the future will add enormous future expenses.	See comment response #9 (Richard Collins) regarding bike/ped.
225	Sarah Simpson	6/7/2018	Webmail	Research on induced demand shows that these types of roadway expansion projects do nothing to make congestion better and in face, only end up encouraging more cars to get on the road, making congestion worse. Level of service projections and traffic modeling do not take into account the impacts of induced demand, therefore making any claims to improved "mobility" a farce. Do not waste money on this project and instead, invest in improving public transit.	See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods. See comment response #19 (Elizabeth Gibbs) regarding transit.
226	Kristen	6/7/2018	Webmail	We MUST build Oak Hill Parkway to make access to and from our neighborhood safe and efficient. Turning off of Old Bee Caves is a disaster and very dangerous. Something must be done to address this and the MANY other problems with the current situation.	Comment noted. The proposed Alternative A will provide a much safer access to eastbound US 290.
227	Meredith Shook	6/7/2018	Webmail	My family and I support the Oak Hill Parkway. We see all too many near accidents and drivers making desperate and unsafe turns to exit/enter the roadways in small and infrequent breaks in the flow of traffic. We see illegal and unsafe U turns daily. We just want to be safe!! It may not be perfect, but we need to do something. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc.	Comment noted.
228	Kenneth Aird	6/7/2018	Webmail	I am strongly in favor of proceeding with option A. I attended the meeting on May 24, and most of my reasons were stated well by the first person who spoke during the comment period.	Comment noted.
229	Sally Bradley	6/7/2018	Webmail	JUST BUILD IT. Just build it. It needs to be built ASAP. I support the Oak Hill Parkway. It's not perfect, but we need to do something. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc. Building it 20 years in the future will add enormous future expenses.	Comment noted.
230	Michael Quincey	6/7/2018	Webmail	PLEASE build the oak hill parkway project! The current 'Y' at Oak Hill is dangerous!	Comment noted.
231	Carolyn Mixon	6/7/2018	Webmail	I live in central Austin and travel MoPac/290 on a regular basis to Dripping Springs and Pedernales Falls. I oppose the current proposal for a high-speed, elevated freeway through Oak Hill.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				It will destroy the oaks, the community, and further pollute the Edwards Aquifer. It is clear that once this section is built, you will have to then extend it further and further out 290 which will encourage more growth and traffic in the recharge zone. Find another way. The bigger roads you build the more cars there will be.	See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality.
232	Andrew Hocker	6/7/2018	Webmail	I think this a great solution to the issues at the 'Y', and being toll free is a must. I only wish this had been done years ago.	Comment noted.
233	Joshua Boehm	6/8/2018	Webmail	It is very dangerous pulling out of Old Bee Caves onto 290E, I would love to see this project move forward and help my daily commute as well as making it safe for myself and people coming to visit	Comment noted.
234	Morgan Bayer	6/8/2018	Webmail	Please build the Oak Hill Parkway project. Thanks for putting all of this together!	Comment noted.
235	Kunal Kapoor	6/8/2018	Webmail	Just build it ASAP please!	Comment noted.
236	Amanda S.	6/8/2018	Webmail	This will help traffic for many years. The intersection of Old Bee Cave and US Hwy 290/71 as it currently stands is dangerous. The no-build option is dangerous and will cause accidents, stress on our infrastructure, stress on our drivers and stress on our first responders. I regularly choose to go an extra 2.4 miles out of my way than try to make a dangerous left at that intersection.	Comment noted.
237	Stacy	6/8/2018	Webmail	We are in dire need of this solution for traffic in our area.	Comment noted.
238	Maverick F. Fisher	6/8/2018	Webmail	Dear Sirs -- I've been a regular user of this intersection since 1994, and so cannot deny that the traffic backs up at times. But this hideous design is a retread of the IH-35 Upper Deck, Lower Deck monstrosity that is a scar across the otherwise-beautiful face of downtown Austin. Surely there is a better way at or below grade to do this than to destroy what is actually a quite picturesque stretch of road. (I know TXDOT sees this, too: For many years, of course, there were highway department picnic tables right by Williamson Creek and the Y.) Williamson Creek, Convict Hill, and the other green hills that include the highest spot in the county (now ACC) deserve better than this nightmarish plan. I know you all are smart enough to find that way. Thanks for your time.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
239	Greg Perliski	6/8/2018	Webmail	My wife and I support the Oak Hill project as presented at the public hearing.	Comment noted.
240	Lauren Tonsi	6/8/2018	Webmail	Please build the proposed roadway for the Y in Oak Hill. I have been in south Austin and this area my entire life and it gets worse by the day. With how quickly Dripping Springs is going it is only going to be a matter of time before it takes 3 hours to get downtown.	Comment noted.
241	Sadhana Kapoor Ahuja	6/8/2018	Webmail	It needs to be built ASAP. I (WE) support the Oak Hill Parkway. It's not perfect, but we need to do something. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc. Building it 20 years in the future will add enormous future expenses. We are already a victim of this crossing. We lost one biker from our neighborhood, one person got hit by another truck and ran away. Every day we face lot of troubles and all traffic from 71 Old Bee Cave Road across this crossing. Please look the matter and help Oak Hill Residents.	Comment noted. The proposed Alternative A will provide a much safer access to eastbound US 290.
242	Robin Carter	6/8/2018	Webmail	Love the design and plan, please build it! I drive this road every day. I totally support this concept and plan, looks great.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
243	Robert Tobiansky	6/8/2018	Webmail	At the open house the opposition were vocal about not building the roadway. Their mostly sincere concerns were: removing trees, killing an endangered salamander, a bigger carbon footprint, more traffic (huh?), water quality and other concerns. Their attitude is basically "NIMBY", or Not in my back yard. We support the Oak Hill Parkway. FACTs: • Most of the opposing residents bought their houses in subdivisions that were once non-existent, tree-filled and had no roads or houses. • Before US290 & SH71 was originally built, trees had to be cut down, there less of a carbon footprint, water quality was better and roadway technology was lacking. • In the 1956, President Eisenhower created the U.S Interstate and Defense Highway System. It is certain that there were some trees and other obstacles that needed to be cleared to create this progress and improve travel all across our country. • TxDOT would replace and plant many additional trees, for our children and their children- future heritage trees. • The proposed design is not perfect. Some say it is too big, some say it is too small. Some say they do not want the carbon footprint, it is too tall, water quality would suffer. Some want to protect trees, the salamander or something else. • The newest technologies addressing road construction, noise, water quality, etc., would be utilized. • At the Old Bee Caves Rd intersection, there will be a SAFE and QUICK way to get on or off the proposed highway, as well as easy access to frontage roads (for your local trips). It needs to be built ASAP. It's not perfect, but we need to do something. This will help traffic for many years. Commuters spend 454, 0000 hours in traffic (TxDOT study). There will be an additional 25-35 minute traffic delay by 2040 (TxDOT study). A bicycle & pedestrian paths will be built alongside the project (TxDOT study). The build will further PROTECT Williamson Creek (TxDOT study). Oak Hill "Y" is one of the most congested areas in Texas (TxDOT study). The NO build option is a statement of "do nothing and change nothing". It does not does NOT address current and/or future traffic congestion of the US 290/SH71 Oak Hill 'Y' or future growth. The no build option, stalling, or if we continue to do nothing, will increase traffic accidents, travel times, road rage noise levels, safety issues, add stress and further stretched our Police and EMS emergency response times, etc. Building it in the future will add enormous future expenses; labor, materials and land purchases. We support the Oak Hill Parkway.	Comment noted.
244	Diana Goodloe	6/9/2018	Webmail	I think the process has been long, but productive. We really need help with transportation in this area. The temporary fix has outlived its usefulness. An illustration is the turn lanes which are beyond capacity with autos on a daily basis. The sooner TXDOT can get started, the better mobility it will be for the majority of residents.	Comment noted.
245	Candace Volz	6/9/2018	Webmail	The half billion dollar "improvement" TxDOT proposes will supposedly "fix" congestion, but there are other ways that will be less divisive to the Oak Hill community and still ease congestion. The technology being proposed- an elevated high speed expressway- is straight from the 1960s and the birth of the interstate highway system. It's six lanes in the air and six lanes on the ground. There are four lanes in Oak Hill now. It doesn't have to be this way. This is the twenty-first century. We know how to build transportation systems today that do not destroy bedroom communities and pollute our critical environmental resources. Please- use more up to date solutions that won't divide this community. Does Austin need another high speed elevated expressway in the middle of a bedroom community, when a suitable transportation solution is available that is not elevated? NO! Can the Edwards Aquifer deal with even more pollution? NO! Be visionary, TxDOT- don't go for the old-fashioned solution that will produce a concrete barrier right thru the heart of Oak Hill. Solve this problem in a more up-to-date way that enhances this community rather than destroying it.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
246	Monya Lemery	6/9/2018	Webmail	I strongly support building the Oak Hill Parkway. The traffic, congestion and safety concerns increase on a daily basis. I live off of Old Bee Cave Road. We cannot safely turn onto HWY 290. It can take 30 minutes to cross to the other side of HWY 290. The dangers have increased tremendously in the past 5 years. You must build now. If you choose the no build option then the state must halt all housing construction in Oak Hill, Bee Cave, and Dripping Springs.	Comment noted.
247	Ankit Ghiya	6/11/2018	Webmail	I and my family support the Oak Hill Parkway. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues and emergency response times. As per Texas highway data, this area is 20th most traffic congested area in Texas. It will be a huge mistake to let it linger and make it one of the most congested area in Texas.	Comment noted.
248	Kathleen Hackett	6/13/2018	Webmail	There are suitable at-grade alternatives available. Please evaluate all of them fairly. This does not belong going thru a bedroom community. Thank you	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
249	Melinda Crowe	6/15/2018	Webmail	Dear Commissioners, Please approve the funding for the proposed Oak Hill Parkway. There is a small group raising a lot of problems again. They do NOT represent the majority of the people that travel this every day. Please approve the funding and building of the Oak Hill Parkway. We can NOT wait another few or 10 years. Thank you. -Oak Hill Resident for 35 years	Comment noted.
250	Pam Fuller	6/15/2018	Webmail	We've waited 30 yrs for a decent road to be built. Enough with the back peddling. Get our parkway built now!	Comment noted.
251	Doug Moody	6/15/2018	Webmail	It's hard for me to fathom that such a needed highway project has been held up for so many years. I am fairly new to Texas (12 years). I listen to people that are against the project, tree removal, traffic noise, etc. Progress is what built this nation not negativity. BUILD THE OAK HILL PARKWAY!!!	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
252	City of Austin - Bicycle Advisory Council	6/19/2018	Letter	RECOMMENDATION Bicycle Advisory Council Recommendation Number 20180619-06B: Oak Hill Parkway WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle; WHEREAS, the BAC recognizes and supports the bicycle and pedestrian improvements being proposed as part of the Oak Hill Parkway project due to lack of effective bicycle and pedestrian infrastructure in this area of Oak Hill; especially significant are the shared-use paths running the length of the project and the tunnel that allows bicycles and pedestrians to travel under the Y intersection without encountering motor vehicle traffic; NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council recommends the following: • That the bicycle and pedestrian accommodations be designed and implemented to serve all ages and abilities. • That all of the proposed bicycle and pedestrian improvements be kept as part of the project no matter how the project changes or is phased. • That if the project is built in phases, bicycle and pedestrian improvements be built during the first phase so as to render the corridor accessible to active transportation even as construction continues on future phases. • That the shared-use path along SH 71 be constructed on both sides of the highway from the Y intersection to Scenic Brook Dr. due to the concentration of commercial activity in the shopping centers on both sides of the highway. • That the shared-use path northwest of Scenic Brook Dr. and SH 71 be constructed on the northeast side of the highway, as this side of the highway has much more commercial activity than the opposite side and provides access to low income housing. • That signage and ground markings (such as green lanes) that are easily visible be installed where the shared-use paths cross intersecting streets and commercial driveways to alert turning traffic to watch for people biking and walking. • That the shared-use paths and sidewalks be separated from frontage roads and highway lanes with a four-foot-tall concrete barrier, guardrail, or similar barrier where possible. • That proposed sidewalks be at least eight feet wide. Date of Approval: June 19, 2018 Record of the vote: 9-0 Attest: Tomasita Louviere-Ligons, BAC Chair	See comment response #9 (Richard Collins) regarding bike/ped. TxDOT will consider your recommendations in the project's design phase. See comment response #7 (Anthony Catania) regarding construction phasing.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
253	U.S. Environmental Protection Agency	6/15/2018	Letter	Dear Mr. Geiselbrecht, In accordance with our responsibilities under Section 309 of the Clean Air Act (CAA), the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) regulations for implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Draft Environmental Impact Statement (DEIS) prepared by the Texas Department of Transportation (TXDOT) and the Central Texas Regional Mobility Authority, on behalf of the Federal Highway Administration (FHWA), for the proposed Oak Hill Parkway within Travis County, Texas. The project provides improvements for U.S. Highway 290/State Highway 71 through Oak Hill to address ongoing traffic congestion and safety problems south of the City of Austin, Texas. Based upon our review, EPA has no objection to the proposed action and finds that the DEIS has sufficiently demonstrated that the anticipated environmental impacts associated with the selected alternative will be minimized, mitigated and/or avoided as required by law. The lead agency has demonstrated sufficient compliance with all environmental regulations and assures such compliance will be in effect prior to the issuance of the Record of Decision to complete the NEPA process. EPA appreciates the opportunity to review the DEIS. Our comments will be published on the EPA website, http://www.epa.gov/compliance/nepa/eisdata.html, according to our responsibility under Section 309 of the CAA to inform the public of our views on the proposed Federal action. Please send our office one copy of the Final EIS (FEIS). If you have any questions or concerns, please contact Robert Houston, of my staff, at [redacted] for assistance. Sincerely, Cheryl T. Seager Director, Compliance Assurance and Enforcement Division	Comment noted.
254	Bruce Melton (Along with Fix290 and Save Oak Hill)	6/21/2018	Webmail	See 22-page letter submitted on June 21, 2018 in Attachment F of the Oak Hill Parkway Public Hearing Summary Report. a. "Short Summary" of 22-page letter dated June 2018	The study team has invested much time working with Fix 290 to try to develop a technically feasible alternative that agrees with their concerns and satisfies the purpose and need for the project. While this effort proved to not produce a plan that Fix 290 can accept, we believe the process was fair and the recommended alternative is the best plan for improving mobility, safety and access while being sensitive to the community's needs and the environment.
				b. Over one mile of three story high, elevated high speed expressway bisecting downtown Oak Hill	Comment noted. See comment response #7 (Anthony Catania) regarding flyovers/elevation.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				c. Frontage phasing reverts congestion back to 2010	Phasing has not been determined and is dependent upon many factors: availability of right of way, utility adjustment, sequencing to allow for access and maintenance of traffic operations, and contractor scheduling. The Oakhill Parkway is moving forward as a non-tolled project with an estimated construction cost of $400 million. TxDOT has identified all funding needed for the project, which was approved by CAMPO's Executive Director on August 13, 2018.
				d. Nontolled lanes are no longer required by law and a new evaluation needs to be completed	The non-tolled design is the same as the tolled design previously shown to the public because the project had already been reduced to minimize right of way while still providing a non-stop route for through traffic and access for local travelers.
				e. TxDOT/CTRMA Transparency has created an unfair evaluation	All public input was considered. See comment response #137 (Vivian Caputo) regarding Public Involvement process.
				f. Results of opaque presentation by TxDOT/CTRMA: The biasing of public opinion in Oak Hill	See comment response #254 (Bruce Melton) items a and e.
				g. Grandmother Oak removed after 13 years of assurances that she will not be harmed	Impact to vegetation, including trees, would be avoided as much as possible. During the development of the Oak Hill Parkway, citizens listed protecting trees among key priorities. TxDOT took several steps to avoid or limit impacts to the environment. TxDOT realigned the US 290 intersection with William Cannon Drive. The Grandmother Oak, Grandfather Oak, the Niece Oaks and the Beckett Grove Tree (formerly known as the Taco Bell Tree) would be preserved by the proposed project. Additional landscaping enhancements, including new tree plantings, would be included with the project.
				h. Travel time modeling errors comments left out of official report	All comments were considered and are included in the official record.
				i. Statical bias in alternative selection decision matrix comment left out of official report	All comments were considered and are included in the official record.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				j. Main lanes depressed at William Cannon alternative ignored	Depressing the mainlanes of US 290 adjacent to a major stream with 100-yr flow over 10,000 cfs is not a safe and prudent proposal when there are reasonable alternatives.
				k. TxDOT/CTRMA ignored emergency access route data	TxDOT/CTRMA considered emergency access issues as part of the environmental study on the project. The need for the proposed project was identified through background research as well as comments expressed by the joint-lead agencies, cooperating and participating agencies, stakeholder workgroups, and the public. Several distinct needs were identified, including: • Congestion is causing unreliable traffic operations within the project limits. The term reliability refers to the ability of travelers, including emergency responders and transit vehicles, to travel through the corridor in a timely fashion with dependable travel times, regardless of the time of day. • Traffic and congestion affect emergency response and transit times within the corridor. US 290 and SH 71 are vital corridors for first responders addressing incidents on US 290 and throughout the southwestern portion of the city of Austin. There are numerous emergency response stations and facilities, fire stations and hospitals in particular, located within three miles of the corridor, with US 290 serving as a vital link for first responders. Traffic congestion on US 290 and SH 71, the frequency of crashes, and the importance of the corridor as a route for first responders indicate a need to make the route more reliable for emergency vehicles throughout the day.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				l. Future traffic projection overestimation deliberately obfuscated by TxDOT/CTRMA	CAMPO has projected a 70% increase in Travis County population between 2010 and 2040, and about 300% increase for Hays County. US 290 and SH 71 are large regional highways that require controlled access facilities to safely handle the demands of this population growth. The traffic projections were derived from the CAMPO 2040 travel demand model. Existing lanes on US 290/SH 71 are over capacity.
				m. TxDOT/CTRMA demonstrates predetermined outcome by ignoring the Southwest Parkway as a bypass alternative for SH 71	Southwest Parkway is a city arterial, not designated as a State Highway. The road is significantly congested. The city of Austin has no plans to improve it in the foreseeable future.
				n. Previous official comments and TxDOT/CTRMA Responses	All comments were considered in developing the recommended solution for US 290/SH 71.
255	Jack Reed	6/16/2018	Webmail	PLEASE build the road. I have been waiting for thirty years for y'all to finish dithering and "planning".	Comment noted.
256	Brad Bressler	6/17/2018	Webmail	Overall, I'm very much in support of this project. The primary concern I noted in the video is that I believe the one lane flyover on 71 east will become a choke point. Hopefully an option will be considered making it two lanes and then paring it down after it merges into 290 east.	The traffic on SH 71 is "metered" by the signal at Silvermine/Fletcher so 2-lane ramps are not warranted. However, the bridges are currently shown with wider shoulders for possibly restriping to 2 lanes in the future if needed.
257	Jacob	6/18/2018	Webmail	I live in Granada Hills, which is accessible via El Rey Boulevard. I drive the Y all the time and though I do occasionally get stuck in a 2-3 minute slowdown, I fear that alternative A may fix the problem, but at too great a cost. Alternative A (as I understand it) is too complicated in that it removes too much of the natural beauty and vegetation along the existing roadway. I fear that trees and vegetation with be obliterated, sound-dampening walls erected (which will limit one's view of the surrounding area), and residents will be left with an easier to navigate-- but ultimately cold and industrial looking-- 150 wide expanse of concrete. I would encourage TxDOT to consider a less disrupting plan which would perhaps add a lane to 290 going East and adding a single fly-over ramp going each direction to allow for access to 71. Nothing more...	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
258	Bill Fox	6/18/2018	Webmail	I vote yes.	Comment noted.
259	David Klein	6/18/2018	Webmail	I vote yes to the plan. Please carry on and get it done.	Comment noted.
260	Nathaniel Gates	6/18/2018	Webmail	I am voting and voicing support FOR the proposed plan. (Build alternative A). Looking forward to the	Comment noted.
261	Wendy Gates	6/18/2018	Webmail	I am in favor of the alt A plan for the Y. Thanks!	Comment noted.
262	Jay V. Johnson	6/18/2018	Webmail	TXDOT, I am for plan A for the Oak Hill -Y project. Please proceed with plans and funding as soon as possible. The traffic problems worsen weekly. Thank you, Jay	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
263	Andrew Barger	6/18/2018	Webmail	Please consider a less invasive option. The alternative provided seems to be over built unnecessarily and too destructive environmentally as well as for the surrounding neighborhoods. Now that toll lanes are off the table we should focus on minimizing the impact this roadway will have to the area.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				I definitely want improvements to mobility but this alternative seems to be way more concrete and noise/light pollution than is necessary. Please reconsider the elevated road ways as there other ways to design traffic flow through this area. I AM AGAINST THIS DESIGN.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
264	Jessica Rider	6/18/2018	Webmail	I agree with the proposed plan and urge all to move forward asap to secure funding and help ease the congestion on 290W.	Comment noted.
265	Rebecca M. Engle	6/18/2018	Webmail	I am in favor of the proposed transition remodel for the 290/71 interchange. It is certainly better than what exists now. My only concern is will it be enough lanes to support future continued growth in the Hill Country and off 71. My experience is that most roads are obsolete for the amount of traffic flowing over them by the time expansions are finished.	Comment noted. See comment response #7 (Anthony Catania) regarding project footprint/tolls.
266	Stephen R. Spencer -U.S. Department of the Interior	6/18/2018	Webmail	Please see attached for US Department of the Interior comments. See 2-page letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	Through coordination with the USGS Austin Office, the Developer will be required to commit to coordination with the USGS (512.927.3500) 30 days prior to demolition of the area near the Williamson Creek USGS Gaging Station. USGS will work with City of Austin to locate a new station to record data during the construction phase and after the new facility is constructed.
267	Brandi Rockwell	6/18/2018	Webmail	Yes please move forward with all upgrades to the Oak Hill 290 Y ASAP! It will change the local residents' lives for the better! We are looking forward to its expansion and changes to improve traffic flow!	Comment noted.
268	Crystal Bomer	6/18/2018	Webmail	Some of the pro-toll road comments from other meetings are copied & pasted word for word by people not even in Oak Hill. In my opinion identical comments should not be considered as highly as original comments.	Comment noted.
				Since this project is supposedly not tolled anymore, there is no reason for it to have so many lanes. We do not need a concrete jungle thru Oak Hill. There are reasonable changes that could be made without this massive project. We are basically being held hostage by limiting the choices to No Build or this unnecessary amount of lanes. This project needs to be more reasonable with fewer lanes, less concrete and more than one option should be considered.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
269	Amy Jackson	6/18/2018	Webmail	The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. Why is this not happening? This is a massive project that is absolutely inappropriate for this area. A smaller scale idea needs to be considered. This project idea is overblown and unnecessary. Something more conservative can address the needs of the Oak Hill area.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
				TxDOT has shown care for Texas wildflowers by seeding the roadways. Can they show similar care for the environment by preserving our heritage oaks? I live in this neighborhood and don't want to see what makes me want to stay torn down. This isn't the Austin I know and love.	See comment response #7 (Anthony Catania) regarding trees/vegetation.
270	Deanna Miesch	6/18/2018	Webmail	We have been asking for nearly 20 yrs for a parkway.	See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
				We want our trees.	See comment response #7 (Anthony Catania) regarding trees/vegetation.
				We want roadways that are friendly for pedestrians and bicyclists.	See comment response #9 (Richard Collins) regarding bike/ped.
				We do not want an elevated highway. We don't want a toll. This is a life style choice Oak Hill should be able to make without TxDOT imposing their plans which would destroy the character of southwest Austin. Why is it so hard for TxDOT to listen??? Who is lining their pockets with our tax dollars?	See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #9 (Richard Collins) regarding funding/tolling.
271	Scott Bobb	6/18/2018	Webmail	For.	Comment noted.
272	Leslie W. Pearson	6/18/2018	Webmail	Please move forward with the Alternate A design, we have waited long enough for this problem to be addressed!	Comment noted.
273	Mike Pearson	6/18/2018	Webmail	Please move forward with ALT A plan soon. This would work well.	Comment noted.
274	Carol Cespedes	6/18/2018	Webmail	Unnecessarily wide. With toll requirement gone, there is no need for 6 lanes express, 6 lanes access through a beautiful and environmentally fragile corridor.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				We see our 300+ old Grandmother Oak is not spared, nor are the large number of heritage oak trees that give character to Oak Hill. Traffic counts do not justify this excess. Please listen to neighborhoods and find a better solution.	See comment response #7 (Anthony Catania) regarding trees/vegetation.
275	Beth Blanchard	6/18/2018	Webmail	Elevated sections cannot have any noise abatement. A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. Please consider these change suggestions.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
276	Barbara A. Peters	6/18/2018	Webmail	I have attended the hearings and listened to both TxDOT and residents. As a resident of Oak Hill for 28 years and 5 additional on W. Slaughter Lane I've seen many changes. Several years ago we started contributing taxes for a road expansion in Oak Hill. TxDOT's plan for years has been to construct an oversized monstrosity. A more reasonable plan has been proposed just waiting for TxDOT to take the will of the residents and those most liable to use the road into consideration. A reasonable plan taking the area and the future into consideration needs to be approved by TxDOT. A ground level expansion makes the most sense for the environment, neighborhood, cost, and future increase in traffic. The noise pollution alone with the TxDOT proposal should stop their project. On top of the disturbance to a great number of neighborhoods the attraction to destructive industrial businesses isn't conducive to the greenbelts, aquifer, animal refuge's to name but a few. TxDOT has admitted that their plan isn't affordable. They don't know where approximately 50% of the funding will come from. On the other hand the more reasonable plan will be paid for and not stalled when halfway complete causing increased instead of decreased congestion. Oak Hill, the traffic pattern, has no need, nor will need a multi level 12-14 lane highway! Utilize the plan for a grade level expansion.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution. See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods. See comment response #68 (Chris Hill) regarding impacts/local businesses. See comment response #9 (Richard Collins) regarding funding/tolling.
277	Carol Willmann	6/19/2018	Webmail	I am FOR the proposed improvements.	Comment noted.
278	Joanna Sollinger	6/19/2018	Webmail	I live in the area and I strongly urge planners to develop a MUCH SMALLER project that will allow for traffic to continue to move through the area, but to also allow for a better aesthetic and environmental impact. This project, as it is, is a monstrosity. It's poorly planned and an eyesore. Please go back to the drawing board and fix this. No one wants this in their backyard.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
279	Candyce Eskew	6/19/2018	Webmail	I grew up in Oak Hill and remember when I was a child and local businesses and community centers were closed down in preparation for the road-widening that was supposed to "fix" the congestion issue. The project ultimately never happened, but had lasting negative impacts on that area of the community. TxDOT had the opportunity then to solve a problem before it could balloon into what it has become 20+ years later, but ultimately didn't care enough about our community to preserve our institutions or give us the solution we were promised. Now, TxDOT wants to cause an exponentially greater negative impact to the community that will change the face of it forever. Oak Hill is not just a traffic mess between Austin and Dripping Springs: it is a COMMUNITY rich in history and natural beauty that will be DESTROYED by the proposed "parkway", which is overkill for the actual needs of easing traffic congestion in the area. Oak Hill did not deserve to suffer for the disinterest and inaction of TxDOT then, and it especially doesn't deserve to suffer the grandiose temple to concrete that TxDOT wants to build over its trees and through its neighborhoods.	The previous study did not move forward due to two factors: 1. Funding was not available for all projects needed in the region, and 2. the community did not support that project. See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods. See comment response #137 (Vivian Caputo) regarding Public Involvement process.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
280	Dick Kallerman	6/19/2018	Webmail	Design and build a transportation system (not just roads) that moves people (not just vehicles). The "Parkway" design as proposed is heavy-handed and unimaginative. TxDOT can do a better job of moving people and satisfying the Oak Hill neighbors.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #19 (Elizabeth Gibbs) regarding transit.
281	Jason Tang	6/19/2018	Webmail	Please do not move forward with the "do nothing" option. The growth of the area demands a resolution!	Comment noted.
282	MJ Sollinger	6/19/2018	Webmail	I do understand the need for access roads to be developed to ease congestion and help with the flow of traffic however not at the price of Over 240 trees that will be destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter!! These trees are Oak Hill's iconic trees that can never be replaced in this lifetime. I'd rather live with the congestion than see these trees removed and lost forever.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding trees/vegetation.
283	William	6/19/2018	Webmail	I fully support any plan that will move traffic through Oak Hill more rapidly and safely. I drive through Oak Hill often and it's clear that there are serious problems with traffic flow.	Comment noted.
284	David Phillips	6/19/2018	Webmail	Thank you for making the current Oak Hill project non-tolled, and now that you have done that you can reduce the footprint of the project. The problem with traffic flow through Oak Hill is NOT the carrying capacity of the existing highways; the problem is with the back-up from traffic lights. Eliminate traffic light waits, back-ups, accidents, and more by using over/under-passes at those intersections. The huge Oak Hill "Parkway" as currently proposed is too big, too expensive, and not what the community wants. Please scale it back to eliminate traffic lights in a minimally invasive way. Save our tax dollars and do a good turn.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
285	Dan Eckam	6/19/2018	Webmail	The project is too big -- too many lanes, too many trees destroyed without justification. Redesign with the environment and community in mind.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
286	Brian Wellins	6/19/2018	Webmail	I fully support the plan and feel this is long overdue. Good luck getting this passed and funded. Plans look great.	Comment noted.
287	Gerry Powell	6/19/2018	Webmail	I request that the Oak Hill Parkway Plan take into account the rights of landowners on the north side between Scenic Brook and Circle Dr. The plans are too intrusive and are taking private property when in fact the access roads could be moved closer to the main lanes and require less ROW. We have lived here over 35 years and your plans are damaging our homestead by your unwarranted taking. By moving the project to the north instead of efficiently using the land you already own on the south side, it appears to me that the few on the north side are given less consideration than the ones on the south side.	ROW Acquisition is required on both sides of US 290 in this area.
288	Mark Lebovitz	6/19/2018	Webmail	Glad you are completing the 6-year the study to minimize unnecessary negative impact to the environment. Congestion through Oak Hill has to be fixed and I support any plan your thoughtful team develops to build the highways where they are needed.	Comment noted.
289	John J. DeBrincat	6/19/2018	Webmail	LOVE that this is being addressed and we will get more lanes and faster throughput for traffic in the Oak Hill area. I am in full support of this initiative.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
290	Nancy Lanier	6/19/2018	Webmail	My daughter & I have lived in the Oak Hill neighborhood since 1999, and have no desire to leave this wonderful area. However, we are very concerned that what TxDOT wants to build here will put an end to the community as we know it. Many retired and disabled people live in this area, and we count on having easy access to the businesses in this neighborhood, so that we do not have to drive to other areas. We are worried that the construction will cause many of the businesses to relocate to other areas, and that our quiet way of life will no longer exist. I believe that TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. They plan to destroy over 240 trees, including 21 that are "Heritage" trees of over 3-foot in diameter. Elevated sections cannot have any noise abatement for the residents in the area. The noise during the construction phase will be impossible to ignore. We all know from previous highway projects in Austin that the final result will not be completed for many years. During that time, people will start cutting through our neighborhoods to avoid the congestion. Our roads are already very busy, and it is almost impossible to get into and out of Scenic Brook at Hwy 71 now because there is no traffic light at that intersection. People who cut through are much more likely to ignore traffic speed limits, making it unsafe. We are living in a time when every means of reducing costs should be considered, and enormous projects like the one proposed are unnecessary. They will be much more expensive to build and maintain than would a project without the flyovers and a total of 6 lanes, rather than 12 that are still planned even without the toll lanes. Oak HIll does not need the overbuilt concrete monstrosity that TxDOT is calling a "state-of-the-art roadway". If Texas really wants people to stop driving individually in cars, use more public transportation, and find alternative ways to get around, building the proposed roadway will not do that. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. Please do what is right for the Oak Hill community and do not build this proposed roadway as it is designed. Go back to the drawing board, design something that is cost-effective, will save our community, and makes sense.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #68 (Chris Hill) regarding impacts/local businesses. See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution. See comment response #19 (Elizabeth Gibbs) regarding transit.
291	Brenda Nitcholas	6/19/2018	Webmail	Do not cut down the trees!!! I'm sure you guys are smart enough to know the value! Go with a plan that does not take away from the beauty...it can NOT be replaced!!	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation.
292	Jennifer Smith	6/19/2018	Webmail	I am FOR this project!	Comment noted.
293	Robert James	6/19/2018	Webmail	This urbanization plan would be a horrible blight upon the Oak Hill area. Turning the area into another spaghetti bowl is not something that is wanted or needed. What is needed is for development to stop in the area. No more houses and shopping malls etc. Make people and developers go somewhere else and mess that up!	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #89 (Laura Orlando) regarding urban sprawl.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
294	Elizabeth Willmore	6/19/2018	Webmail	Our family returned to Oak Hill from San Antonio in 2012 and were thrilled to find a home in a neighborhood that embodied everything we loved about Austin, namely green spaces, native flora and fauna, and a relaxed and quiet lifestyle. The Oak Hill Parkway as proposed threatens not only that lifestyle but also the investment we've made as homeowners. Less than a mile from 290 and a quarter mile from 71, our neighborhood is positioned to be disproportionately affected by the noise and concrete ugliness inherent with elevated highways that further lack noise abatement. This is not a "state of the art roadway" but rather an overbuilt excess display of concrete. Multiple trees, including the heritage oaks that give Oak Hill its name, will be destroyed. The wildlife that relies upon the green spaces over and through which the "parkway" will be built – deer, coyote, fox, owl, red tail hawk, various species of migratory birds, the occasional bald eagle, and the very occasional transitory mountain lion – will lose habitat. Traffic north of Williamson Creek will threaten wildlife and drivers alike. This is not a "context sensitive solution". TxDOT has deflected the stated concerns of local residents as well as those of the City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods in its eagerness to proceed with a boilerplate solution that best meets the needs of those who have chosen to live outside city limits while disregarding the needs and wishes of those who will literally live in the shadow of this "solution". A true parkway, discarded as a viable option, would cost less and contain the same number of overpasses in order to address traffic load. It was argued that a true parkway would not sufficiently address emergency response services. However, the same principal has proved more than sufficient as deployed in The Woodlands, which has both a larger population and greater traffic load. Thank you.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #132 (Beth Babbitt) regarding property values. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
295	Janice Heiskell	6/19/2018	Webmail	Looking forward to seeing the project built as soon as possible.	Comment noted.
296	Grygoriy Ensary	6/19/2018	Webmail	This is not a parkway. This is an elevated highway. I am all for real solution to the problem. There is one that is satisfactory - Fix290. TxDOT keeps intentionally ignoring it.	See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
297	Stephen Van Kampen Lewis	6/19/2018	Webmail	This looks great! Please make this happen as quickly as possible!!	Comment noted.
298	Jerry Schulze	6/19/2018	Webmail	Yes, please build this.	Comment noted.
299	Elaine Christine	6/19/2018	Webmail	This provides the perfect opportunity to design a roadway with a smaller footprint. Under Texas law, toll roads must have the same number of free lanes that currently exist which caused TxDOT's design to be unnecessarily wide and damaging. Without tolls, we can have traffic relief with a smaller footprint and a design that is more affordable and faster to build. CALLING THE PROJECT A PARKWAY IS NOT ENOUGH - NOW IS THE TIME TO DEMAND TXDOT DESIGN A REAL PARKWAY.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
300	Edward LaTouf	6/19/2018	Webmail	I believe: •TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. •Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. •Elevated sections cannot have any noise abatement. •A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. •The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. •On their website, TxDOT calls the Oak Hill Parkway a "state-of-the-art roadway". It is nothing but an overbuild concrete monstrosity that will destroy our community.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
301	Patricia Foster	6/20/2018	Webmail	This will cause Over 240 trees to be destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees.	See comment response #7 (Anthony Catania) regarding trees/vegetation.
302	Myron Lutz	6/20/2018	Webmail	Please proceed with haste in this project. The traffic congestion is unbearable and will only get worse without the significant upgrade that is planned.	Comment noted.
303	Nancy Nail Goodhue	6/20/2018	Webmail	We need long-term traffic relief in Oak Hill. The residents who are voting against this so more people won't move out this way are unrealistic. The people have already moved here!	Comment noted.
304	Jennifer	6/20/2018	Webmail	I don't know what you want to know. I live in Granada Hills, OAK HILL just off of Hwy 290 W. I don't have anything to gain, aside from my sanity. I pretty much make it a rule NOT to drive on 290 W. I have lived through over 25 years of construction on 290/71. I'm truly fed-up.	Comment noted.
305	Regina Vickers	6/20/2018	Webmail	I am concerned about the size of the footprint and noise pollution. Since this will not be a toll road, there needs to be a more conservative plan that will address the needs without taking out the many historic trees of Oak Hill. As a native Austinite and resident of the Oak Hill area for nearly 30 years, this plan completely destroys the history and beauty of the area.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				There were several plans that were proposed early on that were more conservative, but I don't see a hint of those anywhere on here. As for the noise pollution, I live extremely close to the 290 side of this monstrosity. Traffic noise is already high. I can't even imagine what it will be like then.	See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
306	Ricky Vickers	6/20/2018	Webmail	I have lived in this part of town since 1979. The road updates over the last 20 years have changed the once desirable ambiance and history of the area. The size of this project will totally do away with anything left that represents Oak Hill's past. I can see and hear cars on 290W from my back yard and what you are bringing will cause sound and light pollution that is unacceptable in this age. I can still see constellations that most of Austin has lost.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				I do not want to live near an area like MoPac and 183 but you are bringing something just like this to my back yard. No thanks, and this doesn't mention how projects like this devalue homes and with retirement looming I'll be stuck in a situation I have purposely avoided during my life time.	The recommended alternative is not like the interchange of MoPac and US 183. That interchange is four levels with three above existing ground with flyover ramps in 7 of the 8 directions. US 290 at SH 71 is depressed one level below existing ground with only one level above existing ground, greatly reducing the height of the interchange and with only two flyover ramps. See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #132 (Beth Babbitt) regarding property values.
307	Sunny Tracey	6/20/2018	Webmail	I am FOR the design 'ALT A'. Looking forward to smooth sailing through the Y one day soon!	Comment noted.
308	Cynthia Sloan	6/20/2018	Webmail	I am for the current plan.	Comment noted.
309	Hugh N. Woodard	6/20/2018	Webmail	With a degree in Civil Engineering from the University of Texas, I can tell you that upgrading the roadway at the Y in Oak Hill with your current TxDOT plan will not work. Expanding an existing roadway through a tiny corridor in an existing neighborhood in area such as Austin experiencing record population growth never succeeds for long. All the current plan will do is promote more growth west of the Y, overload the newly expanded roadway in record time, destroy our neighborhood, destroy our heritage oaks, and ruin our way of life in Oak Hill. Use a little common sense. Take a look at Google maps. Notice that you are trying to force all the traffic created west of the Y through one tiny corridor between the HEB and William Cannon Drive. So you are going to destroy our neighborhood for the benefit of those that do not even live in Austin? A much better plan is keep the road at grade level and just eliminate the intersections and traffic lights with alternatives such as underpasses and overpasses that preserve Williamson Creek, the native trees, and the open spaces. I drive the Y every day and never feel the frustration I feel on MoPac or I35 and certainly do not want an interchange built at the Y that in anyway resembles the interchange at 290/S MoPac.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality.
310	Amber Capozzi	6/20/2018	Webmail	I am very pleased with the proposed parkway. In my opinion, this needs to happen yesterday. Get started ASAP, pretty please! My only concern is how traffic will be affected during the construction phase.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
311	Diana T. Hohmann	6/20/2018	Webmail	I have lived in Oak Hill since 1978 and have seen the changes in our community, yet this new elevated roadway is not a parkway. The Oak Hill Parkway that was proposed by the residents and business owners in our community was discarded by TxDOT. I'm not only a resident, but also a business owner in Oak Hill and don't support the current proposed roadway. This elevated roadway will not benefit me as a resident nor a business owner. A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. The Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative.	See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
312	Janet Rourke	6/20/2018	Webmail	Please choose a low footprint option for the Oak Hill Parkway so as not to destroy the community. I grew up in south Austin and had family living in Oak Hill. I now live off Escarpment Blvd. I hate to see the beautiful oak trees destroyed and the increased noise a 3 level highway will bring. I appreciate that you are trying to move traffic faster through the Y intersection, but please try to maintain the beauty of the area in the process. Thanks!	While the interchange of US 290 and SH 71 at the "Y" is three levels, the US 290 mainlanes are depressed, the frontage roads are at existing ground level, and the two flyover ramps are one level above existing ground. The proposed design reduces the height of the interchange to minimize visual and noise impacts. See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
313	Michael Kurek	6/20/2018	Webmail	I fully support this plan. Any way to make it happen sooner?	Comment noted. See comment response #7 (Anthony Catania) regarding construction timeline.
314	Franklin Thomas	6/20/2018	Webmail	This concrete monstrosity will cost a fortune and increase taxes, destroy old oak trees that have been here forever. Property owners are going to face major noise and pollution problems not to mention the decrease in Land values. There's got to be a smaller flyover than this $400 million Monster.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
315	Beki Halpin	6/20/2018	Webmail	See 6-page letter dated June 20, 2018 in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text. This is submitted by Beki Halpin, a resident of Oak Hill's Scenic Brook neighborhood and longtime participant in the processes relating to this highway project. The public participation components of the highway design project was a dishonest travesty that manipulated the outcome to achieve the goal of a huge 10 or 12 lane mega highway that destroys the environmental, historic, cultural and neighborhood landmarks, treasures and important physical connections that local residents value. There was no authentic process that fairly evaluated different highway designs or authentically tried to manifest a design that would realize neighborhood values of low height, low noise, preservation of historic and heritage trees, clean water quality, downstream flood containment, ecological preservation of creek fauna and flora, a sense of community at the "Y" where there are businesses, not having neighborhoods on one side of the highway completely separated from neighborhoods on the other by a huge cement monstrosity and destruction of a historic cluster of trees and sites that give Oak Hill its name. Building a huge 10 or 12 lane highway through an environmentally constrained area was preordained from the beginning of the proceedings and all elements of the public processes were manipulated from beginning to end to achieve this outcome.	This DEIS has been prepared in accordance with the procedural provisions of the National Environmental Policy Act (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 the Texas Administrative Code Title 43, Part 1, Chapter 2, Environmental Review of Transportation Projects. All public input was considered. See comment response #137 (Vivian Caputo) regarding Public Involvement process.
				The highway design is essentially the same huge highway design that obliterates hundreds of trees including large number of heritage trees that Oak Hill gets its name and identity from, as the design proposed in the 1980's. The design was settled on before the trees were even considered and the trees were accounted for and declared removed after the design was final. The process did not in any way take into account the context of the natural treasures the residents and neighbors value. Instead, the creek is going to be disrupted, overshadowed and bank vegetation destroyed. The process for context sensitivity was not legally followed. TxDOT promised to save the highly prized ancient oak, Grandmother Oak, but showed no interest in keeping this promise once the highway design was set. Grandmother Oak and all the historic oak trees near her will be destroyed along with hundreds of other gorgeous oaks and other trees. A design that really does consider the context that the highway goes through needs to be considered. The historic trees, historic landmarks, the natural features of the creek and its ecological treasures need to be considered before a design is developed. A design that preserves these important features should be considered. TxDOT should honor its promises to the community and should not make misrepresentations to achieve public support which is what it did in this case, specifically relating to the preservation of Grandmother Oak and the height of the highway.	Impact to vegetation, including trees, would be avoided as much as possible. During the development of the Oak Hill Parkway, citizens listed protecting trees among key priorities. TxDOT took several steps to avoid or limit impacts to the environment. TxDOT realigned the US 290 intersection with William Cannon Drive. The Grandmother Oak, Grandfather Oak, the Niece Oaks and the Beckett Grove Tree (formerly known as the Taco Bell Tree) would be preserved by the proposed project. Additional landscaping enhancements, including new tree plantings, would be included with the project.
				The highway traffic projections used to justify such a needlessly huge project are overblown in order to show a need for this huge monstrosity. The trips per day numbers are grossly inflated. The past numbers TX Dot has used to estimate travel through this are have been inflated and NEVER have matched the actual travel numbers on this stretch of highway. The projected numbers for trips per day going forward are 2% or 3% higher EACH YEAR then the actual numbers, leading to gross over estimation of trips per day this highway will experience. Gross inflation of traffic projection trips per day were used to justify this project's size and will cause the taxpayer to spend much more than is needed to build a project much larger than needed. No allowance for future change in driving patterns due to autonomous cars that will result in more efficient use of roads was made in planning for and estimating future road congestion on this project. Likewise, changes in work patterns that will lead to dampening of rush hour trips since more people will work from home were not considered in projection for future trips per day or efficiency of highway use. Realistic numbers of trips per day projections need to be used to see what size highway is really needed including consideration of future changes due to technology and cultural work patterns.	The Oak Hill Parkway project has been developed in accordance to the Capital Area Metropolitan Planning Organization (CAMPO), the agency responsible for determining transportation improvements in the six-county area in the Austin region. It's 20-member Transportation Policy Board (TPB) is the governing body for CAMPO that is made up of 18 elected officials, a representative from TxDOT and one from Capital Metro. The TPB is the body that makes decisions on CAMPO policy and decides how CAMPO funding is allocated for transportation projects. Recommendations for improvements to other transportation facilities, or new roadways, should be directed to the TPB, which meets monthly and takes public comment at its meetings. Their website is https://www.campotexas.org/transportation-policy-board/

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				The highway was designed as a tolled facility with the same number of free lanes as exist on the highway today(4 to 6 lanes) PLUS the addition of 6 tolled lanes. The facility is not going to be tolled, so there is no need for so many lanes and the project can be built with fewer lanes, especially through the environmentally sensitive region that is constrained by the creek and the cliff. The highway design needs to be changed to a smaller footprint that will accommodate the environmentally sensitive features and also SAVE THE TAXPAYERS MONEY since it is not longer going to be tolled. The elevation is going to create a dead zone underneath it in the commercial center of Oak Hill. TxDOT downplayed the elevation during public presentations and made it seem like they were putting the highway at very minimal heights. This was misrepresentation.	The non-tolled design is the same as the tolled design previously shown to the public because the project had already been reduced to minimize right of way while still providing a non-stop route for through traffic and access for local travelers.
				The highway design on 71W will be enormously tall and will throw sound off into Scenic Book neighborhood and the businesses directly next to it at the "Y". This sound cannot be abated and will decrease property values in Scenic Brook and in the commercial district beneath the highway. The highway noise will also diminish resident's quality of life. The looming highway infrastructure will destroy the visual aesthetic value of the commercial district at the Y in Oak Hill where the highway will tower over the businesses. All of these concerns were downplayed during the public process as though they should not be a real concern. Authentic consideration for the losses the businesses and residents close to the elevated sections of the highway was not acknowledged or addressed.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
				Downstream flooding will be a problem since the upstream holding ponds will not effectively hold enough water to mitigate the project's effects. Cumulative water quality effects of the project were not addressed and neither was downstream flooding problems caused by the additional impervious cover in this project.	See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding.
				I am copying this from Bruce Melton's comments because I also offer the same language regarding the need for new design options with a smaller footprint and subsequent smaller cost to the taxpayer: 4. EQUAL FREE LANES ARE NO LONGER REQUIRED BY LAW AND A NEW EVALUATION NEEDS TO BE COMPLETED Governor Abott and Lieutenant Governor Patrick have both stated that TxDOT will be building no new toll roads. This means that equal free lanes are no longer required by law. Because TxDOT has repeatedly stated that free lanes are required because of tolling, and that the free lanes would be represented by the frontage roads for this project, frontage roads are no longer mandated by law and the alternative evaluation for this project needs to be reconsidered with this new criteria. This is illustrated by TxDOT's response to comment number 3 in the Open House Summary Comment and Response Report For the Oak Hill Parkway Open House held on June 17, 2014, dated October 2014. http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments- FINAL.pdf "While the ultimate funding decision has not been determined, CAMPO's long range transportation plan identifies tolling as the funding source for the Oak Hill Parkway. Because transportation funding is limited and the CAMPO plan includes tolled express lanes, tolling some element of the project will likely be considered. Per state law, if tolling is used to fund improvements to US 290 and SH 71, the same number of existing non-tolled lanes would remain, in addition to any new tolled lanes." Because this is such a major change to the project design criteria, a new evaluation of all alternatives should be required.	The non-tolled design is the same as the tolled design previously shown to the public because the project had already been reduced to minimize right of way while still providing a non-stop route for through traffic and access for local travelers.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Additionally, I add that Alternative F was unfairly evaluated. TxDOT worked with community members to design a project (Alternative F) that would have less elevation and a smaller footprint. Elements of Alternative F were eliminated from the final design so that it handled traffic less efficiently than other designs. The design criteria used to rank the different alternatives also specifically disadvantaged Alternative F because it gave points for categories that Alternative F did not include and could therefore earn no points for. It was a rigged comparison to advantage the designs TxDOT favored. Again, I copy Bruce Melton's comments regarding this process because he is right on: "Two key community design concepts were not included in Alternative F that would have allowed this alternative to have significantly higher marks in the decision criteria. The travel time for Alternative F was 58 percent greater than the other alternatives because an identified congestion solution was not included in TxDOT's Alternative F for the "Y" interchange. In TxDOT's Alternative F, the inbound SH71 to eastbound US290 connector joined the main lanes on US290 from the left creating a perilous weave to get to the William Cannon exit immediately on the right. At previous Alternative F subcommittee meetings the community had suggested an alternative that would access the main lanes on the right, eliminating this conflict. Modification to the currently proposed Alternative F would mean that travel times would compare similarly to the other alternatives." In addition, it was discovered that the TxDOT travel time model had one less lane eastbound on US290 at the SH71 intersection than the other alternatives had (two lanes relative to the three lanes in the other alternatives.) This resulted in an egregious amount of congestion delay that biased the travel time determination for Alternative F. Both of these errors were ignored by TxDOT and the model remained unfairly unchanged.	See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
				6. STATICAL BIAS IN ALTERNATIVE SELECTION DECISION MATRIX COMMENT LEFT OUT OF OFFICIAL REPORT A statistical bias was present in the alternative decision process because Alt F had four decision matrix categories that were not applicable. June 14, 2104 Meeting, October 2014 Report: http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments- FINAL.pdf Melton's official comments dated June 14, 2014 included a comment on a statistical bias that was left out of the official comment report. (#4, page 2 of Melton's comments) "The decision matrix treats the Alternative F unequally to the other alternatives when considering travel times. Twenty percent of the decision categories are based on continuous frontage roads to compare the other alternatives to Alternative F. Alternative F has no continuous frontage roads. This created 4 of the 19 total possible decision outcomes as N/A for Alternative F. Statistically, this creates a significant bias against Alternative F in the decision process."	All comments were considered and are included in the official record.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				7. MAINLANES DEPRESSED AT WILLIAM CANNON ALTERNATIVE IGNORED The main lane depression alternative at William Cannon was ignored because pumps would have been needed for water falling on the roadway when pumps for depressed highways in southeast Texas are common. June 14, 2104 Meeting, October 2014 Report: http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf Melton's official comments dated June 14, 2014 included a comment on a statistical bias that was left out of the official comment report. (#6, page 2 of Melton's comments) "William Cannon Interchange Alternate Design Concept: A “main lanes depressed option” for Alternative F at William Cannon was not evaluated. This option is one the community has been trying to see implemented during this process, not only for Alternative F, but for the rest of the alternatives as it reduces costs and noise, increases access to adjacent properties and does not require the taking of a significant number of existing businesses. Main lane depression is used throughout the other alternatives at the “Y” intersection, but TxDOT has repeatedly said they would not evaluate this option because stormwater pumps would have to be installed and the Central Texas TxDOT region has no pumps installed anywhere in its region. Stormwater pumping is a common alternative in coastal section of the U.S., including other regions of Texas (Houston). This option would result in cost saving when relating Alternative F to the other Alternatives as the existing at-grade geometry of William Cannon could be largely incorporated into the future design. It would also result in significant savings and benefits if used in the other alternatives." Additional Comment: TxDOT has consistently stated that one of their reasons for not depressing the main lanes at William Cannon is creek flooding and the infeasible nature of pumping so much water. This misses the entire point of this lane depression alternative. In this alternative, walls would be built above the flood plain that prevent creek water from spilling onto the depressed main lanes and only that rainfall falling directly on the main lanes would have to be pumped. Page 62 of 92 in the Hydrology and Hydraulics Report, Appendix I, shows that the frontage lanes for Alt A are elevated above the 100-year flood plain. This geometry is similar to a depressed main lane flood wall alternative and there is no hydrologic reason to believe that the location of the flood wall in the overbank area would create a situation that could not be utilized to employ this alternative.	Depressing the mainlanes of US 290 adjacent to a major stream with 100-yr flow over 10,000 cfs is not a safe and prudent proposal when there are reasonable alternatives.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				8. TxDOT/CTRMA IGNORED EMERGENCY ACCESS ROUTE DATA TxDOT/CTRMA ignored and obfuscated the comparison of emergency access routes between MoPac and Oak Hill, where MOPAC between Lady Bird Lake and RM 222 is a parkway without frontage roads with access emergency access routes identical to Oak Hill. When TxDOT/CRMA were presented with the travel times and length of alternative emergency bypass routes for the two compared roadways, their response did not address the comment. January 20, 2015 Meeting, May 2015 Report: http://www.oakhillparkway.com/OHP-January2015-Open-House-Summary.pdf Melton's comment #50: "Community told a parkway section is unsafe because of long detour routes; those detour routes are almost identical and some shorter than on the Parkway section of MoPac between the Lake and 45th Street." TxDOT/CTRMA's response was: "The previous Concept F "parkway" was eliminated in the screening process partly for lack of good emergency detour routes because of no parallel frontage roads." This response does not address the point that MoPac has similar or identical emergency access routes and no frontage roads, yet Oak Hill is being disqualified. There were four (or five) alternatives emergency routes evaluated at MOPAC that were not presented in the May 2015 Report. The alternative emergency routes along MoPac from the Lake to RM 2222: 1) 35th to 45th, east side of MoPac; 1.5 miles, 5 minutes 2) 35th to Westover, west side of MoPac; 4 minutes, 1.2 miles 3) RM 2222 to 45th, West side of MoPac; 5 minutes, 1.5 miles 4) Windsor to Westover, West side of MoPac; 4 minutes, 1.5 miles 5) Enfield to Lake Austin BLVD, West Side of MoPac; 7 minutes, 2.3 miles 6) The Lake To Enfield, East side of MoPac, 7 minutes, 2.8 miles The alternative route in Oak Hill: 1) Escarpment to Convict Hill South side of US290; 5 minutes, 1.5 miles The bypass section of MoPac with no frontage roads studied (above) is 4.6 miles long with the six shortest routes listed above and each individual bypass being about a mile long. The bypass section in Oak Hill is 0.9 miles long which represents the only section in Oak Hill that does not have frontage roads. Alternative F was not fairly represented and was not fairly evaluated during the process. TxDOT set out to achieve an elevated 10-12 lane, 1980's era monstrosity whose mainlanes can be tolled. Each step along the way public input was distorted, manipulated or ignored to ultimately realize this goal. If TxDOT now rubberstamps its own over built and under imagined design, we will all be the poorer for it. Additionally, if TxDOT thinks they have realized a victory, it is a sad one, for the things in life that really matter were left by the roadside: truth, right action and the simple treatment of others as you would like to be treated.	Comment noted.
				Each step along the way public input was distorted, manipulated or ignored to ultimately realize this goal. If TxDOT now rubberstamps its own over built and under imagined design, we will all be the poorer for it. Additionally, if TxDOT thinks they have realized a victory, it is a sad one, for the things in life that really matter were left by the roadside: truth, right action and the simple treatment of others as you would like to be treated.	As a result of public interest and request, TxDOT extended the public comment period. The extension moved the end date from June 15, 2018 to June 29, 2018. On May 31, 2018, the update was posted to the website and virtual open house, and an email notification was sent to over 1,630 individuals and groups who had asked to be added to the study database.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
316	Kristen Weathers	6/20/2018	Webmail	For sure we need traffic relief at the Y but preserving the trees should be a major factor in any design. If I had to choose, I'd rather sit in traffic than lose all those oaks.	See comment response #7 (Anthony Catania) regarding trees/vegetation.
317	Elizabeth McGreevy	6/21/2018	Webmail	Calling this a "parkway" is laughable. Parkways are divided mostly at grade highways. So are the bluebonnet graphics and cute logo. This is just another monstrosity composed of hideous sound walls imprinted with cheesy. As bad as the ones that now line MoPac. And what about the heritage oak trees? The ones that gave Oak Hill its name? What do you plan on doing with them? Will you relocate them? Perhaps if you stopped trying to appease through commuters you would get more support from Oak Hill residents. Perhaps if you proposed something less archaic and more green you would get a better response. Instead, you are proposing the same old concrete, concrete and more concrete. This proposal is ugly. The animated drive through is ugly. Sound wall after sound wall. Here's an idea: show vegetated barriers....transplanted heritage trees and vine covered highway foundations (https://letitgrow.org/wp-content/uploads/2017/03/ViaVerde1.jpg). And what about collecting the rainwater from the highway and directing it into a system that will provide water to the citizens of Oak Hill? You know...instead of directing into engineered retention basins. And do NOT harm or channelize ANY part of Williamson Creek. Duh....this is Oak Hill...home of the crunchy granola and sustainable living folks. Do your homework. I'm sick of your concrete monstrosities.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality.
318	LeAnne	6/21/2018	Webmail	Please stop destroying what makes Oak Hill so great. The huge oak trees and what once was country living. The last update you did added stupid turn lanes going against traffic. All we need are additional lanes in. Other directions. You chopped away our hills to put in a center lane all the way down 290, when you could have added more lanes.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation.
319	Diane Powers	6/21/2018	Webmail	Let's do this! It is time to move forward and provide residents with reasonable transportation experiences through Oak Hill. I vote FOR this plan!	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
320	Stefanie Driver	6/21/2018	Webmail	We are original Austinites. Our family business since 1979 is along the proposed parkway. How many business will you disrupt with the construction of this massive parkway? I personally would hate to see the destruction of the Oak Hill area. Are you aware there are many Native American encampments along the creek that runs at the bottom of the Bluff? On the top of Bluff is where I have found some of my best arrowheads. Early Arcadian camps. I agree that with many years of a hundred plus people moving here in droves that our road system could Not keep up with All the traffic but We truly Do Not Want Oak Hill and it's History dug up and made in to a Concrete Corridor for traffic. Is there Any Thing Else You could possibly Do? We already had to remove a three hundred year old Oak Tree from William Cannon intersection. What will you do about the other Old Oak Trees? I admit I'm a Texas Snob. Not happy about the people moving here because of our little gem of a Beautiful city and immediately want to Change Austin to suit themselves. Please!! Do not destroy Oak Hill because of traffic. Native Austinites Thank You to find another way!	See comment response #68 (Chris Hill) regarding impacts/local businesses. See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation.
321	Donald Demuth	6/21/2018	Webmail	I think this is a fair solution already in motion. I would prefer to have fewer cars idle/standing at lights and stop signs and allow vehicles to reach their final destination; and this meets that.	Comment noted.
322	Jenny Louis	6/21/2018	Webmail	Please fix the traffic probs ASAP! We moved down south from Round Rock, and frankly are shocked something hasn't been done already. We had 16 homes that we picked out in the Dripping area, that we thought we could buy, but each one went too quickly! We only needed one! The growth this direction is being highly underestimated. We saw it first hand!	Comment noted.
323	Brenda Whiteaker	6/21/2018	Webmail	I voted yes for the bond money to fix 290 West back in the early 80's and I'm still waiting. Please put this project on the fast track. Thank you, Brenda Whiteaker	Comment noted.
324	Linda Lievens	6/21/2018	Webmail	Please make this more of a real Parkway and not an elevated freeway. Most of the people that will use this roadway daily would like to preserve the oak trees that give our part of town its name and not destroy them, and we would like to see not a huge concrete project, but plan more of a parkway that still serves the traffic needs but keeps the feel of Oakhill. A huge elevated freeway will divide Oak Hill, give noise and light pollution, and we'll become like north Austin around Hwy 183. That is not what anyone wants. PLEASE consider other options.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #7 (Anthony Catania) regarding trees/vegetation.
325	Lydia G. Galvan	6/21/2018	Webmail	I am opposed to the removal of the 240+ Oak trees, especially the heritage trees, proposed for the huge footprint for this project. Would favor a smaller option now that a tollway is not included.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
326	Deidre Craft	6/21/2018	Webmail	My home in Granada Hills is about as close as any other home to the proposed project at the service road. I confirmed on the phone that there is no plan for a sound barrier at this point at the service road or highway. I can only imagine the amount of noise that would be generated from a roadway of this size. I am not against a plan to change 290. Unfortunately, I am 100% against any plan that does not include a sound barrier/wall at my location. I know that my neighbors, though not as close as we are, will also be affected negatively without the addition of said barrier. I am saddened that this part of Austin has changed to the degree that our once quiet neighborhood is facing a construction project of this magnitude but I understand that it has become necessary. I hope it is possible to add or tweak the proposed plan to include some sound protection at the very least. I believe that our quality of life would be forever changed for the worse if the road is built as it is now proposed. Thank you, Deidre Craft	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
327	Rachel	6/21/2018	Webmail	As a resident of Scenic Brook, I have major concerns for my travel time after this project as it stands now is complete. With major highways running in both directions around my neighborhood, I will have to weave through a combination of feeder streets to get heading in the right direction. Should a smaller project, without raised highways, replace the current plan, travel time for immediate neighborhoods could actually improve. Lastly, I've lived in the area for 6 years and it is apparent that the intersection of 290 and William Cannon is causing the majority of the gridlock. An overpass at that intersection would be a huge improvement, but even timing the lights to favor 290 over William Cannon would likely help.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
328	Ralph Lake	6/21/2018	Webmail	The project was designed extra wide to accommodate tolls. Tolls have been dropped so eliminate the wasted extra width of the unnecessary 4 service lanes! This should also save millions of dollars and destroying green space.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
329	Ralph Lake	6/21/2018	Webmail	Save the heritage oaks that define OAK Hill! You can do that now that the ROW can be narrower without tolls!	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation.
330	Al St.Louis	6/21/2018	Webmail	Too big a footprint for Oak Hill! Several smaller fixes could help ease the rush hour jams until people adapt by changing work hours or tele-commuting from home. No pressing need for 12 lanes of traffic with elevated structures. Improve Wm Cannon/290 intersection, and add second turn lanes at the Y intersection, 290/71 split. Also, over building as proposed will likely result in minimal traffic improvement on MoPac as the new Hwy 45 SW will flood MoPac in the morning, causing delays going North from 290 toward MoPac North. Further, it is not a Parkway that is proposed, but an elevated freeway. Misleading name if not actually fraudulent to call a freeway a parkway. Also, the construction phase will tie us residents in knots for many years, and this is also unwanted. Please, listen to us residents and scrap this out of date plan for the elevated freeways.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #92 (Donna Estes) regarding impacts/quality of life. See comment response #137 (Vivian Caputo) regarding Public Involvement process.
331	Ralph Lake	6/21/2018	Webmail	We need sound walls on the north side of the road between Scenic Brook and El Rey road. That became extremely obvious when TxDOT cut down all the trees in that section to provide a center lane!	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
332	Victoria Freberg	6/22/2018	Webmail	Please consider an environmentally friendly solution. The proposed loss of a vast majority of trees will cause Oak Hill to lose the beauty it is known for. Please expend all efforts to focus on a solution with a small environmental footprint and one that is not larger than necessary. With any decision and proposal made, please place yourselves in our shoes. Would be the plans you implement be the same if it was your backyard?	See comment response #7 (Anthony Catania) regarding project footprint/tolls.
333	Bill Holt	6/22/2018	Webmail	Oak Hill needs a real parkway, not the repackaged, oversized toll design you are offering. The massive concrete project you are pushing would unnecessarily destroy hundreds of trees (including heritage oaks representing thousands of years of tree growth that can't be replaced) and the character of our neighborhood. A parkway design would serve Oak Hill's traffic needs at a much more affordable cost.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding trees/vegetation.
334	Timothy D. Witham	6/22/2018	Webmail	Your final "Alternative A" is beautiful. You have my vote. Please begin construction! I travel 290 from Hays County to Austin and back daily. So this matters to my family and I. Rather than seeing traffic continue to get worse, we would much prefer to travel safely and efficiently on a modern highway without stop lights. Your solution is perfect! Thank you for removing all tolls and for lowering the height to one level. This result makes a lot of sense to minimize size and impact in Oak Hill. We sure hope to see this constructed as soon as possible. Sincerely, Timothy Witham + my family of 5 others.	Comment noted.
335	Nike Mathys	6/22/2018	Webmail	Please be aware of overbuilding the Parkway at the Y at Oak Hill. The are more creative and cheaper ways to build the parkway. Please listen to residents input since we tax payers are paying the bill!	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #137 (Vivian Caputo) regarding Public Involvement process.
336	Chris Schaefer	6/22/2018	Webmail	I am so happy and excited about this project! It will bring much needed traffic relief for the residents and business that suffer through the Y bottleneck. Thank you!!!	Comment noted.
337	Rosa Tobiansky	6/22/2018	Webmail	We need to do something! We can't keep on attracting more and more people to Austin and not react to that growth. Sitting on Old Bee Caves Rd. waiting to turn left onto 290 almost make not wanting to even leave the house. It is frustrating, nerve racking and very, very dangerous. Please address the traffic situation around our area as soon as possible.	Comment noted.
338	Nicole G. Acosta	6/22/2018	Webmail	Save the trees! They're beautiful and magnificent and if we can put a man on the moon, we can save these trees!	See comment response #7 (Anthony Catania) regarding trees/vegetation.
339	Abby Ellyson	6/22/2018	Webmail	Isn't there a way to protect the trees better than this plan?	See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding project footprint/tolls.
				Also, the noise from those elevated roads will travel and pollute a long distance.	See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
340	Karon Rilling	6/23/2018	Webmail	The problems with the design are the same problems from a decade ago. This is no state-of-the-art design; it's a 1960's concrete spaghetti bowl, entirely oppositional to context sensitivity. Bring the design down to a parkway and look to addressing traffic flow by developing other parkways to get people from the south into town. Much could be done with multiple north/south options. It's a lack of vision and imagination that puts the north/south burden squarely on 71/290 to MoPac and I-35.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
341	Joseph	6/23/2018	Webmail	Haven't the Greedy Carpetbaggers destroyed enough of the Austin Area. Proposed development of this nature are only for one reason. Monetary Greed!!! Developers want to place impervious cover over square foot of Earth in the Austin, Texas area. Highways inevitably bring developments, over the Edwards Aquifer Recharge Zone. More developments equal more concrete=more toxic runoff=more flooding. Not to mention the Air Pollution, Water Pollution, Light Pollution, Sound pollution. Of course the standard justification for the environment destruction is generally; it creates jobs, increases the tax base, etc....this proposed highway extension will further expedite the slow death of Austin and the inevitable cultural decline.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #54 (No Name) regarding sensitive aquatic environments. See comment response #89 (Laura Orlando) regarding urban sprawl. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
342	Donald Smith & Ying Hong	6/24/2018	Webmail	We have lived in Oakhill for over 16 years. Just want to say, once you cut those oak trees, you would never see such a big trees in the area for rest of your life. Can you really sit down with the people here to collect some ideas, instead of those "Showing off" hearings? Thanks, Don & Ying	See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #137 (Vivian Caputo) regarding Public Involvement process.
343	Tim Litch	6/24/2018	Webmail	The response to your "COULD A SMALLER PROJECT ADDRESS THE CONGESTION PROBLEMS IN OAK HILL?" FAQ is misleading and wrong. In fact a smaller project could address congestion problems while balancing the community's other desires to save trees, not pollute creeks, abate noise, lessen the heat island effect, and promote pedestrian and bike traffic. There's a whole range of solutions, but TxDOT has ignored its shareholders other inputs and focused only on congestion. This proposal is based on incorrect growth rate projections, it has maintained the same number of lanes which is needed for a toll road (which is no longer on the table) rather than reducing them to reduce the footprint of the project and thus it's community and environmental impact as well as cost of the project. TxDOT is not serving the needs of the public, and is instead ignoring the public interest.	See comment response #7 (Anthony Catania) regarding project footprint/tolls.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
344	Peter & Dolores Stern	6/24/2018	Webmail	It is unfortunate that TxDOT does NOT listen often more to the communities in which it intends to build a massive highway, such as the one it plans to build within the Oak Hill community. We, members of the community, agree with the Save Oak Hill organization and other members of the Oak Hill community with the following: •TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. •TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. •Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. • Elevated sections cannot have any noise abatement. •A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. •The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. •On their website, TxDOT calls the Oak Hill Parkway a "state-of-the-art roadway". It is nothing but an overbuild concrete monstrosity that will destroy our community. Please rethink the plan and determine to build a lesser invasive parkway that will not upend and virtually destroy the Oak Hill community. Thank you, Peter & Dolores Stern	The CAMPO 2040 travel demand model was used for forecasting the traffic for the project. This is the regional model used for planning in the Austin region. Tree surveys were originally conducted in 2007 and updated in 2015 to cover areas beyond the original survey.
345	Jacque	6/24/2018	Webmail	TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. Elevated sections cannot have any noise abatement. A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. On their website, TxDOT calls the Oak Hill Parkway a "state-of-the-art roadway". It is nothing but an overbuild concrete monstrosity that will destroy our community.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
346	Sheryl Lowe	6/24/2018	Webmail	Please fund the Oak Hill Parkway!	Comment noted.
347	Rick Perkins	6/24/2018	Webmail	Please Fund and Build the Oak Hill Parkway As Soon As Possible, EVEN IF it only means building the new Access Roads first, followed by main lane funding later. This Road is the PRIMARY ROUTE between AUSTIN and El Paso, Phoenix, and Los Angeles. All cars going from Austin to I-10 pass through Oak Hill and Dripping Springs. In fact, I believe this freeway should be considered to be added as an Interstate Road between I-35 and I-10. Traffic Density has grown on this roadway to where it has become UNHEALTHY because of Idling Emissions causing increased Ozone and Carbon Monoxide, increased roadway contamination that drains directly into the watershed, and the vehicle speeds, when not congested, approach 70 MPH through a suburban area of town. We have been waiting for 30 years for this road way completion, but we continue to get out maneuvered by "no build" people who would rather see the congestion.	Comment noted. See comment response #7 (Anthony Catania) regarding construction phasing.
348	Nancy Crossthwaite	6/24/2018	Webmail	Please fund and build the Oak Hill Parkway, alternative A, as soon as possible. Thank you.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
349	Paula Jones	6/24/2018	Webmail	I was born and raised in Austin, and I have never seen traffic as bad as it is now. PLEASE PLEASE PLEASE build the Oak Hill Parkway as soon as you can. We desperately need traffic relief at the Y, and we don't need any more environmental studies to be done before building it. Thank you!	Comment noted.
350	Adolph Kremel	6/24/2018	Webmail	Build it now!	Comment noted.
351	Rachel Harris	6/24/2018	Webmail	I've lived in the area for 11 years and commute to work near downtown Austin. Y commute has been getting worse daily. At first, I leave my first house in Dripping Springs at 7:20 and arrive work at 8. Now that I live in Austin off Circle Dr., about 15 minutes closer to Austin, I have to leave at 7 am to arrive work at 8. The roadways must be enlarged or built on highway so all of us out west can commute to Austin. I see that other people want it pretty-I just want it built somehow and quickly. And for it to be paid. No politics please.	Comment noted.
352	Janice Heiskell	6/24/2018	Webmail	Please build this ASAP. We need more freeways to move traffic. Our area of Austin has little access to freeways and mass transit. Cap Metro has downsized our transit options and there needs to be buses from Dripping Springs to Austin that can use a freeways not a local road.	Comment noted. See comment response #19 (Elizabeth Gibbs) regarding transit.
353	Ursula Jackson	6/24/2018	Webmail	I like the idea of Oak Hill Parkway with overhead ramps to alleviate the traffic congestion at the "Y" at Oak Hill.	Comment noted.
354	Linda Mechsner	6/24/2018	Webmail	Although I didn't see the access plan for heading east on Hwy 290 turning north on Hwy 71 (at the existing Y), .I am FOR moving forward with this plan for the Oakhill Parkway. I have lived in this area since 1980 and we are drastically behind on our hwy systems and need IMMEDIATE plans to improve our huge traffic problem (that are getting worse daily) on Hwy 290, 71 and 1826. Please mark my name accordingly. Thank you.	Comment noted.
355	Mike Mechsner	6/24/2018	Webmail	Although I'm missing how you get from El Rey Dr. to Hwy 290 heading east or west and once on Hwy 290 East how you would get to Hwy 71 North, I do APPROVE moving forward with this plan for the Oak Hill Parkway. I have lived in this area since 1981 and a solution for the ever increasing traffic problem is way overdue and must be a priority for Hwy 290, 71 and 1826.	Comment noted. El Rey Boulevard will tee into the EB US 290 Frontage Road. Travelers desiring to go west on US 290 would go east to the U-turn in advance of the signal at RM 1826. Travelers desiring to go east on US 290 would use the entrance ramp just west of RM 1826. This ramp provides another ramp to WB SH 71.
356	Matt Rutledge	6/25/2018	Webmail	Synopsis: Fund and insure construction starts and completes on the Oakhill Parkway Project, it's time for this item to be top priority. Details: I've lived in Granada Hills for 22 years, in 1996 when I moved in I was informed the Oak Hill-Y was soon to be revamped to deal with the traffic issues. Since then I've seen at least 3 plans with related 3-year environmental studies each pass with no fundamental progress to deal with the continuously increasing traffic congestion. The Oak Hill traffic issue is unimaginably worse now after multiple decades without a real fix, the mitigation projects up to this point are too little and too late. The lack of road infrastructure does not prevent people from moving out this way, it wastes people's time, resources and raises frustration; the Oak Hill traffic congestion is my top issue living in this part of town. Regards, Matt Rutledge	Comment noted. See comment response #9 (Richard Collins) regarding funding/tolling.
357	Chris Newport	6/25/2018	Webmail	Please builds this flyover!	Comment noted.
358	Roberta Lowe	6/25/2018	Webmail	I support the Oak Hill Parkway solution proposed by TxDOT.	Comment noted.
359	Kurtis Lowe	6/25/2018	Webmail	I support the Oak Hill Parkway improvement plan as proposed by TxDOT.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
360	Laura Ritz	6/25/2018	Webmail	I do NOT approve of the tollway/expressway/through-road. I drive the stretch through Oak Hill EVERY SINGLE DAY at rush hour, and it never takes me more than 40 minutes to get to central Austin for work. That's how long it takes to get around Austin, no matter where you live. Saving 5-10 minutes of a drive for each person does not warrant killing 240 trees (many of which are historical), and displacing even more wildlife. I hope you take the potential environmental repercussions seriously. It's our responsibility to lend a voice to those living things who cannot speak for themselves.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #9 (Richard Collins) regarding funding/tolling. See comment response #7 (Anthony Catania) regarding trees/vegetation.
361	Danielle Couch	6/25/2018	Webmail	Hi! As a longtime resident of Southwest Austin and the Oak Hill area, I have spent many, many years in traffic on Hwy 290 and Hwy 71. Horrible traffic, that's just keeps getting worse as Austin grows exponentially. The congestion and traffic level has grown to cause this roadway to be dangerous and unhealthy. Congestion = carbon monoxide/increased levels of ozone, more roadway contamination getting into the watershed. Also, for people traveling from Austin to El Paso, Phoenix, or LA, the shortest route is through Oak Hill and Dripping Springs on the way to I-10. Funding is an absolute necessity for this the construction of this Parkway! We need the Oak Hill Parkway - Alternative A to be built as soon as possible! Thank you for your time and all that you do for our city! Sincerely, Danielle Couch	Comment noted.
362	Trice Humpert	6/25/2018	Webmail	Just get on with it and build the road. Travis County and Austin in particular are already 20 years behind in building traffic infrastructure. We are all paying the price now, polluting our air idling away while sitting in traffic. Do something now before we can't breathe anymore. Lake of action is killing this place.	Comment noted.
363	Jeff McDaniel	6/25/2018	Webmail	I strongly oppose the project contemplated by TXDOT. The elevated roadway at the "Y" will destroy the community businesses the rely upon easy access to pass through travelers and is not necessary to solve the traffic congestion at the Y. Moreover, the elevated roadway will destroy the natural beauty that exists in the area. It will just be cold, ugly concrete with cars speeding through the neighborhood. TxDOT has seen this result in many other elevated roadway projects, but has apparently not learned its lesson. NO ELEVATED ROADWAYS!	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #68 (Chris Hill) regarding impacts/local businesses.
364	Mohamad Chaarawi	6/25/2018	Webmail	I fully support the Oak Hill Parkway project and its implementation as soon as possible. The traffic at Oak Hill has become out of control and keeping the status quo without a major overhaul will just make things worse. Please do the right thing for our future and the future of our children by fixing the traffic with the Oak Hill Parkway project.	Comment noted.
365	Dana Brandt	6/25/2018	Webmail	I am in favor of the proposed non-tolled Oak Hill Parkway. No more wasting time on endless studies or inadequate alternative ideas from the NIMBY's. We needed the Oak Hill Parkway yesterday. Please build it ASAP!	Comment noted.
366	John W. Irwin	6/25/2018	Webmail	This project has my full support. I do not believe that any lesser design will be adequate to handle future traffic loads. I have lived in the area for over 30 years and I have seen the traffic situation constantly get worse. With all of the building west on 290 and NW on 71, this project is badly needed.	Comment noted.
367	Paul Gilliam	6/25/2018	Webmail	I am in favor of the proposed transportation plan for the Y at Oak Hill. It is much needed and further delay is unacceptable. This project has been delayed far too long and much be started ASAP. The scope of the project appears adequate for current development, but further expansion is likely needed on the 290 spoke beyond Circle Drive to accommodate future growth. Anything that creates a freeway that bypasses the numerous stop lights out to Dripping Springs would be a tremendous enhancement.	Comment noted.
368	Pennye Hartman	6/25/2018	Webmail	I support this parkway and pray it helps the congested traffic that I have to drive thru 5 days a week.	Comment noted.
369	Connie Sweet Branson	6/25/2018	Webmail	I want an elevated roadway! The volume of traffic is too much for anything less.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
370	Douglas Spaeth	6/25/2018	Webmail	To Whom It May Concern: I am a nine year resident of Oak Hill in Austin, Texas, and have watched the improvement in traffic flow at the intersection of 71 and 290 with satisfaction. We do not need more construction noise, more time spent on another project, more tax payer money taken, more light pollution, and especially, we do not need to remove 21 Heritage oaks and hundreds of other trees that give Oak Hill its name and its attraction to many residents of the area. The problem can be mitigated by curbing the growth of development between Oak Hill and Dripping Springs, where over-development threatens to reduce our Texas Hill Country to Texas suburbs without any "country" remaining. Thank you for considering a new plan and make this project truly a parkway and keep the trees growing in Oak Hill that are already here and plant some extra ones. And stop wasting our tax-payer money on unnecessary projects. Thank you for your respect for the environment, the trees, and the residents of Oak Hill. Sincerely, Doug Spaeth	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution. See comment response #89 (Laura Orlando) regarding urban sprawl. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
371	Eric Hall	6/25/2018	Webmail	This will be a great improvement. I hope it is started quickly.	Comment noted.
372	Jennifer Hawkins	6/25/2018	Webmail	I am for the proposed "A" Plan for the Oak Hill Parkway. Please proceed and fund.	Comment noted.
373	Bill Dally	6/25/2018	Webmail	I like the plan. I hope begins as soon as possible. Long overdue.	Comment noted.
374	Ana Lois-Borzi	6/26/2018	Webmail	Please do not approve the massive "Oak Hill Parkway". It's not a parkway. It is a monstrously big and overdesigned concrete highway. This project will forever burden our community by destroying our natural environment, increasing elevated levels of noise pollution and light pollution. Hundreds of trees that give Oak Hill its name will disappear from the face of the earth and the natural underdeveloped beauty of Williamson Creek will cease to exist between two elevated highways. I oppose to have Oak Hill forever divided, just like the chunk of highway that is currently there by the post office and forward to Loop 1. While we are pleased that transportation planners have removed tolls from the project, this provides the perfect opportunity to design a roadway with a smaller footprint. Under Texas law, toll roads must have the same number of free lanes that currently exist which caused TxDOT's design to be unnecessarily wide and damaging. Without tolls, we can have traffic relief with a smaller footprint and a design that is more affordable and faster to build. Thank you for your consideration, Ana Lois-Borzi	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution. See comment response #7 (Anthony Catania) regarding trees/vegetation.
375	Jeremy Brooks	6/26/2018	Webmail	I fully support any initiative that will help bring better mobility to south west Austin. We need Oak Hill Parkway. It is decades overdue!	Comment noted.
376	Carol Brandt	6/26/2018	Webmail	I support the Oak Hill Parkway as proposed by TxDOT. No more delays, please build it!	Comment noted.
377	Jane Montecillo	6/26/2018	Webmail	I am in support of this plan. Please do what you can to save as many oak trees as possible though.	Comment noted. See comment response #7 (Anthony Catania) regarding trees/vegetation.
378	Michael Henry	6/26/2018	Webmail	I am absolutely in favor of this. It is way overdue. Please do it this time!	Comment noted.
379	Tina Nolen	6/26/2018	Webmail	Please build this road! The traffic in Oak Hill is awful and will only get worse with all of the new subdivisions being built in or near Dripping Springs!	Comment noted.
380	Logan Lucas	6/26/2018	Webmail	This plan looks fantastic and will greatly relieve the traffic in this area. I strongly approve of this plan.	Comment noted.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
381	Joseph Warwick	6/26/2018	Webmail	I fully support the Oak Hill Parkway project. I have lived in Oak Hill area since 2011 and traffic has increased drastically in that time period. The do nothing and hope for the best option is an awful alternative. The people that want this option want to stick there head in the sand hope the future doesn't happen. The problem is it's happening now. Dripping Springs is exploding and more people are moving to the area daily. I live in the middle of Circle Drive and on a bad day it can take me 3-4 minutes just to get out of my neighborhood on to 290. For people that are not accomplished drivers this is becoming very dangerous. My 80 year old mother will be moving in with us in the fall and there is no way I would let her drive out of this neighborhood it is just too dangerous.	Comment noted.
382	William P. McLean	6/26/2018	Webmail	I am in favor of the US 290 & SH 71 TxDOT Project referred to as Oak Hill Parkway.	Comment noted.
383	Douglas Tyler	6/26/2018	Webmail	I support any proposed improvements to the 290 and 71 interchange in order to relieve the traffic congestion.	Comment noted.
384	Daniel Wilson	6/26/2018	Webmail	Please build this as soon as possible, the 290 corridor is a nightmare. Also, please extend the parkway as far as possible to dripping springs, too many people are dying on this deadly road.	Comment noted.
385	James Telfer	6/26/2018	Webmail	Are we finally going to get a highway through Oak Hill or is there going to be another 30 years of whining? If you live in OH & don't like the improvements why did you move there? The highway has been there for many decades & has needed upgrades for a very long time. Surely you didn't think the area would remain static.	Comment noted.
386	Mike	6/26/2018	Webmail	Please Approve this to improve our commute and quality of like. This is long overdue!	Comment noted.
387	Morgan Drummond	6/27/2018	Webmail	I support TxDOT's proposed work to Oak Hill. Please prioritize this project!	Comment noted.
388	Brad Mendenhall	6/27/2018	Webmail	Please build it!!!!	Comment noted.
389	Diane Powers	6/27/2018	Webmail	My neighbors and I in Granada Hills are counting on you to fund the Oak Hill Parkway so it can be started as soon as possible! We deserve fair treatment with this traffic plan which would positively affect everyone who passes through the Y. Please begin the path now to relief for those who face dangerous and unreasonably inefficient driving conditions. We have been weary of this for too long and need your help. Thank you!	Comment noted.
390	Toni Fox	6/27/2018	Webmail	Hi, I would like to let you know that we desperately need to do something about congestion and traffic on 290 heading to the Y in Oak Hill all the way to William Cannon. The congestion which has grown to a ridiculous level needs to be addressed. It may also be dangerous and unhealthy with all the carbon monoxide that is being dispersed as people crawl along for a very long time on this stretch of road. This is also the shortest stretch of road for people traveling from Austin to El Paso, Phoenix, or LA which also adds to the already awful traffic. Please provide the funding for the Oakhill Freeway/Parkway!!!! We need to fix this problem. The last construction project that took forever to complete did very little to improve this ongoing problem.	Comment noted.
391	Mike Conner	6/27/2018	Webmail	Built the parkway now. Please!!!	Comment noted.
392	Richard & Karen Goodin	6/27/2018	Webmail	Definitely in favor of the proposed plan for traffic improvements at the Y in Oak Hill. Better sooner than later!	Comment noted.
393	Cecilia	6/27/2018	Webmail	The Old Bee Cave and 290 intersection is a growing safety and efficiency concern for communities on Old Bee Cave. We not only have to wait on a long queue to make a left onto 290, it is very much a safety concern making that turn - many of us with kids in the car. We ask that you not delay the plans to fix this intersection any longer. Traffic is only going to get worse and we are asking for your help.	Comment noted. The proposed Alternative A will provide a much safer access to eastbound US 290.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
394	Dr. Paul Jacobs	6/27/2018	Webmail	In response to the upcoming decision on the Oak Hill Parkway, I would like to make a few comments. As a long time business owner (practicing Optometrist and owner of Austin EyeWorks) in Oak Hill at the Y for the last 28 years, I've seen Austin really change and grow. We need smart development, not just more apartments and sprawl. Austin (and its suburbs) have allowed for more development without strategic planning, especially with the roads and infrastructure. Protecting our aquifers and our environment is of outmost importance. Ever since the implementation of the SOS (Save our Springs) ordinance in 1992, this ordinance has kept our water resources (Edwards Aquifer and Williamson Creek) more protected. Southwest Austin has lagged in the development relative to the rest of the Austin and its suburbs in order to accomplish this task. Only now, I presume that freeway development to is more important than our water resources and environment. We need to protect our environment and not provide a faster way home for those who choose to live out the 290 area. If the Oak Hill Parkway is allowed to move forward, the environmental effects are great. The video of the project shows the incredible environmental changes that have to occur. Impervious cover will drastically increase and Williamson creek and the Edwards aquifer will suffer significant effects. Previous flooding along the creek has occurred and more impervious cover will only increase this risk and environmental damage. A similar occurrence can be seen with the recurrent floods around Onion Creek due to increased impervious cover and development in nearby areas. Over the last 2 decades, the SOS ordinance has protected the area, only now to see that proponents of a colossal freeway project find this acceptable. It is not acceptable. How many Heritage oaks like The Taco Bell Tree will have to be removed for this over-sized project? As I see it, any major freeway project will be a death blow to many businesses in the Oak Hill corridor and the Y. It will cause staggering and unfortunate economic damage to any business in the area. The project will take many years of construction (5-8 years?) and all businesses in the area will be devastated. Customers will avoid the area like the plague. Traffic in the area at peak times is already bad (like all of Austin) but during construction, the wait times will even be dramatically worse. From what I read, this intersection is only the 64th worse traffic area in Texas. Density in the SOS area and Oak Hill is not great relative to the 290 suburbs. This over-sized project (and big budget) will be a benefit to all of the developments in the Dripping Springs area but horrible for the Oak Hill residents. Oak Hill will become a commuter's corridor and nothing else. I foresee that HEB will close that location and other businesses will follow. It's obvious that his project is being built for the benefit of the Dripping Springs area, and not for Oak Hill. Dr. Paul Jacobs, Optometrist / Owner of Austin EyeWorks	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #89 (Laura Orlando) regarding urban sprawl. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality. See comment response #54 (No Name) regarding sensitive aquatic environments. See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding. See comment response #68 (Chris Hill) regarding impacts/local businesses. See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods.
395	Kerry Kittrell	6/27/2018	Webmail	Dear TxDOT, It is imperative that you seriously study a less–destructive parkway alternative than the current massive one planned. No elevated concrete monstrous expressway. It is imperative to design a true parkway immediately. It is imperative that all the beloved oaks, Heritage and otherwise, be saved. These trees belong to all of us, and our grandchildren's grandchildren. It is imperative to develop a parkway alternative that will cost less to build and maintain. It is imperative to save the Oak Hill community for the benefit of all of Central Texas. Do what is right for all Texans. Preserve our precious trees and community. Thank you.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #7 (Anthony Catania) regarding trees/vegetation.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
396	Lindsey Sheppard	6/27/2018	Webmail	I am not in favor of the current proposal. This proposal will impact our day to day life as we live very close to 290. I am extremely concerned about the noise and other effects it will have on us. In addition, my son's school, which is also located just off of 290, would be impacted and would most likely have to close. At this time, I support the no-build option. Thank you, Lindsey	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
397	Julienne VanDerZiel	6/27/2018	Webmail	PLEASE implement this! We need relief now, and cannot wait another 20 years for a solution. Even if this isn't perfect, it is a much needed step. Anyone who commutes the Y every day, like I do, knows there's not a perfect answer, but something must be done. Those against the plan probably don't have to drive it every day in rush hour, like I do.	Comment noted.
398	Marissa Herranz	6/27/2018	Webmail	This will be a disaster in the making. I am a resident of Oak Hill and live right at the intersection you are proposing to destroy. Yes there is congestion at this intersection but it is an expected congestion that people make time for as with all traffic in any city. The few modifications that were made have helped during peak traffic times and me and my community feel this is sufficient. There absolutely does not need to be a massive highway built in the middle of Oak Hill. This will not help with the traffic. This will pollute out community where my infant and toddler play at the park and in our back yard. Our preschool is also in this neighborhood which the backyard backs up to 290 and the kids will no longer be able to play outside with this massive community polluting beast of a road you are attempting to build. This is our life, our family, our friends, schools and community. Please do not destroy this for our children. We moved to Oak Hill because we love the quaint neighborhood feel and building this beast of road will most certainly take that away as well as destroy the one preschool in the neighborhood that is one of kind in Austin where children can thrive and experience nature and animals in their environment. You will RUIN this and the school and the children will suffer the consequences of this. This project will pollute our community and ruin it. The preschool will close, the noise from construction will cause significant stress on my children as they try and play outside. This is not the solution. Not only this but you will destroy so much of the nature that defines this community including all the beautiful trees. PLEASE!! Austin is already getting knocked down to build condos and businesses within the city. Please do not do this to our community...I am begging you!!! This is not necessary! I am sure we can develop an less-destructive parkway alternative that is not as environmentally damaging as well as personal destruction to our children and the stress in our lives by creating this concrete beast of a road. Please let's think this through before the damage is done! PLEASE!!!! Me and my children are begging you to stop this! Please feel free to contact me or my husband. He attended the briefing at Bowie HS and was extremely disappointed in the presentation and how all of this has not really been thought through. The research is not there to validate this project and it will only cause destruction. Please please consider what I am saying. I am not alone. Please don't ruin our community!!	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #137 (Vivian Caputo) regarding Public Involvement process.
399	Elvera Junushova	6/27/2018	Webmail	We do not need this highway. Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees.	See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding project footprint/tolls.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
400	Mark Weiler	6/27/2018	Webmail	I support the Fix290 alternative plan that eliminates the flyovers. I travel through that intersection weekly and it does need to be fixed but without the environmental impact to the watershed.	See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding water quality. See comment response #54 (No Name) regarding sensitive aquatic environments.
401	Jacqueline M.	6/27/2018	Webmail	Where is the proposed hike and bike path? What will the plantings look like that are proposed? Will there be eminent domain areas? What are you doing to mitigate noise? What is the specific plan that affects my street?	See comment response #9 (Richard Collins) regarding bike/ped. See comment response #20 (Elizabeth Gibbs) regarding context sensitive design. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
402	Gary Cook	6/27/2018	Webmail	The Oak Hill "Parkway" poses a major threat to water quality and increased flooding in the Barton Springs watershed. We need a scaled-down, true-parkway option to be included in the evaluation of alternatives and their impacts-an option that would greatly enhance traffic flow through Oak Hill without slicing through the neighborhood via elevated flyovers and twelve lanes of pavement, and without dumping silt and pollutants into Williamson Creek. More information about alternative, neighborhood-supported solutions can be found here.	See comment response #7 (Anthony Catania) regarding water quality. See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding. See comment response #54 (No Name) regarding sensitive aquatic environments. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding project footprint/tolls.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
403	Michael Ohara	6/27/2018	Webmail	Like the 45SW/MoPac toll loop, the Oak Hill "Parkway" poses a major threat to water quality and increased flooding in the Barton Springs watershed. We need a scaled-down, true-parkway option to be included in the evaluation of alternatives and their impacts-an option that would greatly enhance traffic flow through Oak Hill without slicing through the neighborhood via elevated flyovers and twelve lanes of pavement, and without dumping silt and pollutants into Williamson Creek.	See comment response #7 (Anthony Catania) regarding water quality. See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding. See comment response #54 (No Name) regarding sensitive aquatic environments. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding project footprint/tolls.
404	Robert Shadowen	6/27/2018	Webmail	I lived near the Y - on Scenic Brook Dr. near 71 - for 14 years. I love that area of Austin, though for job and family reasons we moved to NW Austin. Of course this project was debated for years even before we left Oak Hill, some 10 years ago. Then, as now, this project is something which sacrifices so much of the area in the interest of traffic that I oppose it. I still think the traffic growth projections are overstated, although now at least they are not linked in a biasing way to toll revenue projections. In many ways I feel it's futile to continue to fight this project, since the threat of it and preparations have already destroyed a lot of the Oak Hill - closing businesses and removing trees along 290/71 from the Y to the MoPac access and using so many areas as construction staging areas. So I guess my main comment would be, if you're going to do this project, then it is beholden upon you to also create something good to replace the damage you have done. You're going to reroute the creek, etc., so at least make the new creek route a park area with trail access, provide some safe bike and pedestrian routes through the area - always a sore point around the Y. You have many alternative proposals already to this project, and while I'm sure many of them are unrealistic, perhaps some combination of them and also by developing other routes around the Y, such as SW parkway, the traffic problem could be addressed without taking this "nuclear option" approach. Maybe by stepping back and looking at the entire area you can find something. I will remain optimistic that you can find a way to make a solution which will ultimately enhance the area and address more than just the needs of automobiles commuting through the area.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #20 (Elizabeth Gibbs) regarding context sensitive design. See comment response #7 (Anthony Catania) regarding water quality. See comment response #9 (Richard Collins) regarding bike/ped. See comment response #39 (Janette Miskell) regarding design/improvements. See comment response #19 (Elizabeth Gibbs) regarding transit.
405	Cynthia Wilcox	6/27/2018	Webmail	This design should be scrapped. It is not context sensitive, in fact it is context-insensitive. It was created under the assumption that it would be a tolled road, and without any consideration of modern technology, human-scaled design, or flow. Simply reducing the speed limit would provide more congestion relief than this obsolete, blight-inducing elevated freeway design. The one and only "public" meeting was held entirely outside the affected community in a place that is unfamiliar and inconvenient for Oak Hill residents. Do the right thing. Start over.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #137 (Vivian Caputo) regarding Public Involvement process.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
406	David Hixon	6/28/2018	Webmail	The massive proposed parkway is not good for our community. It will increase flooding potential in the Barton Creek Watershed and decrease water quality. We need a scaled-down version without slicing through the neighborhoods with flyovers. Thank you. :)	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding water quality. See comment response #54 (No Name) regarding sensitive aquatic environments. See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding.
407	Susan Pascoe	6/28/2018	Webmail	The Oak Hill "Parkway" poses a major threat to water quality and increased flooding in the Barton Springs watershed. We need a scaled-down, true-parkway option to be included in the evaluation of alternatives and their impacts-an option that would greatly enhance traffic flow through Oak Hill without slicing through the neighborhood via elevated flyovers and twelve lanes of pavement, and without dumping silt and pollutants into Williamson Creek. Listen to the neighbors! They know what they want and what will work in Oak Hill.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding water quality. See comment response #54 (No Name) regarding sensitive aquatic environments. See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding. See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
408	Theresa Rutz	6/28/2018	Webmail	An expansive roadway project, although decreasing congestion for a while, adds to construction and increased development on a critical environmentally sensitive recharge zones. Wells are already drying up in Dripping Springs. The area cannot handle more concrete development. Paving paradise you can't get back.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #89 (Laura Orlando) regarding urban sprawl.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
409	Adam Warren	6/28/2018	Webmail	To whom it may concern. Regarding the pending Hwy 71/290 expansion. I've lived in Oak Hill for just over 4 years, and much like most have noticed the explosive growth West of us heading towards Dripping Springs. The traffic at the Y is bad of course, but it's bad everywhere in Austin. I actually think the continuous intersection implementation has helped and I do not agree that plowing a must-lane highway through is the answer. The issue isn't us here in Oak Hill, the issue is the massive growth West of us and those folks who've moved out their recently did so knowing that traffic was bad. It's part of the price of living in a city like Austin or most likely any other desirable city. The fact that there are very limited mass transit options available in this city is really appalling. We consider ourselves to be forward thinking and innovative and yet it seems like building more roads to accommodate more cars is the answer. It's not. In addition, my children's daycare/school which incorporates a lot of outdoor time and just happens to back up to 290 states they will have to close if this massive project is approved due to the level of noise and dust associated and how it will negatively impact our children. That is not cool at all. I'm fine with waiting 10 minutes to get though the Y and I do it nearly every day. If people are unwilling to bare with the costs of living (traffic) on the edge of Hill Country, then they will possibly reconsider before moving out there. And, it won't be so quaint and quiet with a 6-8 lane highway running through the middle of it. All options must be considered, including a no build option and maybe looking at funneling some of this traffic around Oak Hill, instead of bulldozing right through and constructing a concrete jungle down the street from our house. Thank you for your time and consideration of my thoughts. Sincerely, Adam Warren	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #19 (Elizabeth Gibbs) regarding transit. See comment response #39 (Janette Miskell) regarding design/improvements.
410	Alysia Duemler	6/28/2018	Webmail	Please protect nature for all of our children. Please do not go forward with the project as it is currently planned.	Comment noted.
411	Laura Minnigerode	6/28/2018	Webmail	TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. It is unconscionable that 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. Elevated sections cannot have any noise abatement. I would like to argue for a true parkway. This would cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. Please, think about the long term impact and change this will make to the Oak Hill community. We do not need another giant freeway system-Houston and Dallas have shown us how that looks and it is not good.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
412	Jacob Hendrickson	6/28/2018	Webmail	The Oak Hill "Parkway" poses a major threat to water quality and increased flooding in the Barton Springs watershed. We need a scaled-down, true-parkway option to be included in the evaluation of alternatives and their impacts-an option that would greatly enhance traffic flow through Oak Hill without slicing through the neighborhood via elevated flyovers and twelve lanes of pavement, and without dumping silt and pollutants into Williamson Creek.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding water quality. See comment response #54 (No Name) regarding sensitive aquatic environments. See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
413	Alan Watts	6/29/2018	Webmail	Official Public Comment for “The Oak Hill Parkway” Draft Environmental Impact Study Alan Watts June 28, 2018 I oppose "Alternative A" and support the "No Build Alternative". TxDOT's process for selecting this preferred alternative is deeply flawed. Alternative F, the design desired by the community, was purposefully thrown under the bus since it could not be tolled. With tolling components removed, now is the time to design a project that is more financially responsible, environmentally friendly, and community compatible. According to Table 1, #22 of the document "Open House Summary Comment and Response Report for the Open House held on May 23, 2013" [1], I reportedly stated my support for Concept B and C: "Likes Concept B and its ability to expand to Concept C in the future, and Option 1." This is a complete falsification. I have never supported Concept B or C. My support was always behind Concept F and a true parkway and pushing TxDOT to fix the obvious and purposeful failings and omissions in its design. Perusing the rest of the response reports, I have found several other concerning entries. In the Response Report for the Open House on October 29, 2015 [2], there are multiple entries (37 total) for this comment: "Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward." A quick searching of some of the submitters of this repetitive comment shows some of them to be: Fred Heldenfels IV, President/CEO of Heldenfels Enterprises, manufacture and installation of precast/prestressed concrete structures Bo Beacham, Representative at Brandywine Realty Trust Michael Berman, Senior Vice President of Communications at Austin Chamber of Commerce Roger Borgelt, Land Use & Zoning attorneys Mike Crockett, head of Lincoln Property Company's Austin office These commenters are most likely not residents of Oak Hill and have a direct financial interest in the project as proposed. They do not speak for Oak Hill. I demand an audit and verification of all public comments. The process of collecting feedback is obviously flawed and it has given us a proposal that the most-affected community members do not want and, on a larger scale, is not necessary in light of the project' updated funding status. Sincerely, Alan Watts [1] http://www.oakhillparkway.com/files/may-open-house-summary.pdf [2] http://www.oakhillparkway.com/files/OH6-SummaryRpt_10292015_FINAL-forweb.pdf	See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding project footprint/tolls. The comments submitted on an official comment form with the name Alan Watts for the May 23, 2013 Oak Hill Parkway Open House at Clint Small Jr. Middle School said: “I like keeping 71 at grade (Concept B) with the option to expand it to Concept C in the future. The option to extend the mainlanes past Circle Drive (Option 1) should be explored as well.”

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
414	Tom Thayer	6/29/2018	Webmail	The Community Impacts appendix states the Oak Hill Park and Ride at William Cannon and US 290 will not be impacted, but this is clearly incorrect. The schematic designs show the current park and ride facility underneath the highway and in a detention pond. Also, the appendix does not discuss the new Cap Metro route 315 that runs from ACC Pinnacle to Oak Hill Plaza, and east along US 290 (it is a new route but has been in the planning stages for over a year). There is no discussion of the impacts of the project to the Oak Hill Park and Ride and the new Route 315. Where would a new park and ride be sited? Will the propose designs influence where it would be and the route of the 315 bus?	The OHP DEIS technical reports, including the Community Impacts Assessment, support the information and conclusions contained in the DEIS; however, the DEIS summarizes the most up-to-date analyses for each resource area and the findings in the DEIS supersede any discrepancies that may exist between what is presented in the DEIS and what was analyzed in the technical report. The Community Impacts Analysis Technical Report was produced in June 2017. Since then, the designs have changed near the Oak Hill Park and Ride; the Park and Ride will be closed and will no longer operate or provide service under Alternatives A or C. A new park and ride location is currently being identified by the Capital Metro, and CAMPO as part of their initiative to develop park and ride facilities for express service on the Mobility Authority's transportation corridors. A park and ride near the ACC Pinnacle campus is on the list of potential park and ride projects. Planning, development, and outreach is expected to extend through 2018. Capital Metro has been involved with engaging the public about the proposed project and is actively working to ensure mass transit within the corridor fits the public's needs and helps to foster community cohesion and access within and out of the Oak Hill area. This is discussed in Chapter 4.3 of both the DEIS and the FEIS. CAMPO's strategic plan, *Connections 2025,* recommends replacing the existing fixed routes with alternative service pilot projects and implementing a new route (Route 315) along US 290 between the ACC Pinnacle campus and the South Congress Transit Center to the east. New service from Route 315 would replace routes 333 and 5, which would no longer travel through the study area.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				The Community Impacts appendix also include the removal of an office building, a residential property, and two commercial buildings? Were alternate designs considered that would not have displaced these buildings? It seems the westward expansion of the project is impacting the office building and residential property. Would returning the project to the original, smaller limit (east of FM 1826 and southeast of Silvermine) avoid these impacts? The appendix cites elevations of the frontage road as the reason the two commercial properties are impacted. Would changing elevations of the project allow those properties to be saved? Would a smaller overall project reduce the need for any displacement? It doesn't appear this kind of design modification were taken into consideration.	Alternatives were considered but were not feasible for eliminating displacements. Returning the project to its original end would result in poor operations on US 290 due to needing a signalized intersection (vs. the grade separation now proposed) at Circle Drive. The single residential displacement is on SH 71 for the upstream detention pond. This pond is required to reduce flow in Williamson Creek to minimize raising the roadways in the William Cannon vicinity, eliminating the need for multiple business displacements in that area. Regarding the loss of the two commercial properties due to grade, eliminating this is not possible due to the elevation needed to drain the depressed section of US 290 under the SH71 frontage road connections. Smaller overall alternatives were developed and found to not best meet the purpose and need of the project.
				The DEIS never considers how elevated highways impact neighborhoods and businesses.	A Visual and Aesthetic Resources Assessment Technical Report was produced for the project and is included in Appendix N of the DEIS. This analysis included the elevation of highways and its impacts on viewers. Build Alternatives are the culmination of a design and public involvement process that has been ongoing since 2012, and opportunities have been identified to maximize compatibility with the existing built and natural environment. The structural design was developed through methods including Context Sensitive Solutions and robust stakeholder involvement to be compatible with the surrounding natural and cultural environment and to minimize visual impacts. A summary of the Visual and Aesthetic Resources technical report is included in Section 4.13 of the FEIS.
				Just because the surface fractures are small and dissolution features are filled with sediment doesn't mean that there are not larger karst features below. Would a narrower footprint help solve some of this problem? The DEIS does not discuss this, it only says vague precautions will be taken.	Geologists followed approved TCEQ and USFWS procedures for the discovery of surface expression of subsurface karst features. Should karst features be discovered during the construction phase, developers would stop work in that location and initiate approved karst feature discovery protocols to limit impacts to water quality and endangered species. Void mitigation measures would further protect the Edwards Aquifer from TSS during construction. Section 9.13 of the DEIS also discusses EPICs for T&E Species and karst features.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				The Air Quality Impacts appendix shows the proposed Alternative A and C would increase the amount of traffic through the area. This will result in increased CO2 and other air pollutants. No consideration was given to a smaller project that would have fewer CO2 emissions, one that would not increase area traffic by induced demand.	The TSM and TDM, E-1, E-2, Option 1, and Option 2 alternatives all had smaller footprints than Alternatives A or C. These were all considered in the DEIS (see Chapter 3). Traffic volumes used the TxDOT TPP Division-approved 2040 CAMPO model which assumed all CAMPO projects, in addition to the proposed OHP Project, were built. In addition, although the Recommended Alternative would increase the VMT by more than 64,000, when compared to the 2040 No Build conditions, the total MSAT emissions decrease by 15 percent. If emissions are plotted over time, a decreasing level of MSAT emissions can be seen from the base year (2015), although overall VMT continues to rise. The latest Air Quality Technical Report is attached as Appendix C of the FEIS.
				Slower speed would actually lead to lower air pollution as well as lower noise. It is claimed that noise abatement is not feasible in many areas, but no consideration was given to removing the flyovers and lowering the elevated portion of the roadway to reduce noise impacts.	There are no "flyovers" or elevated roadways in the TSM, TDM, E-1, E-2, Option 1, or Option 2 alternatives. These were all considered in the DEIS. Because part of the Purpose of the project is to improve mobility and operational efficiency, additional capacity was required; thus, direct connectors and/or additional pavement were needed. In a footprint with many environmental constraints, the alternatives analysis resulted in the direct connectors as the best option.
				Other impact analyses document that water quality in the Slaughter Creek watershed is at risk by the western end of the project. Was any consideration given to moving the project limits back to FM 1826 to lessen the impact?	The western limit of the project is RM 1826; however, a transition is required west of RM 1826 to west of Circle Drive to adequately handle the traffic merging from a freeway and frontage road system to the existing highway section. Extensive traffic studies and alternatives were explored to shorten this transition; however, these were not successful in handling the volume of expected traffic without undue congestion at Circle Drive.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				There are too few salamanders left to justify taking of the species, so any solution needs involve changes to the project.	Coordination with the U.S. Fish and Wildlife Service (USFWS) was initiated in September 2017 and concluded in December 2017. Several BMPs and voluntary conservation measures were identified to minimize or avoid effects to listed species and would be included in the final project design. TxDOT and the Mobility Authority have determined that the proposed Build Alternatives may affect, but are not likely to adversely affect, the federally endangered BSS and ABS. While the OHP Project area is within range of these species, there are no recorded occurrences of the species in close proximity to the project area, suitable surface habitat is lacking in the project area, and the population of the salamanders is diffuse relative to the entire area of the Edwards Aquifer. The project would strictly adhere to the TCEQ standards for BMPs over the Edwards Aquifer and would commit to removing 80 percent of the incremental increase in TSS that results from the project's additions of impervious cover in the Edwards Aquifer Recharge Zone. The proposed BMPs would protect surface water and groundwater in the OHP Project area by minimizing erosion, reducing TSS, and reducing the rate and velocity of discharged stormwater, which would decrease flood potential and thus reduce the amount of roadway contaminants potentially reaching the Barton Creek watershed during storm events. Void mitigation measures would further protect the Edwards Aquifer from TSS during construction. Section 9.13 of the DEIS which discusses EPICs for T&E Species.
				The DEIS does not even address the fact that the highway may not even be tolled anymore as stated in the DEIS. This would means that continuous free frontage roads are not required and design changes would be easier to implement. It also doesn't address potential problems with phasing where the frontage roads are constructed first. What if the money runs out with only frontage roads constructed? That would make traffic worse than present in addition to the construction delays. That would go against the purpose and need of the project. No consideration is given to phasing the project from east to west, doing an intersection at a time. That way, real traffic relief could occur with each new phase opened.	There were no design changes made based on the decision to build a non-tolled highway other than the exclusion of toll gantries. The project is completely funded so phased construction will not be necessary.
				The proposed alternative clearly does not meet the requests of the OHAN resolution in terms of elevation and neighborhood impact due to noise.	The OHAN Alternative is also known as the 2007 Alternative and was considered in both Phases 1 and 2 Screening Evaluations during the DEIS process. It was determined to be substantially less effective in reducing travel times than other concepts due to its failure to extend past Circle Drive and was unpopular with many members of the public due to its three-level interchange at SH 71.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				The DEIS is unclear on what will happen to the historic oaks at William Cannon and US 290. The community was assured a few of them would be spared, but the Hydrology and Hydraulics report shows Grandmother Oak is to be removed. Are there any other such discrepancies of what trees will be chopped down? There is no real discussion of reducing the project footprint to spare more historic, large trees.	The Hydrology and Hydraulics report is not intended to address tree impacts. The heritage trees will not be removed by the construction of the Recommended Alternative. Please see discussion in Section 4.10.2.1 of the FEIS.
				Only Alternative A and C even made it into the DEIS, and both are so similar as to not even be a real comparison between contrasting options. This implies that most of the design was decided upon PRIOR to the full EIS being produced. Other options were removed via a flawed matrix that relied upon several subjective criteria, an emergency response criteria that clearly has not been used on other highways constructed, and criteria that wouldn't even apply to all alternatives (continuous frontage roads). This was not a rigorous analysis and did not result in true contrasting options going forward to be considered by the full EIS. In addition, the 2040 traffic counts used for the project assume a much higher rate of growth than this area has seen in the past 20 years (and the past 20 years have seen phenomenal growth). Lower cost alternatives were also not considered since funding will be vitally important as to whether or not this project moves forward at all.	NEPA requires that a full range of reasonable alternatives be considered. The OHP project team developed mobility improvement concepts and a methodology for screening the concepts through a collaborative approach with the public. The preliminary concepts were presented to the public during numerous public involvement activities. The project considered each alternative through an integrative series of screenings. The first screening eliminated 4 of the 12 alternatives for not meeting the Need and Purpose of the project. The second screening analyzed the remaining 8 alternatives and eliminated all but 3 (including the no build) by looking at technical data. Since 2012, the project team has held six open houses as well as numerous workshops and stakeholder meetings to ensure that two-way communication has been ongoing between the team and the community. Through this collaborative process with the community as well as ongoing technical analysis, the mobility concepts were narrowed from 12 to 2. Alternatives A and C are evaluated in detail in this DEIS. The No Build Alternative, or "Do Nothing Alternative," is also carried forward and serves as a baseline for analysis. Finally, the project is fully funded so the project may move forward.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				In summary, the DEIS identifies many community impacts but doesn't really show any consideration for changing anything in the design based on the findings. It seems the preferred alternative was a predetermined outcome, an the EIS is just a formality that has no impact on that outcome. A true EIS would identify impacts and specify actions to be taken to mitigate those impacts, including modifying the design. This was not done here. This process is not in compliance with NEPA which requires reasonable alternatives to the proposed actions. The EIS process has proceeded with one goal in mind - to build a large freeway or tollway with frontage roads, elevated lanes, and elevated flyovers. No reasonable alternatives to this were considered in the actual DEIS despite the numerous impacts identified. As noted above, there are also impacts the DEIS does not discuss, and therefore, it is not a complete document.	The alternative analysis approach developed for the DEIS allowed for a full comparison and evaluation of alternatives through an iterative series of phases. The process led to the selection of a single Recommended Alternative that would best meet the need and purpose of the proposed OHP Project and would best avoid or minimize environmental impacts in the project area. The project team developed mobility improvement concepts and a methodology for screening the concepts through a collaborative approach with the public. The concepts represented a range of reasonable alternatives as required by NEPA. Through this collaborative process with the community as well as ongoing technical analysis, the mobility concepts were narrowed from 12 to 2. Alternatives A and C are evaluated in detail in this DEIS. The No Build Alternative, or "Do Nothing Alternative," is also carried forward and serves as a baseline for analysis. Section 7.4.3, Community Workshops, of the FEIS lists workshops held by the team. Meeting summaries are available on the project website and at TxDOT. Many design elements of the recommended alternative were a result of public input. These include depressing main lanes below grade to reduce visual and noise impacts, minimizing the elevation of the connections between US 290 and SH 71, ramp configurations west of SH 71 for better access to ACC, added bus turn-outs on the frontage roads, revised driveway locations, numerous revisions to shared-use path and sidewalks to avoid trees, and numerous shared-use path elements such as the connection to the Y-BC Trail on William Cannon, the bike/ped trailhead, the SUP grade-separations at SH 71, William Cannon, and US 290.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
415	Kevin R. Gray	6/29/2018	Webmail	Comments regarding Oak Hill Parkway May 24, 2018 Public Hearing and DEIS It still seems that TXDOT and CTRMA are continuing on with a pre-determined choice, based on the (mostly) original 1980's style design for US290/SH71 through Oak Hill (Option A) with little regard for its negative environmental effects or widespread community support for more creative---yet well vetted---roadway designs. Now that the public has been told that this will NOT be a toll road, we need official documentation that this cannot be reversed at a later date after project approval, as well as modification of the DEIS to remove tolling from the analysis and as a requirement necessitating continuous frontage roads, so that roadway design segments with less pavement width, elevation and cost may be fairly evaluated without being summarily dismissed on questionable or invalid criteria. A better effort needs to be made to follow required 'Context Sensitive Design' to prevent ruination of Williamson Creek, destruction of many trees---now including the "Grandmother Oak"---and general disruption of the Oak Hill neighborhood. Several community organizations and the City of Austin have passed resolutions in support of parkway style designs, which are being ignored by the agencies involved. Looking back in the public record after the June 17, 2014 Open House, Responses #1 and #3 caught my attention. In #1: "... All concepts were screened at a comparable level of detail to avoid any bias towards a particular concept and projects costs were not used to rank the concepts..." and ... Concept F did not advance because of limited mobility and safety benefits compared to other alternatives and required increased commercial displacements... I am among those who believe the evaluation matrix was still (intentionally) biased against the non-"Texas standard" parkway design, including some criteria favoring frontage roads, with no restrictions on choosing the most expensive designs and that Concept F development was (intentionally) halted before design refinements could ameliorate any deficiencies. But #3 shows the main design requirement that necessitated exclusion of Concept F: "... Per state law, if tolling is used to fund improvements to US 290 and SH 71, the same number of existing non-tolled lanes would remain, in addition to any new tolled lanes." If TxDOT and CTRMA are serious about not tolling this project, then they need to include into the DEIS the options of no-frontage road (parkway) sections where frontage roads are NOT required for access and short 2-way street segments where access IS needed in geographically restricted locations, allowing a fair analysis of reduced elevation and roadway footprint designs. While examining the appearance of questionable methods, others in the community had noted biasing of their comments in the official records from previous US290/SH71 public meetings. I too noticed omissions of portions of my comments in the record, following the last (10/29/15) Open House: All comments I made regarding the effects of tolling on roadway design and motorist behavior were left out (e.g. continuous frontage roads are required and 2/3 of traffic exits the mainlanes---as shown in CAMPO future traffic models---to avoid tolls---so in reality, fewer tolled mainlanes are needed) as were those comments concerning a true (narrower) parkway segment past Wm. Cannon in a configuration similar to the "frontage" roads shown in Option C, or my comment about simply adding lanes to the existing roadway. This was replaced with "Against tolls" and "Prefers No Build Alternative" which doesn't accurately reflect my intended meaning of "prefers No Build to the design option chosen". Also of note were the 36 identical (summaries of) comments sent in by electronic means: "Project has been stalled for over 30 years... Need a solution now!..."; the name attached to one of these I recognized as the president of a central Texas concrete beam manufacturer (Heldenfels Enterprises)! Back in the June 17, 2014 Open House record, there were 42 comments (against the selection process or in support of a specific access adjustment) prefaced with the label "FORM LETTER", whereas in this report there is no such notation associated with these comments supporting the chosen design alternative (which has over a mile of elevated roadway requiring a large number of concrete beams). We need TxDOT and CTRMA to revisit this "dinosaur" of a roadway design, re-evaluate alternatives and make modifications to the DEIS: We can easily meet the need and purpose for this roadway with a updated, reduced footprint design that handles the projected traffic load, all resident and motorist access, emergency vehicle and safety requirements plus much reduced environmental damage to Williamson Creek and many trees. It CAN be done successfully as it has been, time and again, all around the country. Kevin R. Gray	The decision on the recommended alternative was not based on a pre-determined choice, alleged biases or omission of previous comments. A transparent, public involvement process on the project has been ongoing since late 2012. Numerous concepts were considered, including Concept F developed at the request of, and collaboratively with, the Fix 290 stakeholder group and included the concept of non-continuous frontage roads. The primary reasons Concept F did not advance for further study is that it would not provide acceptable local connectivity or serve as a reliable route for emergency responders or the public during road closures. This is because it did not have continuous frontage roads and there isn't a grid of network streets to serve as alternate routes through adjacent neighborhoods. Regarding the recommended alternative, the non-tolled design is the same as the tolled design previously shown to the public because the project had already been reduced to minimize right of way while still providing a non-stop route for through traffic and access for local travelers. Comments from previous open house meetings were included in their entirety in attachments to the final Summary Report for the meeting, however, because of the length of many comments, they were summarized in the Comment/Response Matrix. See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #9 (Richard Collins) regarding funding/tolling. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
416	Jesus Hidalgo	6/29/2018	Webmail	FACTs: • Most of the opposing residents bought their houses in subdivisions that were once non-existent, tree-filled and had no roads or houses. *Before US290 & SH71 was originally built, trees had to be cut down, there was less of a carbon footprint, water quality was better and roadway technology was lacking. • In the 1956, President Eisenhower created the U.S Interstate and Defense Highway System. It is certain that there were some trees and other obstacles that needed to be cleared to create this progress and improve travel all across our country. • TxDOT would replace and plant many additional trees, for our children and their children- future heritage trees. • The proposed design is not perfect. Some say it is too big, some say it is too small. Some say they do not want the carbon footprint, it is too tall, water quality would suffer. Some want to protect trees, the salamander or something else. • The newest technologies addressing road construction, noise, water quality, etc., would be utilized. • At the Old Bee Caves Rd intersection, there will be a SAFE and QUICK way to get on or off the proposed highway, as well as easy access to frontage roads (for your local trips). • It needs to be built ASAP. It's not perfect, but we need to do something. This will help traffic for many years. • Commuter's spend 454, 0000 hours in traffic (TxDOT study) • There will be an additional 25-35 minute traffic delay by 2040 (TxDOT study) • A bicycle & pedestrian paths will be built alongside the project (TxDOT study) • The build will further PROTECT Williamson Creek (TxDOT study) • Oak Hill "Y" is one of the most congested areas in Texas (TxDOT study) The NO build option is a statement of "do nothing and change nothing." It does not does NOT address current and/or future traffic congestion of the US 290/SH71 Oak Hill 'Y' or future growth. The no build option, stalling, or if we continue to do nothing, will increase traffic accidents, travel times, road rage noise levels, safety issues, add stress and further stretched our Police and EMS emergency response times, etc. Building it in the future will add enormous future expenses; labor, materials and land purchases.	Comment noted.
417	Mike Kelly, City of Austin	6/29/2018	Webmail	Please find attached, comments on the Oak Hill Parkway DEIS from the City of Austin. See 8-page letter dated June 29, 2018 in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text. Comments on Flood Mitigation Modeling and Design: 1. This project is located within an area, and upstream of areas, where significant flooding has occurred on the Gaines Tributary of Barton Creek, and on Williamson Creek. We have had many citizens impacted by flooding along both creeks express their concern about the flood impacts of the OHP project. The spillover from Williamson Creek to the Gaines Tributary located near Patton Ranch Road is critical to flood control on both Williamson Creek and on the Gaines Tributary. Any changes in the distribution of flow at this location could increase the risk of flooding on one or both creeks. Please provide the City the opportunity to review and discuss grading plans/changes in this critical area during the design process. In addition, due to the flooding problems noted above, and the desires of the local community to go beyond the minimum requirements to meet state and federal standards, we hope that TxDOT will consider complying with City of Austin flood control standards in this project during final design. In general, COA policy is to control post development runoff such than no development will result in additional adverse flooding impacts. These standards can be found in the Drainage Criterial Manual at https://library.municode.com/tx/austin/codes/drainage_criteria_manual?nodeId=DRCRMA. We would appreciate commitments to this standard of design to be included in the FEIS.	TxDOT is sensitive to the many flooding concerns within the project area and final design criteria will include no increase in discharge and no increase in water surface elevation levels for the standard design storms, along with no significant adverse impact. We have appreciated the opportunity to collaborate with COA staff in the environmental/schematic phase of this project. As the project moves forward, we invite COA staff to help craft the technical provisions of the contract, participate in the design review process and continue as a project partner.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				2. HEC-HMS and HEC-RAS models were provided to the City on 3/27/2018. Following are questions/comments regarding these models used in Appendix I - Hydrology and Hydraulics Study US 290/SH 71 Oakhill Parkway Project - Travis County – June 2017: a. The current effective hydrologic model was converted from HMS 2.2.2 to HMS 3.5 to create the revised effective model – was an evaluation of the differences in the results of the two models conducted? How do the revised effective flows compare to the current effective flows? The flows in the RAS flow table in the existing conditions model are substantially different than those in the current effective model (e.g., for 1% existing conditions, XS90177 is 1289.5 in the revised effective model, and 3170 in the current effective model). b. In Table 14 of the H&H study, the WSEL elevation at XS 86254 is 887.43 for existing conditions. The WSEL in the current effective model is 888.46, an almost 1-ft difference. We believe the WSELs in the current effective and revised effective models should agree. Please explain. c. The Kincheon subbasin modifications mentioned in the H&H report (p21) were not included in the revised proposed effective models (the subbasin areas not adjusted). d. It appears some RAS cross sections (current effective and proposed models) in the uppermost reach of Williamson Creek were eliminated (upstream of XS90177) and that run optimizations were turned off to run the model. Please explain.	a. Conversion from HMS 2.2.2 to HMS 3.5 was important to enhance and streamline the analysis, due to model improvements in reservoir routing. The current effective RAS flows and the revised existing RAS flows were developed from different sources and are not a result of the HMS 2.2.2 to HMS 3.5 conversion. The current effective RAS flow files were not based solely on the effective HMS models results. It was determined that revising RAS flow files to match HMS flow results was the best way to proceed in analyzing proposed project impacts. While there were some significant differences in the effective flows and water surface profiles and the HMS flows and resulting water surface profiles, these differences were in the uppermost reach of the model and above any potential project impact area. This area of the model was ultimately truncated (see d. below). b. This comparison is indicative of the modeling assumption described in response to comment 2a. Different water surface elevations between the current effective RAS model and the revised existing RAS model occur because their flow files were not developed from the same source. c. It appears we provided an older version of the model by mistake, one that did not include the Kincheon subbasin modifications. We apologize and will make the correct version of the model available for COA to review these modifications. d. During the impact analysis study, it was determined that a 10-year event flow would be required for proposed structure evaluation. Since the effective RAS model includes flow junctions that are not included in the effective HMS model, there was no means to interpolate a 10-year event for the junctions upstream of XS 90177 (“Oakhill” HMS node). It was decided that since this area of the model was well above any area of potential impact associated with the project, truncating the model at

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
					the last HMS junction would be the best approach. Above XS90177 there were no project impacts so those sections were deleted. During the conversion from Ver. 3.1.1 to Ver. 4.1.0 the split flow optimization flags were turned off; however, this has no impact to WSEs upstream of section 56416. The project is located between sections 73862 to 85045. From a practical perspective the lower sections of Williamson and Sunset Valley could have been eliminated, but there was uncertainty regarding some components, including the watershed crossover just downstream of the project into the Sunset Valley Tributary. A substantial downstream portion was kept as a "just in case".
				3. It is expected that the Atlas 14 rainfall data and analyses will be published in October 2018, well before the OHP project design is completed. Preliminary Atlas 14 information indicates the new 100-year rainfall depth will be on the order of 13.0 inches, or nearly equivalent to the existing 500-year event. An increase of this magnitude will almost certainly impact the design of the proposed detention ponds and other drainage infrastructure on the project. The City of Austin is in the process of adopting the updated Atlas 14 rainfall intensities data and for consistency, we recommend TXDOT adopt when analyzing 100-year floodplains. At the least, we recommend that the EIS recognize and discuss the implications of Atlas 14.	TxDOT will consider the Atlas 14 rainfall data and we fully anticipate that the new rainfall depths will be incorporated into the Hydraulic Design Manual. Until there is a formal process for updating the current effective models on a state/national level, TxDOT anticipates using freeboard as a surrogate in our modeling and design approach.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				4. The City of Austin, in its capacity as floodplain administrator through the NFIP, maintains the floodplain maps for Williamson Creek. Projects, such as the Oak Hill Parkway, that result in any changes to water surface elevations at any cross sections within a FEMA mapped floodplain are required to submit a LOMR after completion of the project. The LOMR and revised models are critical to provide accurate information for future flood risk reduction efforts, as well as for new development in the area. We encourage TXDOT to develop and submit a LOMR for this area, using the Atlas 14 rainfall intensities.	The TxDOT Hydraulic Design Manual Chapter 5 summarizes TxDOT's responsibilities related to the National Flood Insurance Program (NFIP) and 44CFR 60. The State of Texas with TxDOT as its agency is not a participating community in the NFIP and is not subject to of Letter of Map Revision (LOMR) submission requirements. However, TxDOT will provide the technical data to the Floodplain Administrator (FPA), as required in 44CFR 60.3, to enable the FPA to submit the LOMR request to FEMA. Regarding the encouragement to use Atlas 14 rainfall, TxDOT notes that a LOMR proposing a change to effective hydrology based on new design rainfall depths would necessitate a revision of the entire Williamson Creek watershed model and potential remapping of the entire stream. The scope of such a change is beyond the OHP project. However, if the COA provides updated watershed hydrology and hydraulics in support of a LOMR request prior to final design of the OHP, TxDOT can modify the OHP hydrology and hydraulics technical data and provide to COA for a CLOMR submittal. If the revised watershed hydrology and hydraulics is provided after construction begins, TxDOT can provide the COA updated OHP technical data in support of a LOMR post-construction.
				Comments on Water Quality and Environmental Features 1. Most of the proposed roadway improvements is within the recharge zone of the Barton Springs segment of the Edwards Aquifer and, as noted in the DEIS, is subject to the Texas Commission on Environmental Quality (TCEQ) Edwards Aquifer Rules. However, as noted in the many public meetings on the project, the community concern for water quality protection goes beyond the requirements of TCEQ regulations. The City requests that TXDOT consider compliance with the City of Austin standards for protection (i.e., buffers) of Critical Environmental Features (CEFs). The CEF's of primary concern are recharge features within the limits-of-construction.	TxDOT shares the value of protecting environmental features that may be present along the corridor when possible. Where a recharge feature or the buffer zone of a recharge feature is in conflict with critical roadway elements, exceeding TCEQ requirements may not be possible. The project will meet the current regulatory requirements under TCEQ Edwards Aquifer Protection Program and rules under Title 30 of the TAC Chapter 213 for recharge features; however, TxDOT will look for additional measures that could implemented during design above and beyond the regulatory requirements.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				2. Concerning Table 3-2 Item 4, please be advised that in addition to an Edwards Aquifer Protection Plan (EAPP) to meet the stated objectives in section 2.2.1 of the DEIS, we request that the project attain a higher standard of water quality protection as represented by the standards achieved on the SH45 SW project. With the area being relatively congested, achieving non-degradation may be infeasible for the whole road. Alternatives, such as purchase of undeveloped land elsewhere in the BSZ, might be considered as mitigation.	TxDOT understands the City's desire to enhance water quality and provide protection that exceeds TCEQ requirements. As recognized in the comment, unlike SH 45 SW, the Oak Hill Parkway project is the reconstruction of an existing roadway and is congested and constrained both within the ROW and by adjacent commercial and residential development which presents certain challenges. The water quality design presented in the preliminary water quality report includes many ponds to maximize the water quality treatment within the right-of-way. The project will commit to meeting the current regulatory requirements under TCEQ Edwards Aquifer Protection Program and rules under Title 30 of the TAC as the minimum baseline; however, we look forward to exploring more opportunities regarding additional water quality treatment with the City limits.
				3. One significant sinkhole feature, Flea Market Sink, was not identified in the Geological Assessment in Appendix D. This sink is located at 5600 Block of US Hwy 290. This feature should be included and addressed in the FEIS geologic assessment. It seems to appear in the previous plans for the TxDOT project constructed in 1996-1998 under Federal Aid Project 0113-09-048. Inspection of the site indicates that there is a vertical pipe in the bottom of the feature and it appears to be connected to the storm sewer system of the Industrial Oaks Pond as DA 2-A26. This feature does not appear to accept roadway runoff but should remain protected with a vegetative buffer and be considered for restoration as a functioning recharge feature.	Project geologists conducted a site visit to Flea Market Sink and the Geologic Assessment and FEIS was updated to discuss this additional feature. At this time, TxDOT intends to leave the existing condition untouched. TxDOT will consider reviewing the project for additional opportunities for restoration of the geologic feature.
				4. A. In addition to the Flea Market Sink, Gaines Sink is another significant recharge feature located within the US Hwy 290 right-of-way at the intersection with Loop 1. We would like to participate in the preliminary engineering and design phase to determine the feasibility of constructing a water quality control that would improve the quality of recharge to this feature. Please contact David Johns, P.G. for consultation and assistance.	No improvements are being considered in this area of this project. We welcome the opportunity to discuss this further if, and when, improvements are proposed on South MoPac.
				B. Karst features are abundant in this area and excavation into bedrock likely will encounter additional unknown features. Mitigation of karst features encountered during construction is required under ECM 1.12.0. We request that TXDOT apply these requirements in the project design and in construction specifications.	TxDOT will be requiring that the contractor prepare and implement an Environmental Compliance Management Plan, similar to SH 45 SW, where plans and procedures for addressing environmental issues, such as karst voids, will be required prior to any construction. COA staff will have an opportunity to review and comment on this plan.
				5. Appendix H P. 13: Ponds A, K, P, and Q are identified as noted as bioretention ponds. The TCEQ has updated its criteria for these controls, but has not yet modified the guidance document in RG-348 to correspond to these changes. The modified criteria include increased water depth, reduced filtration media thickness, and reduced organic matter (i.e., elimination of compost) in filtration media. These changes bring TCEQ criteria into closer alignment to those in the City of Austin Environmental Criteria Manual. These changes were made through the Edwards Aquifer Program Committee via Interoffice Memorandum (Garrett 2012). We can provide a copy of the updated criteria prior to the design phase if needed.	The updated design guidance per the interoffice memorandum (2012) will be used as applicable for the bioretention ponds to comply with current guidance.
				6. We understand most of the work to be done on U.S. 290 east of Joe Tanner to Loop 1 will be widening, resurfacing and restriping and that no new permanent water quality controls will be required under the TCEQ Edwards Aquifer Rules. We would however like to discuss the potential to retrofit this portion of the project with water quality controls to at least TCEQ standards and perhaps better. If feasible and with required approvals, this could be funded in whole or part by the City.	TxDOT appreciates the City's offer to provide funding and effort to improve the project for the community. We look forward to discussing this further during the partnering sessions with the City.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				7. TXDOT provided plans for two previously proposed projects in the OHP project area: (1) US 290/SH71 from east of Industrial Oaks Boulevard to west of Westgate Boulevard, and Loop 1 from north of Gaines Creek to US 290 Interchange [1989-1991]; and (2) US 290/SH 71 from east of the Williamson Creek Bridge to 0.5 miles east of Industrial Oaks Boulevard [1996-1998]. Water quality controls are shown in both plan sets. We would like to examine this area further during the OHP design phase to evaluate the feasibility and cost of adding water quality controls to improve treatment of existing roadway impervious cover. We would appreciate acknowledgement of this potential partnering opportunity in the FEIS, along with a commitment to assist with the evaluation.	Again, we welcome the opportunity to discuss these issues in detail soon. TxDOT commits to reviewing the project for opportunities to provide additional BMPs within the project limits and/or on existing TxDOT-owned drainage facilities.
				8. From site reconnaissance, there appear to be four specific locations that may be opportunities for improved stormwater treatment for the previously constructed segments of the OHP project. As with the areas described above, we would like to discuss the feasibility and costs of improved water quality control at these locations, again with the potential funding by the City. These locations are described below and illustrated in the attached map: a. Existing Regional Facility near Flea Market Sink; b. HazMat Trap 1 near the Gaines Creek tributary to Barton Creek; c. HazMat Trap 1 near the Gaines Creek tributary to Barton Creek; and d. Flea Mark Sink – potential SCMs in ROW.	TxDOT appreciates the City's offer to identify partnering opportunities to improve the project for the community and welcomes the opportunity to discuss partnering opportunities with the City.
				Additional Comments on DEIS: 1. ES-21: Existing utilities including water, sewer, electrical, and natural gas lines have been a consistent problem with TxDOT projects in the Austin area. This may just be a function of the industry; however, in some cases utility coordination is not conducted in compliance with City codes because it is not strictly required of TxDOT. We feel that if TxDOT would take the same care with utility coordination that out other developers do under City Code, some of the conflicts we have had on projects could be determined earlier and corrected in appropriate design phase.	TxDOT may be bound by different regulations and restrictions based on the applicable sections of the Texas Administrative Code; however, we look forward to learning about the City's process for utility coordination so that we can consider how to improve.
				2. ES-21: In addition to utility coordination, several recent projects in the Edwards Aquifer Zone associated with TxDOT roadway projects have encountered voids while in the process of constructing or moving utilities. This is probably inevitable, and you have procedures in place for this purpose, but we would appreciate if you could consider reviewing these recent events in terms of "lessons learned" to update any of your procedures or contracts or subcontractor agreements to better handle void mitigation and preservation of caves and recharge features when possible. In addition, if you would like any help with such a review, please contact David Johns, P.G. or Scott Hiers, P.G. at the City for assistance.	We appreciate the offer of support staff from the City and agree that we need to consider lessons learned from previous experiences. In general, utility relocations done in advance of roadway construction are exempt from TCEQ Edwards requirements; however, TxDOT has recently been providing our void protocol sheets for contractors to use during their relocation activities.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				3. ES-21: The DEIS states that the build alternative will be constructed following the "usual method for reconstructing and upgrading a rural highway to an urban freeway with frontage roads". As we suggested on SH45SW, we would appreciate if TxDOT would consider an alternative method of construction inspection and contract with an independent third party Environmental Compliance Manager (ECM) who reports to TxDOT (owner) rather than the contractor to oversee those aspects of construction that may have potential to result in offsite impacts. This has been successful on several City of Austin projects, and is most beneficial when the Environmental Compliance Manager has authority to stop work when a problem is identified. This is not the "usual method", but an innovation that may help in this highly sensitive watershed. Also, as used in SH45SW, we recommend developing an Environmental Compliance Management Plan (ECMP) to provide all the necessary information related to environmental standards of performance to construction staff and contractors in one document. Finally, we recommend that the environmental performance responsibilities for contractors and their subcontractors be included in contract documents as clearly as possible including environmental training requirements, adherence to the ECMP and following instructions from the ECM.	TxDOT will be requiring that the contractor prepare and implement an Environmental Compliance Management Plan, similar to SH 45 SW. This plan will be implemented by an Environmental Compliance Manager who is dedicated to the job and has full Stop-work authority. The ECM cannot be removed by the contractor without TxDOT approval. Additional environmental oversight on the owner's side will be provided by the General Engineering Consultant managing the project as well as TxDOT staff from the Area, Environmental, and Construction offices. Environmental training for all personnel, including sub-contractors will be required.
				4. P. 142: "A variety of regulations" are referred to that are in place to protect the quality of groundwater in Barton Springs; however, only compliance with 30TAC213 is proposed. Preparation of a WPAP according to these rules will not guarantee protection of groundwater quality. The Optional Enhanced Measures that "may be adopted to further protect water quality" are mentioned, yet this project does not comply with these measures. Also, the 2013 TxDOT-TCEQ MOU is mentioned to "require coordination with TCEQ" yet nothing is provided to say what this means or how this is supposed to add to protection of groundwater quality. Please explain.	The purpose of this paragraph is to describe the regulatory framework that the project must adhere to and the protection measures put in place by those regulations. The paragraph was intended to be a broad discussion of TCEQ guidelines, optional enhanced measures and the commitment of TxDOT to adhere to the TCEQ Edwards Aquifer Rules. The paragraph referenced was not a specific discussion on how the project proposes to meet those regulations other than stating a Water Pollution Abatement Plan (WPAP) will be prepared. Note that the paragraph has been removed from the document to alleviate confusion.
				5. P. 53: Section 4.2.1.2 cites Imagine Austin as locating the Oak Hill Activity Center for "Redevelopment in Sensitive Environmental Areas" and requiring "state-of –the art and carefully evaluated development practices to improve stormwater retention and the water quality flowing into the aquifer". Although the stormwater controls planned for the OHP project are adequate to meet the state and federal regulations for the location, they would not be "state- of-the-art", meet City of Austin regulations for the area, or even be designed to meet the Optional Enhanced Measures under the Edwards Aquifer Rules. As with the SH45SW project, we request that TxDOT commit to the higher standards adopted on SH45.	The purpose of this discussion was to identify land use plans in the area surrounding the project. This section of the document has been updated to clarify that the BMPs proposed for the project will meet state and federal regulations. TxDOT conforms to state and federal regulations to ensure that we are consistent in how we utilize transportation funds across the state. We appreciate the City's offer to partner when requesting that the project conform to local standards.
				6. Appendix H P. 5: The maintenance guidelines of RG-348 for BMPs in the Edwards Aquifer Region are referenced, but little is discussed in specifics here or in the remainder of the DEIS concerning these maintenance activities, the importance of them, the frequency, or who will conduct them. This is typically left to final contracts and specifications stages and hopefully such things are considered in design. As suggested in previous projects in the BSZ, the level of care and oversight of BMP maintenance is one way that operations can be improved in environmentally sensitive areas. Although we have not been able to work out a method to do so in the past, we could still consider contracting with TxDOT for inspection and maintenance responsibilities by the City of Austin WPD Field Operations Division for TxDOT BMPs. Please contact Mike Personett to discuss this further.	TxDOT appreciates the City's offer to aide in the inspection and maintenance efforts and will consider a review of maintenance procedures and implementation during the development phase and seek opportunities for collaboration. Maintenance commitments for BMPs will be developed during the design phase in accordance with TCEQ RG-348 and permitted through TCEQ as part of the WPAP.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
418	Brenda Parks	6/29/2018	Webmail	My vote would be yes for the new parkway, I spend too many hours trying to get through the Y at Oak Hill, or continuing to work so traffic can die down so I can get home instead of sitting in traffic for 30+minutes. I believe it would improve my and others quality of life	Comment noted.
419	Kristin	6/29/2018	Webmail	I drive to work every day in Oak Hill. From the Convict Hill light to Oak Meadow Drive takes at least 10 minutes if not longer every day. Traffic is terrible and has only gotten worse.	Comment noted.
420	Jenny Cozzolino	6/29/2018	Webmail	Fund the parkway now!	Comment noted.
421	Adrienne Dawson	6/29/2018	Webmail	I vote no and request either a re-design or would support doing nothing. While traffic and congestion are big problems in Oak Hill, adding more roadways and removing permeable land/natural vegetation are not beneficial long term. This plan relies on the same old thinking that's been in place for decades, and it's unacceptable. We already know that adding more lanes and fly-overs is a short-term fix and a huge eyesore. I don't want it near my neighborhood. Challenge yourselves to be more creative.	Comment noted. See comment response #7 (Anthony Catania) regarding project footprint/tolls.
422	Chandra B. Prakash	6/29/2018	Webmail	I support the Oak Hill Parkway. It's not perfect, but we need to do something. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc. Building it 20 years in the future will add enormous future expenses.	Comment noted.
423	Raymond M. Slade, Jr.	6/29/2018	Webmail	Section 4.10.3.2 (page 178) in the draft section on endangered species states "Although the majority of the Oak Hill corridor lies within the Cold Springs groundwater basin..." This statement is based on a map designating groundwater basins for Cold and Barton Springs (fig. 4-16 on page 177). However, the map entitled "City of Austin Watershed Regulation Areas" online at http://www.austintexas.gov/sites/default/files/files/Watershed/watershed_regs_map.pdf Correctly identifies the entire Oak Hill area to be within the Barton Springs basin rather than the Cold Springs basin. This map represents the official City of Austin designation areas for enforcement of environmental ordinances. Additionally, every agency and entity involved with the earth science of the Edwards aquifer in the Austin area identifies the entire Williamson Creek basin with the recharge zone as being included in the aquifer area that contributes flow to Barton Spring rather than Cold Springs. Such agencies include the Texas Commission on Environmental Quality, Texas Water Development Board, Barton Springs Edwards Aquifer Conservation District, and U.S. Geological Survey. Finally, attached is a 2-page Word file that documents the Cold and Barton Springs basin designations as shown in fig 4-16 to be incorrect. Please contact me at [redacted] if you have questions or comments. Raymond Slade, Jr., PH, Certified Professional Hydrologist, Adjunct Professor - 2-page attachment entitled "Cold Springs Barton Springs basins"	Comment noted and thank you for the additional information. The FEIS includes an updated discussion regarding groundwater basins and potential flow paths and includes a reference to the City's Watershed Regulation Areas.
424	Lisa Killander	6/29/2018	Webmail	I believe more relief from slow traffic is needed at the Y at this time but I don't see how making a "mega highway" for those who choose to live out 290 and beyond is going to benefit the local economy in south Austin. It will certainly not benefit the area aesthetically and environmentally. I advocate for one more lane each way.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #20 (Elizabeth Gibbs) regarding context sensitive design. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
425	Fix 290 - submitted by Carol Cespedes	6/29/2018	Webmail	See 18-page letter dated June 29, 2018 opposing the project in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text. Summary of comments and responses are below.	Comments noted. See comment response #254 (Bruce Melton) and #315 (Becky Halpin)
				States the EIS did not follow NEPA to study all available options with reasonable care	See comment response #315 (Becky Halpin) regarding DEIS.
				Why a "Parkway"? Context of the Oak Hill Highway Project	See comment response #7 (Anthony Catania) regarding project footprint/tolls. An important component of the project development is public involvement, particularly of how the project would look and fit into the Oak Hill community. Important elements include bike and pedestrian paths; preservation and planting new trees; design to support a natural look to aesthetics that reflect the area's history; and also a focus to protect Williamson Creek. TxDOT is committed to continuing the context sensitive design process for the project. See comment response #7 (Anthony Catania) regarding trees/vegetation.
				TxDOT Misses the Context; Avoids Federal Instructions	See comment response #7 (Anthony Catania) regarding project footprint/tolls. An important component of the project development is public involvement, particularly of how the project would look and fit into the Oak Hill community. Important elements include bike and pedestrian paths; preservation and planting new trees; design to support a natural look to aesthetics that reflect the area's history; and also a focus to protect Williamson Creek. TxDOT is committed to continuing the context sensitive design process for the project. See comment response #7 (Anthony Catania) regarding trees/vegetation.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Project-Specific Greenhouse Gas Inventory Not Reported	Climate change relates to transportation in two ways: first, transportation emissions may contribute to climate change (U.S. Global Change Research Program [USGCRP], 2014) and second, the changing climate has the potential to affect the transportation system (EPA, 2017). Because climate change is a global issue, it is difficult to examine on an individual project level. Therefore, TxDOT has prepared a statewide Greenhouse Gas and Climate Change Technical Report (DEIS Appendix O), which includes a climate change assessment, how TxDOT is responding to a changing climate, and greenhouse gas (GHG) analysis for the entire on-road transportation system in Texas.
				Historic Heritage Sites Lost in Project Planning	Comment noted.
				Park Resources Imperiled, Not Improved in EIS Plans	Comment noted.
				Water Could Be Damaged by Design	See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
				The Most Effective Noise Mitigation Choice Available to TxDOT Was Not Made	See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.
				Current Project's Parkway" Designation a Misnomer; True Parkway Option was Never Studied	The study team has invested much time working with Fix 290 to try to develop an alternative that agrees with their concerns and satisfies the purpose and need for the project. While this effort proved to not produce a plan that Fix 290 can accept, we believe the process was fair and the recommended alternative is the best plan for improving mobility, safety and access while being sensitive to the communities' needs and the environment. The concept of a high speed facility without frontage roads in Oak Hill is not feasible due to access needs of the existing abutting property owners including residences and businesses. Alternative F was developed collaboratively with Fix 290 to achieve a reasonable alternative to be evaluated equally with the other alternatives.
				Parkway Design Fully Congruent with TxDOT Policy	The referenced TxDOT Minute Order was withdrawn by Minute Order 108902 on May 30, 2002 and replaced with a directive to implement an Access Management Policy.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Tolling Takes Over US 290 Project Planning in 2004	All concepts were developed without regard to whether they could be tolled or not. It is widely recognized that project descriptions on the CAMPO plan are used for planning purposes only, and can be changed by public hearing and vote by the Transportation Policy Board. Frontage roads were required on most portions of US 290 and SH 71 due to access requirements to abutting property, not because CAMPO had identified the funding method of the project. The non-tolled design is the same as the tolled design previously shown to the public because the project had already been reduced to minimize right of way while still providing a non-stop route for through traffic and access for local travelers.
				TxDOT's 'F' Design Was Not a Viable Parkway Design	The study team has invested much time working with Fix 290 to try to develop an alternative that agrees with their concerns and satisfies the purpose and need for the project. While this effort proved to not produce a plan that Fix 290 can accept, we believe the process was fair and the recommended alternative is the best plan for improving mobility, safety and access while being sensitive to the communities' needs and the environment. The concept of a high speed facility without frontage roads in Oak Hill is not feasible due to access needs of the existing abutting property owners including residences and businesses. Alternative F was developed collaboratively with Fix 290 to achieve a reasonable alternative to be evaluated equally with the other alternatives. All comments were considered and are included in the official record. Regarding the SH71 to eastbound US290 connection, it is not physically possible to connect eastbound US 290 without a weave issue to the exit to William Cannon in the Fix290's recommended configuration. There is inadequate distance between SH 71 and William Cannon for a safe weave to occur given the large volume of traffic. Other alternatives place the William Cannon exit west of SH 71 and utilize the frontage road. Regarding the travel time model, the initial models had two lanes eastbound on US290 for all concepts. It shows 19 minutes of travel time for Alt F and about 11 minutes for the other alternatives. Increasing the number of lanes on eastbound US 290 for the remaining alternatives occurred later in the refinement process.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Texas Toll Fad Finally Fades in 2018	The non-tolled design is the same as the tolled design previously shown to the public because the project had already been reduced to minimize right of way while still providing a non-stop route for through traffic and access for local travelers.
				A New Opportunity	Comment noted.
426	David Adcock	6/29/2018	Webmail	The proposed "Oak Hill Parkway" will be a titanic disaster for Oak Hill. It will destroy the very community that it is intended to serve. Some of my more significant objections are: • The proposed design will be massively overbuilt, and bears NO relation to a real Parkway. (The REAL Parkway was "Option F", which TxDOT never even considered. Option F was overwhelmingly supported by the residents of Oak Hill, and would be MUCH less expensive to build.) The proposed design will be an "Oak Hill Parkway" in the same sense that US183 from MoPac to RR620 is also a "Parkway". • TxDOT has massively inflated traffic projections, presumably in order to justify this monstrosity. There is no historical basis for the 5.58% figure that is being used to justify the scale of this project; historical growth of traffic through the "Y" has been barely 2%. • The elevated sections will GREATLY increase the amount of noise in the entire Oak Hill area. For example, Oak Hill United Methodist Church, located very near Hwy 290, will definitely suffer from the increased highway noise that will be specifically attributable to the elevated section. Noise abatement of the elevated part of the highway will not be possible, so does TxDOT propose to refit all of the buildings on the OHUMC campus with soundproofing? And add to that the apartments at the 290 / Convict Hill Rd. intersection, the newly-constructed apartments just north of 290 near 1826, and all of the other business buildings and residences in the area? Or will TxDOT offload this expense to the neighborhood as in the past? • The City of Austin, Travis County, and especially the Oak Hill Association of Neighborhoods have all requested a less destructive alternative. Why have these requests been ignored? • The proposed design is essentially the same design that included toll lanes, at least until the State Legislature effectively eliminated tolling for projects like this. It is clear that TxDOT still wants to build the SAME highway - except that now it includes "toll-less" toll lanes... (Institutional Momentum or Institutional Tantrum? - There really is no other explanation for this intransigence on the part of TxDOT.) In short, if the only options are (1) the proposed TxDOT design, and (2) No-Build, I would definitely vote for (2) No Build. But I STILL do not understand why "Option F" was NEVER considered by TxDOT. Sincerely, David Adcock	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.
427	William Schultz	6/29/2018	Webmail	Oak Hill residents and businesses pay their taxes and we deserve equal treatment and allocation of resources for public works. Without this road we will be discriminated against yet again by a few loud individuals. Please build the Y ASAP.	Comment noted.
428	Dorothy Mankey	6/29/2018	Webmail	I grew up in Oak Hill and still visit a couple of times a week to see my parents who live off scenic brook. TxDOT calls the Oak Hill Parkway a "state-of-the-art roadway". To me it looks like nothing but a gross concrete giant highway. There is nothing parkway about it. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative that is less expensive and will have less impact on the community.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
429	Brian and Sandra Jones	6/29/2018	Webmail	Our property has been identified for utilization of the SH 71 Detention Pond near Covered Bridge Drive. We do not support the idea. We believe the proposed pond size is oversized and a waste of taxpayer dollars, comparable to the Covered Bridge Dam that was built in the early 2000's. Maybe in 500 years, a pond of this size could help prevent flooding. The proposed pond would require acquisition of our homestead and property which has been family owned since 1925, causing disruption, displacement and relocation. We are working with the Oakhill Parkway and TxDOT team to relocate this pond further back from our home and to dig it deeper following the natural water flow to achieve their requirements and not have a detention pond in our back yard.	Comment noted. TxDOT will continue to work with you to lessen impacts on you and your property.
430	Karen and John Sperry	6/29/2018	Webmail	See 10-page letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text. Original owners of their property [redacted], which borders Williamson Creek downstream of the ballfield between 290 and MoPac South.	Comment noted.
				Supportive of the needed highway improvements and have followed the project since 2012. Do not believe the project is context sensitive and states "It is much larger than necessary, impossible to properly mitigate, will cause irreparable environmental harm and will likely cost much more than estimated, if approved and built as currently proposed." Their immediate concerns are related to increased flooding and impacts to the Edwards Aquifer. See page 2 in Attachment F for additional comment text.	Comment noted. See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #20 (Elizabeth Gibbs) regarding context sensitive design. See comment response #9 (Richard Collins) regarding funding/tolling.
				City of Austin sponsored flood risk maps are incorrect. See pages 2 and 3 in Attachment F for additional comment text.	The City of Austin maps are created and maintained by the City of Austin. The Oak Hill Parkway project team does not have any influence over these documents or their accuracy.
				Concern over measures to prevent increased downstream flooding. Deficiencies in flood study, adequacy of flood mitigation, and ROW purchases for over 20 years. See page 3 in Attachment F for additional comment text.	See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding. See Appendix I of the EIS for the Hydrology and Hydraulics Study for the project that discusses flood mitigation. Regarding ROW purchases, the project had been approved by an earlier environmental study in the 1980s and ROW acquisition was underway. However, funding issues resulted in the project being delayed.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Technical inaccuracies of the DEIS including 1) Annexation data of Oak Hill, 2) Little to no involvement from the City of Austin as a Participating Agency. See pages 3 and 4 in Attachment F for additional comment text.	1) The project team acknowledges that the annexation of the Oak Hill Community was completed by the late 1980's. 2) As noted in section 7.2 of the DEIS, the City of Austin has been a participating agency in the Oak Hill Parkway project and has been involved in numerous workshops and meetings over the history of this project.
				"The City of Austin passed Resolution No. 20140828-091 on August 28, 2014, related to “minimizing the US 290 physical footprint” and directing the City Manager to recommend to CTRMA, TxDOT and the Federal Highway Administration (FHWA) that a non-elevated and non-tolled “parkway” design with minimal frontage roads be advanced as adoption for full and fair consideration under the EIS in the final design phases for the US 290/SH 71 Oak Hill Parkway project", Alternative F was favored by local residents but still dropped from consideration. See page 4 in Attachment F for additional comment text.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation.
				Proposed detention/retention ponds are located upstream of the project and "it is simply not believable that there is a genuine commitment to preventing downstream flooding". The benefit of the ponds require further review and "TxDOT simply cannot guarantee that these two ponds will offset the impervious cover they propose to add." See pages 4 and 5 in Attachment F for additional comment text.	See comment response #7 (Anthony Catania) regarding water quality. See comment response #20 (Elizabeth Gibbs) regarding detention ponds/flooding.
				Accounting for other development in the area: 1) Cumulative impacts analysis is not relevant to the study and downstream flooding is omitted from the list, 2) How are the emerging projects lists relevant to the environmental study, 3) Missing information regarding the Williamson Creek Watershed specifically. See pages 5, 6, and 7 in Attachment F for additional comment text.	1 and 2) The Cumulative Impacts Analysis was conducted in accordance with NEPA, TxDOT, and AASHTO policies and guidance, as described in Section 6 of the DEIS. The "extraneous" information referenced in the DEIS and Technical Report was obtained through a questionnaire sent out to local agencies and organizations in accordance with TxDOT procedures. The information included in Attachment B - 2 was obtained from Travis County Transportation and Natural Resources Department. As noted on page 43 of the Cumulative Impact Tech Report, the subdivision list was presented as a snapshot in time and may not depict all past development projects with the RSA for Travis County. 3) The combined RSA for the project includes the full extent of the Williamson Creek Watershed.
				Insufficient or inappropriate measurement parameters: 1) flood measurements (location and metric), 2) too general analysis, more in depth required. See pages 6 and 7 in Attachment F for additional comment text.	See Appendix I for the hydrology and hydraulics of the project.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				"As a part of the Draft EIS review and Record of Decision Process, the Evaluation Criteria and Parameters should be subject to further review, 3rd party, objective review and improvement to ensure acceptable and defendable outcomes are achieved. And full information regarding accountability for meeting the criteria after a design is selected, both during and after project construction should occur, as required."	Comment noted. The FEIS and ROD will be made available per the requirements of NEPA. Commitments will be included in the final design of the project and strict adherence will be observed and monitored by appropriate agencies.
				"TxDOT and the FHWA should understand that this project requires a higher level of diligence than projects in less sensitive areas. While funding for highways in in short supply the project must be designed to minimize impact to the environment and reduce the required impervious cover. This will require the exploration of all options for interagency cooperation and funding to provide for retention, detention and water quality treatment facilities to fully address any potential increase in downstream flooding and associated degradation to water quality."	Comment noted.
				"We appreciate the great amount of work that has gone into the project thus far and hope that the additional analysis will lead to greater public confidence that the final design is reasonable given the challenging circumstances. Please remember that it is far easier for those who will travel over what used to be Oak Hill to easily provide feedback to “just build it!” Failure to listen to those who came before, when Oak Hill was “out yonder” from Austin, those who spent a great deal of time sitting in traffic on the four lane roadway to get in and out of Austin, deserve to be heard. Thank you for your consideration and attention to our input."	Comment noted.
431	Rob Anderssen	6/29/2018	Webmail	I am in favor of improvements that will ease congestion.	Comment noted.
432	Karen and John Sperry	6/29/2018	Webmail	This is my 7th attempt to upload comments. It is 10:31 pm on Friday, June 29, 2018. The upload system does not appear to be working properly, so I am not able to tell of my 246 kb file is going through. It is far less than the 3MB limit. /Users/karensperry/Desktop/Official Response Draft EIS.pdf	Original upload received. See comment response #430 (Karen and John Sperry).
433	Lin Vietti	6/29/2018	Webmail	I am gravely concerned about the massive Oak Hill Parkway project proposal. I have been a resident of Oak Hill for 41 + years and have seen many changes. I appreciate that with the increase in population, traffic converging from two major roadways has made mobility a challenge but I fear that such a destructive approach is a poor tradeoff for loss of hundreds of trees, habitat for wildlife and people, and a forgotten history of the area. I've read that many places are actually tearing out huge overpasses and formulating true parkways because the cost to quality of life was too high. Our driving habits are changing as millennials as a group are not wanting to drive or own a vehicle, ride sharing options have exploded and mass transportation can be expected to expand as the demand increases. It would be easy and costly to overinflate future traffic needs. The changes TXDOT made at the "Y" a few years ago with the intermittent continuous flow intersection made a huge improvement in traffic flow and I wonder if incremental changes as needed may not be a more prudent way to proceed. It would be tragic to lose for ourselves and future generations our treasured Oak Hill.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #7 (Anthony Catania) regarding water quality. See comment response #19 (Elizabeth Gibbs) regarding transit.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
434	Timothy Male Urano	6/29/2018	Webmail	TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. Elevated sections cannot have any noise abatement. A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative.	See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #1 (Eli del Angel) regarding Concept F/Fix290 design. See comment response #7 (Anthony Catania) regarding flyovers/elevation. See comment response #7 (Anthony Catania) regarding trees/vegetation. See comment response #4 (Shane Beeler) regarding visual/light/noise pollution.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
435	Kelly D. Davis – on behalf of Save Our Springs Alliance (SOS)	6/29/2018	Webmail	See 43-page letter submitted by Kelly Davis on behalf of Save Our Springs Alliance (SOS) in Attachment F of the Oak Hill Parkway Public Hearing Summary Report. Scale of Project - See Pages 1 and 2 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	See comment response #315 (Becky Halpin) regarding DEIS. See comment response #7 (Anthony Catania) regarding project footprint/tolls. Regarding additional alternatives, this study has thoroughly investigated 10 alternatives, evaluated each against the purpose and need for the project, and determined that Alternative A has the least impacts that best meets the purpose and need. No further alternatives will be developed. See comment response #9 (Richard Collins) regarding funding/tolling. Although several of the technical reports included references to a tolled project, the NEPA process is an integrative process and the October 2017 decision to remove tolling as a funding option was disclosed in the DEIS consistent with the NEPA process. However, the roadway was designed to meet existing and future capacity and that goal has not changed. The Technical Reports which require revisions, are those that rely on updated traffic projections and will be revised for incorporation into the FEIS.
				Groundwater Impacts - See Page 3 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	See comment response #7 (Anthony Catania) regarding water quality. See comment response #54 (No Name) regarding sensitive aquatic environments. TxDOT is committed to working with the COA to reaching an improved water quality standard above of the 80% required by the TCEQ. Additionally, the USFWS has concurred with the project's effect determination for the aquifer species. Therefore, due to the proposed best management practices and conservation measures identified in the DEIS and the BO, it has been determined that the proposed project would not have an adverse effect on any aquifer species.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				a. Water Pollution Abatement Plan - See Pages 3 and 4 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	a. Per the TCEQ rules, a WPAP will prepared during final design, prior to construction, once detailed design and construction estimates are finalized. The preparation of a WPAP would be premature at this point in project development.
				b. Construction Impacts and Impervious Cover - See Pages 4 and 5 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	As described in Section 9 of the Draft Environmental Impact Statement, if voids or water flow are encountered, 30 Texas Administrative Code 213.5(f) (2) requires construction cease in the vicinity of the void. A geologist will evaluate the void and work with the design engineer if necessary, to develop a void mitigation plan. The void mitigation plan must be certified by a geologist, submitted to Texas Commission on Environmental Quality and approved prior to the implementation of mitigation and before continuing construction in the vicinity of the void. An on-site environmental inspector will be required during construction of the project. The WPAP will address specifics related to karst feature protections. Appendix H of the DEIS provides for project specific information regarding TSS and impervious cover for the proposed project.
				c. Endangered Salamanders: Issues with Barrett 2016 Report - See Pages 5, 6 and 7 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	Comment noted. See comment response #54 (No Name) regarding sensitive aquatic environments.
				d. New Occurrences of Barton Springs Salamanders - See Page 7of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	d. USFWS was aware of the new occurrence information during the consultation and issued a BO in concurrence with the effect determinations for this project. Additionally, Section 4.10.3.2.1 of the FEIS has been updated to include a discussion regarding the new occurrences of the Barton Springs Salamander.
				e. Subsurface Drainage Basins - See Page 7of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	e. No caves were identified in the project area by Geologists during multiple site visits, none were listed by the Texas Speological Society, and none were identified by the USFWS during formal consultation; See ENV6 for void mitigation measures proposed for this project.
				Other Water-Related Impacts a. Williamson Creek See Pages 7 and 8 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	See comment response #7 (Anthony Catania) regarding water quality. Project plan includes removal of 2,933 cubic yards of fill from the channel; upstream detention and water quality treatment ponds are designed to remove sediment from downstream environments. All temporary impacts will be restored once construction has completed.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				b. Hydraulics and Hydrology - See Page 8 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	b. We agree with Mr. Kessel's introductory statement in Attachment 4 to the SOS letter, that the hydrology and hydraulics analysis included in the Appendix I report "presents a very thorough assessment of these analyses and related design considerations", based on the preliminary and conceptual data available at the time of the study. Please reference the comments below for specific responses to the Kessel letter regarding concerns about perceived deficiencies.
				Inconsistency with Local Plans See Pages 8 and 9 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	See comment response #39 (Janette Miskell) regarding design/improvements. See comment response #19 (Elizabeth Gibbs) regarding transit. See comment response #68 (Chris Hill) regarding impacts/local businesses. See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods. Section 4.3 of the FEIS addresses the transportation systems including the removal of the Park & Ride Facility. Section 4.2.1 of the FEIS addresses the project's consistency with Local Plans and Land Use Policies.
				Parklands - See Page 10 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	The project team has coordinated extensively with the COA and they have not indicated any conflict potential future parkland goals in the Oak Hill area.
				Park & Ride and Transit Options - See Pages 10 and 11 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	CapMetro currently leases the park and ride facility from TxDOT. TxDOT has coordinated with CAPMETRO 4 times (1/22/2013, 11/16/2015, 11/24/2015, and 10/10/2017) regarding the relocation of this facility and CapMetro is evaluating options for relocating the facility with the corridor. The park and ride facility is not included in the Oak Hill Parkway project metrics because it is operated by CapMetro. The project does not preclude future transit options for CapMetro.
				Conclusion - See Page 11 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	Comment noted.
				Intro: Deficiencies in the H&H Report - See Attach 4 (Jeff Kessel Letter) as part of Davis comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	We agree there are final design issues yet to be confirmed and addressed related to TCEQ and COA dam safety classifications and requirements.

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
				Item 1) Detention pond structures should be addressed as dams and include a discussion of the safety issues associated with them. See Attach 4 (Jeffrey Kessel Letter) as part of Davis comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	We agree there are final design issues yet to be confirmed and addressed related to TCEQ and COA dam safety classifications and requirements. Much of the criteria for a safe dam design is based on the possibility of loss of life downstream. Ultimately breach studies may be needed to determine potential loss of life, and/or damage downstream. We suspect with the amount of maximum storage (180 ac-ft Bees Cave, 420 ac-ft SH71), there won't be a substantial amount of damage and the breach wave should dissipate a relatively short distance downstream. We also believe that achieving two feet of freeboard is doable with adjustments to grading in final design. In coordination with TxDOT, the COA expressed interest in operating and maintaining the ponds.
				Item 2) Geologic resources should be addressed for the detention pond areas. See Attach 4 (Jeffrey Kessel Letter) as part of Davis comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	The detention facilities were not granted ROE for the project team; therefore, no geologic assessment or survey for potential recharges features could be conducted in these areas. Once ROE is obtained, TxDOT has committed to completing the required surveys and assessments on each property.
436	Linda Flint	6/29/2018	Webmail	Being a long-time Austinite, I have watched Austin attempt to improve traffic issues over the years. All solutions were ultimately temporary no matter how much time and money was spent. Additionally Austin is well known for its love of natural beauty (Ladybird Lake, Barton Springs, the many creeks and parks and pools) that is shared citywide. Over time, traffic originating outside of Austin is using roads designed to help city traffic, and overwhelming their designed use. The 290W and 71W plus their intersection is currently overwhelmed. MoPac, where many are headed, is also overwhelmed. The current Oak Hill Parkway Plans will allow traffic from outside Austin to pass thru the 390W/71W intersection more quickly. However, by project completion, there will be an even greater increase in traffic. I believe that one of the following should occur: that designs for major MoPac improvements should be approved before the OH Parkway is scheduled to begin. or for a loop around Austin be provided for vehicles that do not need to enter Austin or Major businesses or groups of businesses provide convenient buses located outside of Austin and require employees from outside of Austin to ride them instead of driving on Austin roads that are already overwhelmed OR MY CHOICE Have major businesses (ex. north Austin or north of Austin) build branches located in areas outside of Austin (ex. south, east, or west of Austin) to accommodate their employees who currently have to travel long distances thru Austin or telecommute employees. We need to explore more ways of reducing traffic before spending millions of dollars just transferring the long lines trying to get thru the 290W/71W intersection to the long lines trying to get onto MoPac and other roads that are already full. Thanks for your consideration. I will also be sharing my comments with others. Sincerely, Linda Flint, Oak Hill Resident	See comment response #89 (Laura Orlando) regarding urban sprawl. See comment response #7 (Anthony Catania) regarding project footprint/tolls. See comment response #39 (Janette Miskell) regarding design/improvements. See comment response #19 (Elizabeth Gibbs) regarding transit. See comment response #89 (Laura Orlando) regarding urban sprawl.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
437	Steve Beers	6/29/2018	Webmail	The end of project tolling should cause reconsideration of travel modeling used and the reported project impacts, prior to publication of a Final Environmental Impact Statement. - See Pages 1 and 2 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	With the electronic tolling the physical design and footprint of the project is identical to a non-tolled facility. The 290/71 project is a controlled access facility, regardless of funding. Tis requires frontage road lanes for local access and mainlanes or freeway lanes for general traffic. The geometry for this facility would be the same for tolled versus non-tolled options. In order to address the modeled capacity, a minimum of 2 to 4-lanes in each direction are required, in addition to the frontage roads which are required to maintain local access for existing businesses and residences. A "parkway" is a generic term and does not have a defined roadway classification. CAMPO's definition was identified in the 2030 plan, the 2040 plan does not include this definition.
				The congestion problem presented by TxDOT is not an adequate justification for the proposed project, because options were not developed using reasonable metrics and equivalent comparisons. - See Pages 2 and 3 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	Comment noted. All alternatives were developed at an equivalent level of detail. See comment response #92 (Donna Estes) regarding impacts/quality of life.
				The range of alternatives for study is too narrow, and examination too cursory, to be valid. - See Page 3 and 4 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	Regarding additional alternatives, this study has thoroughly investigated 10 alternatives, evaluated each against the purpose and need for the project, and determined that Alternative A has the least impacts that best meets the purpose and need. No further alternatives will be developed.
				Purpose and need statements are too broad and vague. - See Pages 4 and 5 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	As discussed in Section 3.3 of the DEIS on pages 24-30 (Table 3-1), the quantification measures used to screen the alternatives against the Purpose and Need are provided. These metrics were provided to the public multiple times throughout the Oak Hill Parkway Project and were refined based on public input.
				Suspect future traffic projections contradict the known evidence from past experience. - See Page 5 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	See comment response #49 (Melissa Takamatsu) regarding impacts/local neighborhoods.
				Claims of 'no impact' to community goals contradict noise data. - See Pages 5 and 6 of comment letter in Attachment F of the Oak Hill Parkway Public Hearing Summary Report for additional comment text.	Comment noted. See section 4.11.37 of the DEIS for a discussion on the THC coordination and results of the noise analysis on historic age properties.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
438	Sunday Ballew	6/29/2018	Webmail	I am not opposed to improving the area for easement and access for traffic. (I am from the area, I grew up on FM 1826, and see the need for improvements.) That said, I am against the proposed A & C Alternative Constructions due to environmental concerns, among other things. With the area in consideration being on 64% Contributing Zone and 36% over the aquifer Recharge Zone, I believe the proposed construction would be detrimental to the water quality, and the wildlife in the proposed construction area. I feel that the proposed solutions takes a heavy hand to the area and does not consider Transportation Demand Management as much it potentially could be. There should be a multifaceted approach to solving the traffic problem in the area, and laying down a 75 acre area of impervious fill, cement and overpasses will only solve one problem – mobility issues. The reality is that this is a community of people, as well as landscape, flora & fauna to consider in this very sensitive matter. I ask that you please consider all of these aspects of the area. Thank you, Sunday Ballew	See comment response #7 (Anthony Catania) regarding water quality. See comment response #54 (No Name) regarding sensitive aquatic environments. See comment response #7 (Anthony Catania) regarding project footprint/tolls.

Oak Hill Parkway (US 290/SH 71 West)
Comment/Response Matrix
Public Hearing - May 24, 2018

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
439	Sue Reilly - Texas Parks & Wildlife Department	6/18/2018	Letter	See 1-page letter submitted by Sue Reilly on behalf of Texas Parks & Wildlife Department in Attachment F of the Oak Hill Parkway Public Hearing Summary Report. It appears that the on-channel detention pond to the northeast of SH 71 is modeled as likely habitat for the golden-cheeked warbler. Please update EIS documents to include the potential for golden-cheeked warbler in the project area. Once TxDOT obtains right of entry, TPWD requests that TxDOT assess the entire project area for golden-cheeked warbler habitat, then re-coordinate with TPWD.	TxDOT evaluated the potential for the proposed project to affect all federally listed species occurring in Travis County and determined that there would be no effect to the Golden-cheeked Warbler (GCW) because there was not suitable habitat for this species in the project area, including the proposed on-channel detention pond. Because TxDOT did not have right-of-entry (ROE) to conduct an on-site habitat assessment of the proposed detention pond parcel, a variety of desktop tools were used to assess habitat potential and limited ground-truthing was conducted by viewing portions of the parcel from public roadways. The GCW habitat model referenced in your comments appears to have been developed using aerial imagery from a time before much of the woodland areas around this parcel were cleared for development in mid-late 2008. While there may be small areas of mature woodland habitat remaining on this parcel, TxDOT determined that those mature woodland areas were too small and fragmented by developments to serve as habitat for GCW. TxDOT will assess proposed detention pond parcel on the ground once ROE is obtained to provide a more detailed assessment of the projects impacts to wildlife habitats. The results of this on the ground assessment can be made available to TPWD, though we don't anticipate that this assessment will change the conclusion presented in the DEIS that there are not large enough contiguous patches of suitable habitat in the project area for utilization by GCW.
				TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment submitted on September 1, 2017 and in the DEIS published on April 26, 2018. Please respond to indicate whether TxDOT will commit to implementing the additional recommendations provided.	In addition to all of the measures described in the Tier I Site Assessment and DEIS that are intended to avoid, minimize, and compensate for impacts to natural resources, TxDOT will consider whether any of the additional recommendations included in the TPWD-TxDOT Programmatic Agreement regarding BMPs (Section 2: Standard Recommendations) are feasible. Specifically, TxDOT will evaluate the feasibility of additional measures from the Standard Recommendations for Vegetation BMPs and Stream Crossing BMPs as the project moves into the design phase. Final decisions regarding the feasibility of any of these additional measures will be made during the design phase.

B.
Public Hearing Officer Certification

Public Hearing Certification

Project Name: US Highway 290 (US 290) / State Highway (SH) 71 West

County Name Travis County

Control Section Job Numbers (CSJ): 0113-08-060 and 0700-03-077

Project Limits:

From: State Loop 1 (MoPac) / US 290

To: West of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

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

A. A public hearing was held on May 24, 2018 at Bowie High School, 4103 W. Slaughter Lane, Austin, Texas, 78749

B. The economic and social effects of the project location and design and its impacts on the environment have been considered

C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.

D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.

E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

For projects assigned under the Assignment MOU, include the following language in the certification:

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.

Signed: Terry G McCoy AVS DE **Date:** 5-24-2018
Name/Title

Print Name: TERRY G McCOY

C.
Notices

C-1

Newspaper Advertisements

Display Advertisements	Publish Date
Austin American-Statesman	May 4, 2018
Ahora Si (Spanish)	May 10, 2018
Wimberley View	May 10, 2018
Lake Travis View	May 10, 2018
Hays News Dispatch	May 10, 2018

Statesman MEDIA

Austin AmericanStatesman austin360 ¡ahora sí!

PROOF OF PUBLICATION

STATE OF TEXAS

PUBLIC NOTICE

Before the undersigned authority personally appeared James Mickler, who on oath says that he/she is a Legal Advertising Agent of the Austin American-Statesman, a daily published newspaper that is generally circulated in Bastrop, Bell, Blanco, Brazos, Burleson, Burnet, Caldwell, Colorado, Comal, Coryell, Fayette, Gillespie, Gonzales, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Milam, Nueces, San Saba, Travis, Washington and Williamson Counties, and State of Texas, and that the attached advertisement was published in said newspaper, to wit: Nancy Ledbetter & Associates, first date of publication 05/04/2018, last date of publication 05/04/2018, published 1 time(s), and that the attached is a true copy of said advertisement.

Signed _____
(Legal Advertising Agent)

Sworn or affirmed to and subscribed before me, this 6th day of June, 2018 in Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

Signed _____
(Notary)

SHARY GARZA
Notary Public, State of Texas
Comm. Expires 01-25-2022
Notary ID 123922238

Please see Ad on following page(s).

MORE OF TODAY'S TOP NEWS

FORENSIC SCIENCE

Could genealogy websites help reveal Zodiac Killer?

Technique used in Golden State Killer case holds promise.

By Anita Chabria and Ryan Sabalow
The Sacramento Bee

SACRAMENTO, CALIF. — DNA sleuthing helped crack a decades-old cold case, leading to the arrest of a man suspected of being the East Area Rapist, also known as the Golden State Killer.

Now could the same type of detective work on genealogy websites be used to catch another of California's most infamous and elusive criminals – the Zodiac Killer?

"It is possible," said Pam Hofsass, a former San Francisco homicide detective who worked on the Zodiac case and now runs the forensic lab for the Contra Costa County Sheriff's Office. "It's totally worth looking at, and I hope with all of the news and revelations about the Golden State Killer that it will kind of be the impetus for the Zodiac."

The Zodiac Killer roamed Northern California from December 1968 through October 1969, but was never caught, despite at least one close run-in with police.

He is known to have attacked seven victims, killing five – in Benicia, Vallejo, Lake Berryessa and San Francisco –and leaving two survivors. However, the Zodiac claimed responsibility for many more deaths in letters, often signed with a symbol of a cross over a circle.

Like the East Area Rapist, the Zodiac Killer took on an almost mythological presence in the psyche of Californians, and the story of his killing spree has been told in multiple books and movies over the decades.

The Zodiac Killer is known to have attacked seven victims, killing five. Forensic experts say the same methods recently used to identify and arrest the suspected Golden State Killer might help solve the Zodiac case. SACRAMENTO BEE

Hofsass said one of the biggest hurdles to using DNA to track the Zodiac Killer is getting a clean genetic sample. She said evidence collection rules were much looser on crime scenes during the era when the Zodiac was active because DNA forensic science didn't exist. Often, multiple people would handle evidence without gloves, adding their own genetic material to collected objects.

"Back in the day, that was the protocol," Hofsass said. "It's not a clean sample, that's the problem."

She gave an example of a blood-soaked glove she found when she first started working on the Zodiac case around 2009. It was stuffed inside an evidence envelope and seemingly forgotten.

"I opened up the coroner's materials, and there was this envelope that said, 'Black Bloody Glove,'" Hofsass said.

The blood on the outside of the glove was identified as that of the Zodiac's last known victim.

But the blood and other matter collected from inside the glove was too muddled to be of use, possibly containing traces from anyone who had handled it over the years.

"We got a mixture on the inside," she said.

Tom Voight, a recreational Zodiac expert who runs the website zodiackiller.com, said he believes a clean DNA sample could be taken from saliva that might be on envelopes mailed by the Zodiac. The serial killer was a prolific communicator, sending letters, cards and mysterious cyphers to media, law enforcement and others, including former Sacramento Bee reporter Paul Avery while he worked at the San Francisco Chronicle.

"I think Zodiac was definitely licking his own stamps and envelopes," Voight said. "You just need to get the evidence, get it to the lab. Just copy what was done with the Golden State Killer."

Hofsass agreed that the envelopes could be useful.

"I think they are worth re-examining," she said. "That would go for all of the (law enforcement) agencies that received mail (and) taunting cards."

In 2002, that approach was attempted when ABC's "Primetime" asked a forensic expert from the San Francisco Police Department to compare a partial DNA sample authorities had from the surface of a stamp of a Zodiac letter with the DNA profiles of three men who were rumored suspects.

That DNA analysis eliminated all three as suspects due to their significant differences with the sample. However, what was on the stamp provided only a partial genetic profile, and it wasn't strong enough to identify the killer, Voight said.

The East Area Rapist suspect, Joseph James DeAngelo, was identified when DNA saved from an old crime scene was associated with a distant relative on GEDmatch, an open-source genealogy site. Until recently, law enforcement limited DNA searches to databases of those with a criminal history. The use of the commercial site allowed investigators to virtually canvas a new pool of possible suspects, which included relatives of the killer.

From that hit, investigators from a federal and state task force tracked his family tree to narrow it down to men who lived in the vicinity of the crimes, eventually targeting DeAngelo in April.

Voight said he would like to see a similar joint-agency effort around the Zodiac Killer. "If California law enforcement authorities would simply join forces as they did with the Golden State Killer ... then this would be a pretty big year because I don't think it would take very long to catch him."

CONNECTICUT

Domestic violence call led to standoff, deadly explosion

Incident left one dead, nine officers injured, officials say.

By Dave Collins
Associated Press

NORTH HAVEN, CONN. — A Connecticut woman's call to police to report domestic violence led to a standoff and explosion in a barn behind her home that left one person dead and nine officers injured, officials said Thursday.

The officers were being treated for non-life-threatening injuries after the Wednesday night blast, and the remains of one unidentified person were found in a building at the home in North Haven, State Police Trooper Kelly Grant said at a news conference.

Grant said she couldn't confirm the identity of the body until an autopsy was completed. The woman was not at the home when police arrived Wednesday night, but Grant declined to release her condition, saying it was part of the investigation.

The owners of the property, Deborah and John Sayre, were going through a divorce, according to court records.

Deborah Sayre filed for divorce on April 18 and checked a box for a line that said the marriage had "broken down irretrievably." She did not immediately return a phone message Thursday.

North Haven Deputy Police Chief Jonathan Mulhern said a woman called police to report domestic violence, and police tried for hours to coax the man outside.

"Come out, John," police said into a bullhorn aimed at the house before the explosion.

All nine officers remained hospitalized Thursday. They were members of the regional tactical team and included five from East Haven, three from North Haven and one from Branford.

"They all did suffer injuries that were consistent with the blast," Mulhern said. "This impacted not only the North Haven Police Department, not only our community, but this is a far reaching incident to the other communities that serve the south central region."

Firefighters on Thursday continued to battle the barn fire that also damaged other structures and vehicles.

Residents near the home said on the police department's Facebook page that they heard the explosion and felt their own homes shake. Additional police rushed to the scene as the fire raged, and sounds of smaller explosions also were heard.

North Haven resident Joan Mazurek, 76, a retired accountant, heard what she thought was a train at her home about a mile away from the scene. It was the explosion.

"Then we heard all the, oh, my God, all the ambulances and fire engines. The noise from all the emergency vehicles was unbelievable," she said. "It's a shock. Nothing ever happens like this in North Haven."

State police said they had taken over the investigation. The Bureau of Alcohol, Tobacco, Firearms and Explosives also responded to the scene.

North Haven is located just outside of New Haven, home to Yale University.

CORRECTIONS

A front-page article Wednesday about a former Austin firefighter charged with possessing child pornography incorrectly reported when a video was taken of the firefighter. It's unclear from court documents filed in the case when the video was recorded.

Austin American-Statesman
GATEHOUSE MEDIA
305 S. Congress Ave.
Austin, TX 78704

Thank you for supporting real journalism in your community. With your help, we investigate and report the local news, bringing you stories you won't read anywhere else. In doing so, we strive to preserve the community's moments, milestones, and keep you informed on what's really going on.

Connect with us

SUBSCRIPTIONS, HOME DELIVERY, DIGITAL OR BILLING QUESTIONS
■ **Online/digital:** www.statesman.com/service
■ **Email:** customercare@statesman.com
■ **Call:** 512-445-4040

CUSTOMER SERVICE HOURS
■ **Monday-Friday:** 6:30 a.m. to 4 p.m.
■ **Saturday:** 7:30 a.m. to 11:30 a.m.
■ **Sunday:** 7 a.m. to Noon
■ **Holidays:** 7:30 a.m. to 11:30 a.m.

CONTACT US
■ **Editor:** Debbie Hiott, 512-912-2937, Debbie.Hiott@coxinc.com
■ **Email:** editors@statesman.com
■ **Letters:** letters@statesman.com

ADVERTISING
■ **MAIN:** 512-445-1739
■ **CLASSIFIEDS:** 512-445-4000

CORRECTIONS
■ Phone: 512-445-3851
■ **Email:** editors@statesman.com

THE STATESMAN'S SUBSCRIPTION RATES

Type of subscription	1 month	Annual
Daily & Sunday all-inclusive (7 days Print + Digital)	$56.99	$683.79
Sunday Print + Daily Digital (Print + Daily Digital)	$29.99	$359.79
7-day digital only	$19.99	$239.88

■ **The Austin American-Statesman** (ISSN = 0199-8560) is a Gatehouse Media, LLC newspaper published daily at 305 S. Congress Ave., Austin, Texas 78704. Member, The Associated Press and the Alliance for Audited Media. Periodicals postage paid at Austin, Texas 78767.
■ All subscriptions include 7-day digital access. Go online to www.statesman.com/AddDigital
■ **POSTMASTER:** Send address changes to Austin American-Statesman, Mail Subscriptions, P.O. Box 670, Austin, Texas 78767.

About subscriptions

The first payment, for all new subscriptions, will include a one-time nonrefundable activation fee up to $5. Subscription types other than 7-day will receive:
■ **The Thanksgiving Day issue on November 22**
■ **The Christmas Day issue on December 25.**

Dates and prices are subject to change without notice.

■ © Copyright 2018 GateHouse Media, LLC. All rights reserved.

OAK HILL PARKWAY | Texas Department of Transportation | CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Notice
Draft Environmental Impact Statement Available for Public Review and Public Hearing
U.S. Highway 290 (US 290) / State Highway (SH) 71 West
From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826
and from US 290 to Silvermine Drive
CSJs: 0013-08-060 and 0700-03-077
Travis County, Texas

The Texas Department of Transportation and the Central Texas Regional Mobility Authority, as the co-lead agencies, are proposing to improve US 290/SH 71 West from MoPac to west of RM 1826 and from US 290 to Silvermine Drive in Travis County, Texas. This notice advises the public that a draft environmental impact statement (EIS) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, May 24, 2018, in the Bowie High School cafeteria, 4103 W. Slaughter Lane, Austin, TX 78749. Displays will be available for viewing at 6:15 p.m., with the formal hearing starting at 7 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed project, known as Oak Hill Parkway, extends approximately six miles along US 290 from MoPac to west of RM 1826, as well as along approximately one mile of SH 71, from US 290 north to Silvermine Drive. Pending the Capital Area Metropolitan Planning Organization's approval, the project will move forward as a non-tolled roadway. No changes in design or schematic are necessary based on this modification, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify the 2040 Plan to reflect the change from tolled to non-tolled mainlanes.

Improvements include flyovers at the intersection of US 290 and SH 71, controlled access along both highways in Oak Hill, and a US 290 overpass at William Cannon Drive. The mainlanes would be three lanes in each direction with adjacent one-way, two- to three-lane frontage roads in each direction. Aesthetic enhancements and bicycle/pedestrian facilities along the corridor are also proposed. The proposed Oak Hill Parkway will improve mobility and operation efficiency, address congestion, increase multimodal travel options, and improve safety and emergency response through the Oak Hill Community. 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.

The existing right of way (ROW) typically ranges from 90 to 260 feet wide and the proposed ROW would range from approximately 150 to 600 feet wide. New ROW would be required for the proposed project. The proposed project would displace one residence and four commercial structures. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction, can be obtained from the TxDOT district office at the address listed below. Relocation assistance is available for displaced persons and businesses.

Portions of the project are located within a Federal Emergency Management Agency designated 100-year floodplain for Williamson Creek and Devil's Pen Creek. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. All proposed roadway and drainage improvements should be designed in a manner to avoid or minimize impacts to jurisdictional crossings, and no wetlands would be affected by the proposed project. A portion of this project is located within the Edwards Aquifer sole-source streamflow zone.

The draft EIS, maps showing the project location and design, tentative construction schedules, and other information relative to the project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, TX 78753, 512-832-7000. Project information is also available at the Mobility Authority Office, 3300 N. I-35, Suite 300, Austin, TX 78705, 512-996-9778 and the Hampton Branch at Oak Hill Austin Public Library at 5125 Convict Hill Road, Austin, TX 78749, 512-974-9900. The information is available online at www.OakHillParkway.com. It will also be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested, and may be presented at the hearing or submitted in person or by mail to the TxDOT Austin District Environmental Coordinator, Texas Department of Transportation, P.O. Drawer 154276, Austin, Texas, 78761-5426. In addition, written comments may be submitted by fax to 512-832-7157, or via the www.OakHillParkway.com website on the "Contact Us" page. Comments must be received on or before Monday, June 18, 2018, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Jon Geiselbrecht, Environmental Coordinator, 512-832-7218, jon.geiselbrecht@txdot.gov. Requests should be made at least two days prior to the public hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or hearing, please contact Adeliza Ramirez, P.E., Transportation Engineer, 512-832-7244, Adeliza.Ramirez@txdot.gov.

AUSTIN COMMUNITY NEWSPAPERS

PROOF OF PUBLICATION

STATE OF TEXAS

PUBLIC NOTICE

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared James Mickler, Advertising Agent of the Ahora Si, a weekly newspaper published in said County and State this is generally circulated in Bastrop, Burnet, Caldwell, Hays, San Saba, Travis, 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: , and that the attached is a true copy of said advertisement: the following date(s), first date of Publication 05/10/2018, last date of Publication 05/10/2018

Signed _____
(Legal Advertising Agent)

Sworn or affirmed to, and subscribed before me, this 6th day of June, 2018 in Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

Signed _____
(Notary)

SHARY GARZA
Notary Public, State of Texas
Comm. Expires 01-25-2022
Notary ID 123922238

Please see Ad on following page(s).

COMIDA

AUSTIN

Disfruta de la lucha libre con unos taquitos

Repartirán tacos a $2 hasta agotar existencias.

Addie Broyles
¡Ahora Sí!

Regresará a Austin por segundo año un evento de lucha libre, música en vivo y tacos este sábado 12 de mayo.

El evento Taco Libre tendrá lugar en el parque Republic Square, ubicado en el centro, 422 Guadalupe St., de 3 p.m. a 10 p.m. Quince puestos estarán vendiendo taquitos a $2 mientras las personas disfrutan de la lucha libre con reconocidos luchadores. Entre los artistas que tocarán música en vivo están Jenny and the Mexicats, Los Skarnales, Superfónicos y Gina Chávez.

Para aquellos que sean fanáticos de la lucha libre, habrá luchas entre Aski the Mayan Warrior (Aski el guerrero maya) y Thunder Rosa contra Kyra Maya y Doctor Muerte; Orquidia Negra contra Astro Latino, Mogambo y Michael Faith contra Gran Tiger y Poder Nocturno; y Titan contra Joe DeMaro.

Todas las taquerías tendrán una opción de un taco que cueste $2, hasta agotar existencias, dijeron los organizadores en un comunicado.

Los niños de 5 años y menores podrán entrar gratuitamente, y el boleto para los niños de 6 a 12 años costará $10.

Algunos de los restaurantes y las loncheras que participarán incluyen a El Dorado Cafe, Mr. Meximum, Kesos Taco House, Rosarito, Taco Sweets, Tacodeli, Taconmaye, Pakal Autochthonous Mexican Cookery, Vaquero Taquero, Juana Taco, Mr. Fish, Austin Taco Project, El Cruz Ranch.

Adaptado del *Austin American-Statesman*.

Regresa a Austin Taco Libre, el cual es un evento donde se venden taquitos y se puede disfrutar de la lucha libre al aire libre. CORTESÍA TACO LIBRE

SI VAS...

Qué: Lucha al aire libre y venta de tacos

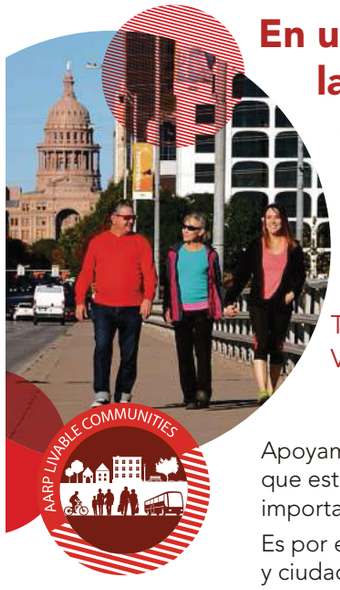
Cuándo: Sábado 12 de mayo, 3 p.m. a 10 p.m.

Dónde: Republic Square, 422 Guadalupe St.

Costo: $16.

Detalles: Visita tacolibrefest.com

ahorasi.com
» Entra y leé más notas de tu comunidad.



En una comunidad habitable, las personas de todas las edades pueden...

SALIR A CAMINAR
TRASLADARSE SIN UN AUTO
SALIR DE COMPRAS, SOCIALIZAR Y DIVERTIRSE
TRABAJAR U OFRECERSE COMO VOLUNTARIOS
VIVIR DE MANERA SEGURA Y CÓMODA

AARP LIVABLE COMMUNITIES

Apoyamos a Austin. Nos corresponde a todos lograr que esta cuidad sea un gran lugar donde vivir sin importar la edad.

Es por eso que AARP está ayudando a los pueblos y ciudades de todo el país a convertirse en verdaderos lugares habitables para personas de todas las edades.

Para participar, visita agefriendlyaustin.com y aarp.org/Livable para más información.

AARP Austin Juntos es posible™

OAK HILL PARKWAY

LO INVITAMOS
A PARTICIPAR EN UNA AUDIENCIA PÚBLICA

La congestión de tráfico en Oak Hill es un problema grave y afecta de manera negativa la movilidad, la seguridad y la calidad de vida. El Departamento de Transporte de Texas y la Autoridad de Movilidad han trabajado junto con la comunidad para encontrar una solución en el transporte y ofrecer una manera eficaz de descongestionar Oak Hill. En espera de la aprobación de la Organización de Planeamiento Metropolitano en la Región de la Capital, el proyecto propone construir una calzada sin peaje.

QUÉ:
AUDIENCIA PÚBLICA
CUÁNDO:
Jueves, 24 de mayo de 2018
Proyección de imágenes: 6:15 p. m.
Audiencia formal: 7:00 p. m.
Luego, habrá una sesión de comentarios públicos.
DÓNDE:
Bowie High School (cafetería)
4103 W. Slaughter Lane
Austin, TX 78749

¿QUÉ ENCONTRARÁ EN LA AUDIENCIA PÚBLICA?

- El borrador del diseño esquemático de la alternativa A, la alternativa de construcción recomendada.
- El borrador de la Declaración sobre el Impacto Ambiental, un documento completo de divulgación que contiene todos los estudios ambientales realizados desde 2012.
- La oportunidad de opinar sobre el proyecto propuesto.

Junta virtual abierta al público disponible desde el 24 de mayo hasta el 18 de junio de 2018

www.OakHillParkway.com

Si piensa asistir a la junta abierta al público y tiene necesidades de comunicación especiales o necesita adaptaciones en el lugar, comuníquese con Jon Geiselbrecht al 512 832 7218.

El Departamento de Transporte de Texas ha llevado a cabo el estudio del efecto ambiental, la consulta y otras medidas requeridas por las leyes federales sobre medio ambiente aplicables a este proyecto conforme a la sección 327 del título 23 del Código de los Estados Unidos y a un memorando de entendimiento con fecha del 16 de diciembre de 2014, realizado por la Administración Federal de Carreteras y dicho departamento.

Texas Department of Transportation

San Marcos Publishing, LP
Wimberley View • Century-News

P.O. Box 49, Wimberley, Texas 78676
(512) 847-2202

State of Texas
County of Hays

Before me, the undersigned authority, on this day personally appeared Lance Winter, who being by me here and now duly sworn, upon oath says:

My name is Lance Winter, and I am the Publisher, of the Wimberley View, a newspaper of general circulation in Hays County, Texas, and a newspaper which has been regularly and continuously published in Wimberley, Hays County, Texas, for a period of more than one year immediately preceding the date of publications of the following, and that the said notice, a copy of which follows, was published in the regular edition of said newspaper for a period of 1 day on the following date:

May 10, 2018

The said Publisher, Lance Winter further states that the rate charged for this publication is the lowest rate charged to commercial advertisers for the same class as advertising for a like amount of space.

Signature of Publisher

Subscribed and Sworn to me, by the said Publisher Lance Winter this 15th day of May, 2018 to certify which witness my hand and seal of office.

NOTARY PUBLIC in and for Hays County, Texas

RONDA YOUNG
Notary Public, State of Texas
Comm. Expires 05-24-2020
Notary ID 128999495

OAK HILL PARKWAY

YOU ARE INVITED

PLEASE JOIN US FOR A PUBLIC HEARING

Traffic congestion in Oak Hill is a serious problem and negatively impacts mobility, safety, and quality of life. TxDOT and the Mobility Authority have been working closely with the community to identify a transportation solution to provide meaningful congestion relief for Oak Hill. Pending the Capital Area Metropolitan Planning Organization's approval, the project will move forward as a non-tolled roadway.

WHAT:
PUBLIC HEARING

WHEN:
Thursday, May 24, 2018
Display viewing: 6:15 p.m.
Formal hearing: 7 p.m.
Public comment session to follow

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

WHAT WILL BE AT THE PUBLIC HEARING?

- The draft schematic design of Alternative A, the recommended build alternative
- The Draft Environmental Impact Statement; a comprehensive full disclosure document comprised of all the environmental studies performed since 2012
- Your chance to comment on the proposed project

Virtual Open House available
May 24 - June 18, 2018

www.OakHillParkway.com

If you plan to attend the open house and have special communication or accommodation needs, please contact Jon Geiselbrecht at 512-832-7218.

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.

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

AUSTIN COMMUNITY NEWSPAPERS

PROOF OF PUBLICATION

STATE OF TEXAS

PUBLIC NOTICE

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared James Mickler, Advertising Agent of the Lake Travis View, which is a newspaper of general circulation published in the county of Travis in the state of Texas , 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, and that the attached is a true copy of said advertisement: the following date(s), , first date of Publication 05/10/2018, last date of Publication 05/10/2018, web and print times Published 1, Retail 6 C.

Signed _____
(Legal Advertising Agent)

Sworn or affirmed to, and subscribed before me, this 6th day of June, 2018 in Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

Signed _____
(Notary)

SHARY GARZA
Notary Public, State of Texas
Comm. Expires 01-25-2022
Notary ID 123922238

Please see Ad on following page(s).

LOCAL

Courage

continued from A1

could, and Boland noticed one passenger, a female, was climbing out of the plane but without a life jacket, so she focused on this victim first, she said.

As Boland and Spinner moved closer to the scene, the plane began to tilt as the result of neighboring boats moving collectively toward the accident and creating a wake, Boland said.

The plane caught a wake and rolled over, sending its cockpit underwater, she said.

"When that happened, the female really freaked out," Boland said. "She lunged at me. I knew we were in depths of about 120 feet, so I knew my time was limited, and I had to get to her fast."

With sunglasses and tennis shoes on, Boland said she jumped into the water as her partner ran to get their floatation cushion from the boat.

"He threw [the cushion] to me, and I was able to prop her up on it and got her calmed down," she said.

Another TCSO boat arrived on the scene and the officers "started plucking people out of the water," Boland said.

To make matters worse, one of the rental boats in the area rushed to the scene so quickly its crew hit Boland and Spinner's boat while the pair was tending to the plane crash victims, she said.

"Luckily, it all came to a good ending," Boland said. "The plane did crash but nobody was really seriously injured."

She said she did not fear for her life during the event.

"I just sprang into action," Boland said. "I only had a limited amount of time to get to [the passenger without a life jacket]. When people are frantic in the water, it doesn't take long for them to go under."

Boland and other officers with ties to Lake Travis and Westlake areas received the TCSO Lifesaving Award, presented to an employee or citizen for saving a life or actions that prolong a human life, said emcee Noelle Newton Shrader, director of Campus Safety Communications for the University of Texas police.

On Sept. 18, 2014, Rollingwood police officer Josh Odom saw a car go past a barricade on Bee Cave Road into rushing flood waters from Eanes Creek, Shrader said.

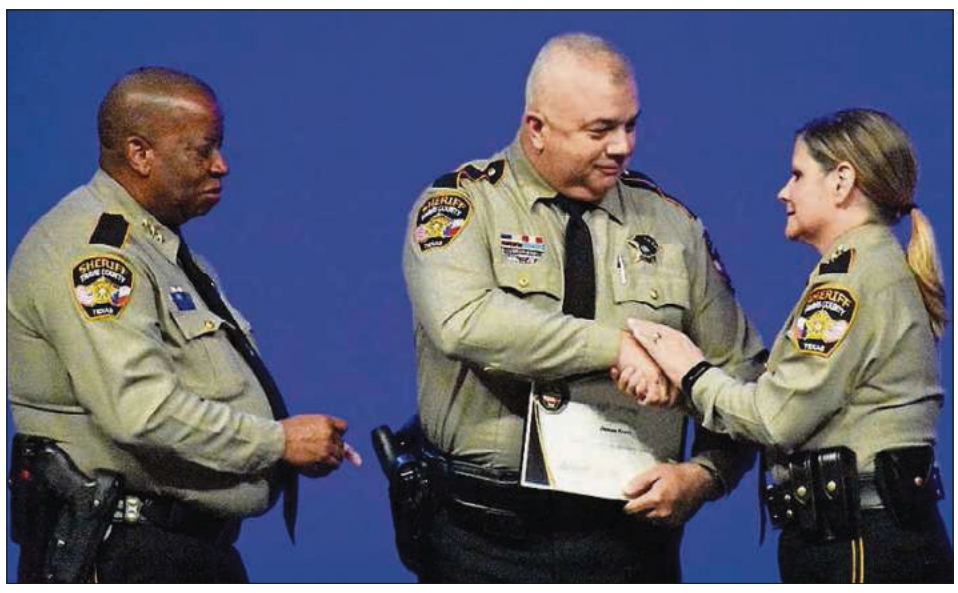
Odom was swept away as he tried to help the driver, she said. Multiple agencies responded to assist, including award recipient Senior Deputy James Fram who assisted Odom to safety, Shrader said. Although Odom was taken to the hospital in critical condition with water in his lungs and a hand fracture, he made a recovery, she said.

"It was a huge blessing to know Austin Police Department came from their jurisdiction, Mustang Ridge and TCSO," Odom said. "They dropped whatever they were doing and headed over [to Eanes Creek]."

Boland, along with other fellow deputies, was involved in an Aug. 20 incident involving attempts to rescue a man who fell from the cliffs above Devil's Cove into Lake Travis, efforts that also earned her the Lifesaving Award.

The department's Lifesaving Award was given to Senior Deputy Edmond G. Kunz who, on April 24, 2017, successfully talked a suicide suspect off the Mansfield Dam bridge.

A5



Senior Deputy James Fram was awarded a commendation for saving the life of Rollingwood Police Officer Josh Odom in 2014 after he was swept away by rising Eanes Creek flood waters. LESLEE BASSMAN FOR ACN NEWSPAPERS

BUSINESS

RV rental welcomed

The Lake Travis Chamber of Commerce welcomed iSpy RV rental at a recent ribbon-cutting ceremony. Located at 21605 Texas 71 W. in Spicewood, iSpy RVs provides rental of top-class RVs at great rates for weekend trips or cross-country vacation. For more information, call 214-693-7123. CONTRIBUTED

Elections

continued from A1

and Christopher Forton was sixth with 435 votes.

Assuming the unofficial results stand, Cox will serve a one-year term as mayor, Smith will serve a two-year term on the City Council, and Trecker will serve a one-year term.

The unusual term lengths are because the City Council voted unanimously at its April 23 meeting to approve an ordinance suspending a 2014 city charter amendment requiring three-year terms for the mayor and council. It also voted to canvass this election by a plurality of votes, meaning the top vote-getter won, even if that candidate did not receive more than 50 percent of the vote.

The council action was taken after the Texas Secretary of State determined that all of Lakeway's elections conducted after its 2014 charter amendment were contrary to the state's constitution since, by switching to three-year terms, elections were required to be won by a majority vote – or 50 percent of the vote plus one vote. The city had been deciding elections based on plurality.

Smith, a newcomer to the City Council, also thanked voters for giving him their support in the election and pledged to work hard listen carefully to the good of citizens.

"Congratulations to Sandy Cox, our new mayor, and Keith Trecker for retaining a seat on Council," Smith said by email. "All candidates for Mayor and council were genuinely committed to make Lakeway better, and all of our community will benefit from their continuing efforts. I pledge to listen to everyone, learn from them before making decisions, and lead volunteers in finding and implementing solutions."

Proposed city charter amendments

Unofficial election results showed all but one of the seven amendments to the city charter were approved. Proposition B, which would have allowed council members to be paid $1 per council meeting, failed 58 percent to 42 percent.

Because at least one of the charter amendments was approved, the city cannot under state law call another election to amend the charter to determine whether or not to move to three-year terms for the council until November 2020.

Visit www.lakeway-tx.gov for a list of all of the amendments.

Contact Ed Allen at 512-912-2502.

Servicing Central Texas for 30 Years

Alva Timmons Owner / Agent
Heather Grissom Manager / Agent
Blake Sieck Commercial Agent
Mary Wehmeyer Agent

Need Commercial Insurance?
We have carriers for commercial and business owner's policies.
Contact Blake Sieck.

Trusted Choice · Germania · Safeco Insurance · PROGRESSIVE · TRAVELERS · Liberty Mutual · Nationwide · MERCURY INSURANCE · MetLife

TIMMONS INSURANCE
www.timmonsinsuranceagency.com
alva@timmonsinsuranceagency.com

Lakeway Office
1310 RR 620 S. Suite A-11
Austin, TX 78734
512-402-0595
Fax: 512-402-0705

Cedar Park Office
715 Discovery Blv. Suite 413
Cedar Park, TX 78613
512-260-7000

Kingsland Office
106 Cottonwood Suite C
Kingsland, TX 78639
325-388-4934
Fax: 325-388-3957

OAK HILL PARKWAY

YOU ARE INVITED

PLEASE JOIN US FOR A PUBLIC HEARING

Traffic congestion in Oak Hill is a serious problem and negatively impacts mobility, safety, and quality of life. TxDOT and the Mobility Authority have been working closely with the community to identify a transportation solution to provide meaningful congestion relief for Oak Hill. Pending the Capital Area Metropolitan Planning Organization's approval, the project will move forward as a non-tolled roadway.

WHAT:
PUBLIC HEARING

WHEN:
Thursday, May 24, 2018
Display viewing: 6:15 p.m.
Formal hearing: 7 p.m.
Public comment session to follow

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

WHAT WILL BE AT THE PUBLIC HEARING?

- The draft schematic design of Alternative A, the recommended build alternative
- The Draft Environmental Impact Statement; a comprehensive full disclosure document comprised of all the environmental studies performed since 2012
- Your chance to comment on the proposed project

Virtual Open House available
May 24 - June 18, 2018

www.OakHillParkway.com

If you plan to attend the open house and have special communication or accommodation needs, please contact Jon Geiselbrecht at 512-832-7218.

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.

Texas Department of Transportation

JUMP IN AND GIVE TO

Statesman SWIM SAFE

Many Central Texas children can't afford swimming lessons.
You can help provide a life-saving skill, plus fun and fitness.
Donate at statesman.com/community

A program of:
Austin American-Statesman committedtocommunity
the YMCA YMCAs OF AUSTIN & GREATER WILLIAMSON COUNTY
AUSTIN PARKS & RECREATION Cultural Places, Natural Spaces

Fund Administrator:
Austin Community Foundation

News-Dispatch

113 West Center Street § 800 W. Hwy 290, Bldg D-300
Kyle, Texas 78640 § Dripping Springs, TX 78620

(512) 268-7862 • (512) 268-0262 (fax)

State of Texas §
County of Hays §

Affidavit of Publication

My name is Cyndy Slovak-Barton, and I am Publisher of the *News Dispatch*. I am over the age of 18, have personal knowledge of the facts stated herein, and am otherwise competent to make this affidavit.

The *News Dispatch* is a legal newspaper publication under Texas law, headquartered and regularly published in Hays County, Texas. It is a newspaper of general circulation, and is generally circulated in Hays, and Travis counties.

The attachment hereto was published in the *News Dispatch* on the following dates at or below the classified legals rate:

A Notice of Public Hearing in regards to "Traffic congestion in Oaks Hill," advertising hearing on May 24, 2018 at Bowie High School was published in the May 10 News-Dispatch,

Cyndy Slovak-Barton, Publisher
News Dispatch

Subscribed and sworn before me this the 6TH day of JUNE, 2018.

Notary Public
David White

DAVID WHITE
Notary Public
STATE OF TEXAS
ID# 13142204-9
My Comm. Exp. Jan. 25, 2022

Election Results

Continued from pg. 1

the next decade.

However, based on these projections, another bond would need to be issued by 2021 to accommodate new students in the district.

"I wish to personally thank all those who exercised their civic right and responsibility to vote. We understand there are differing opinions about the bond package," said Bruce Gearing, superintendent for DSISD. "Our responsibility moving forward is to continue listening carefully to all stakeholders in order to shape the outcome of this community decision to serve the best interests of all our students, staff, parents, and taxpayers."

Gearing said some of the smaller projects will likely start summer 2018. The high school expansion and renovation of Walnut Springs Elementary are expected to be completed by Fall 2020 and Fall 2021, respectively.

However, The Citizens for Successful Education in Dripping Springs, an organization that fought against DSISD's bond measure, is looking to raise $1,500 to pay for a recount of the bond, in accordance with Texas election laws.

Meanwhile, a trio of DSISD board of trustee incumbents who supported the district's bond were all reelected to dais.

Current Board President Carrie Kroll was reelected for another two-year term by taking 25.06 percent of the 6,593 voters who cast a ballot in the trustee election.

Kroll is the only member of the board who attended and graduated through the Dripping Springs education program.

Kroll said her reelection will come with a commitment to represent current Dripping Springs students while working towards fiscal responsibility for the students of the future, an initiative represented in the bond she supported.

"The bond encompasses a vision to help the students of the future in our district," Kroll said. "Bonds in this day are highly discussed and the district needs to be transparent as we always are. The challenge is to bring our community together."

Also claiming victory Saturday were incumbents Mary Jane Hetrick and Shannon O'Connor, who both took home 24 percent of the vote.

Austin Community College District

Congrats 2018 Grads!

Future grads apply now. austincc.edu

OAK HILL PARKWAY

YOU ARE INVITED

PLEASE JOIN US FOR A PUBLIC HEARING

Traffic congestion in Oak Hill is a serious problem and negatively impacts mobility, safety, and quality of life. TxDOT and the Mobility Authority have been working closely with the community to identify a transportation solution to provide meaningful congestion relief for Oak Hill. Pending the Capital Area Metropolitan Planning Organization's approval, the project will move forward as a non-tolled roadway.

WHAT:
PUBLIC HEARING

WHEN:
Thursday, May 24, 2018
Display viewing: 6:15 p.m.
Formal hearing: 7 p.m.
Public comment session to follow

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

WHAT WILL BE AT THE PUBLIC HEARING?

- The draft schematic design of Alternative A, the recommended build alternative
- The Draft Environmental Impact Statement; a comprehensive full disclosure document comprised of all the environmental studies performed since 2012
- Your chance to comment on the proposed project

Virtual Open House available
May 24 - June 18, 2018

www.OakHillParkway.com

If you plan to attend the open house and have special communication or accommodation needs, please contact Jon Geiselbrecht at 512-832-7218.

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.

Texas Department of Transportation

Central Texas Regional Mobility Authority

Get Dell Children's care close to home

Now open at **Seton Southwest Hospital**. For more information, visit dellchildrens.net/emergencycare.

Mini-emergency?

Online scheduling is now available for your child's ER visit at Seton Southwest Hospital. Remember, online ER scheduling is for mini-emergencies only. If your child is experiencing a major emergency, get to the ER ASAP or dial 9-1-1. **Schedule now at getdellchildrenscare.com.**

Ascension | dell children's

C-2

Federal Register Notice

Environmental Impact Statement - Notice of Availability

A. How does this relate to the HCFC phaseout schedule?

Section 605 of the Clean Air Act addresses the production, consumption, use, and introduction into interstate commerce of class II controlled substances (listed HCFCs) within the United States. Sections 605 and 606 taken together constitute the primary source of authority for the domestic implementation of U.S. obligations to phase out HCFCs under the *Montreal Protocol on Substances that Deplete the Ozone Layer* (Montreal Protocol). EPA regulations issued under sections 605 and 606 appear at 40 CFR part 82 Subpart A. Those regulations reflect the agreed Montreal Protocol HCFC phaseout schedule. One element of that phaseout schedule is a commitment to phase out HCFC production and consumption by January 1, 2020, other than production and consumption during the years 2020–2029 for the servicing of air-conditioning and refrigeration equipment existing on January 1, 2020, in an amount up to 0.5% of baseline annually. *See* Montreal Protocol Article 2F. Consistent with that schedule, Subpart A prohibits most production and import of HCFCs as of January 1, 2020, while preserving the possibility of limited production and import of certain HCFCs for the servicing of air-conditioning and refrigeration equipment manufactured before that date. *See* 40 CFR 82.16.

Subpart A prohibits the production and import of class II controlled substances without allowances. 40 CFR 82.15(a), (b). EPA has issued rules allocating HCFC production and consumption allowances for specified regulatory periods. In 2014, EPA issued a rule titled ''Adjustments to the Allowance System for Controlling HCFC Production, Import and Export, 2015–2019'' (79 FR 64254), which allocated chemical-specific production and consumption allowances for each year of the 2015–2019 regulatory period. Information concerning the production, consumption, and use of HCFC–123 and HCFC–124 may be relevant to a rulemaking to address the HCFC phaseout in 2020 and beyond. Prior to use of the information in the draft report to support a proposed rule, EPA is providing the public with an opportunity to review and comment on that information.

B. What should I consider as I prepare my comments for EPA?

EPA is seeking comment on the accuracy of the data and analysis presented in the draft report. Based on feedback, EPA intends to revise the report and release an updated version at the same time the agency issues a proposed rule governing the 2020–2029 regulatory period.

You may find the following suggestions helpful for preparing your comments: Explain your views as clearly as possible; describe any assumptions that you used; provide any technical information or data you used that support your views; provide specific examples to illustrate your concerns; offer alternatives; and make sure to submit your comments by the comment period deadline identified. Please provide any published studies or raw data supporting your position. As noted previously, CBI should not be submitted through *www.regulations.gov*. Please work with the person listed in the **FOR FURTHER INFORMATION CONTACT** section if submitting a comment containing CBI.

Dated: April 30, 2018.

Sarah Dunham,

Director, Office of Atmospheric Programs.

[FR Doc. 2018–09557 Filed 5–3–18; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9039–1]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7156 or *https://www2.epa.gov/nepa/.*

Weekly receipt of Environmental Impact Statements, Filed 04/23/2018 Through 04/27/2018, Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: *https://cdxnodengn.epa.gov/cdx-nepa-public/action/eis/search.*

EIS No. 20180073, Draft, NASA, VA, NASA WFF Site-wide Programmatic Environmental Impact Statement, Comment Period Ends: 06/18/2018, Contact: Shari A. Miller 757–824–2327.

EIS No. 20180074, Draft, NPS, CA, Saline Valley Warm Springs Management Plan and Draft EIS, Comment Period Ends: 07/02/2018, Contact: Kelly Daigle 303–987–6897.

EIS No. 20180075, Final, BR, CA, Pure Water San Diego Program, North City Project, Review Period Ends: 06/04/2018, Contact: Doug McPherson 951–695–5310.

EIS No. 20180076, Draft Supplement, TVA, KY, Shawnee Fossil Plant Coal Combustion Residual Management, Comment Period Ends: 06/18/2018, Contact: Ashley Pilakowski 865–632–2256.

EIS No. 20180077, Final, NPS, WA, Olympic National Park Mountain Goat Management Plan, Review Period Ends: 06/04/2018, Contact: Christina Miller 360–565–3004.

EIS No. 20180078, Draft, FHWA, TX, Oakhill Parkway, Comment Period Ends: 06/18/2018, Contact: Carlos Swonke 512–416–2734.

EIS No. 20180079, Draft, USFS, AK, Prince of Wales Landscape Level Analysis Project, Comment Period Ends: 06/18/2018, Contact: Delilah Brigham 907–828–3232.

EIS No. 20180080, Draft, BLM, WY, Wyoming Greater Sage-Grouse Draft Resource Management Plan Amendment and Environmental Impact Statement, Comment Period Ends: 08/02/2018, Contact: Jennifer Fleuret 307–775–6329.

EIS No. 20180081, Draft, BLM, UT, Utah Greater Sage-Grouse Draft Resource Management Plan Amendment and Environmental Impact Statement, Comment Period Ends: 08/02/2018, Contact: Quincy Bahr 801–539–4122.

EIS No. 20180082, Draft, BLM, OR, Oregon Greater Sage-Grouse Draft Resource Management Plan Amendment and Environmental Impact Statement, Comment Period Ends: 08/02/2018, Contact: Jim Regan-Vienop 503–808–6062.

EIS No. 20180083, Draft, BLM, ID, Idaho Greater Sage-Grouse Draft Resource Management Plan Amendment and Environmental Impact Statement, Comment Period Ends: 08/02/2018, Contact: Jonathan Beck 208–373–3841.

EIS No. 20180084, Draft, BLM, CO, Northwest Colorado Greater Sage-Grouse Draft Resource Management Plan Amendment and Environmental Impact Statement, Comment Period Ends: 08/02/2018, Contact: Bridget Clayton 970–244–3045.

EIS No. 20180085, Draft, BLM, NV, Nevada and Northeastern California Greater Sage-Grouse Draft Resource Management Plan Amendment and Environmental Impact Statement, Comment Period Ends: 08/02/2018, Contact: Matt Magaletti 775–861–6472.

Dated: April 30, 2018.

Kelly Knight,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2018–09463 Filed 5–3–18; 8:45 am]

BILLING CODE 6560–50–P

FEDERAL COMMUNICATIONS COMMISSION

[OMB 3060–0999]

Information Collection Being Submitted for Review and Approval to the Office of Management and Budget

AGENCY: Federal Communications Commission.

ACTION: Notice and request for comments.

SUMMARY: As part of its continuing effort to reduce paperwork burdens, and as required by the Paperwork Reduction Act (PRA) of 1995, the Federal Communications Commission (Commission) invites the general public and other Federal agencies to take this opportunity to comment on the following information collection. Comments are requested concerning: Whether the collection of information is necessary for the proper performance of the functions of the Commission, including whether the information shall have practical utility; the accuracy of the Commission's burden estimate; ways to enhance the quality, utility, and clarity of the information collected; ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology; and ways to further reduce the information collection burden on small business concerns with fewer than 25 employees.

The Commission may not conduct or sponsor a collection of information unless it displays a currently valid control number. No person shall be subject to any penalty for failing to comply with a collection of information subject to the PRA that does not display a valid Office of Management and Budget (OMB) control number.

DATES: Written PRA comments should be submitted on or before June 4, 2018.

ADDRESSES: Direct all PRA comments to Nicholas A. Fraser, OMB, via email *Nicholas_A._Fraser@omb.eop.gov;* and to Cathy Williams, FCC, via email *PRA@fcc.gov* and to *Cathy.Williams@fcc.gov.* Include in the comments the Title as shown in the **SUPPLEMENTARY INFORMATION** section below.

FOR FURTHER INFORMATION CONTACT: For additional information about the information collection, contact Cathy Williams at (202) 418–2918.

SUPPLEMENTARY INFORMATION: To view a copy of this information collection request (ICR) submitted to OMB: (1) Go to the web page *http://www.reginfo.gov/public/do/PRAMain,* (2) look for the section of the web page called ''Currently Under Review,'' (3) click on the downward-pointing arrow in the ''Select Agency'' box below the ''Currently Under Review'' heading, (4) select ''Federal Communications Commission'' from the list of agencies presented in the ''Select Agency'' box, (5) click the ''Submit'' button to the right of the ''Select Agency'' box, (6) when the list of Commission ICRs currently under review appears, look for the Title of this ICR and then click on the ICR Reference Number. A copy of the Commission's submission to OMB will be displayed.

OMB Control No.: 3060–0999.

Title: Hearing Aid Compatibility Status Report and Section 20.19, Hearing Aid-Compatible Mobile Handsets (Hearing Aid Compatibility Act).

Form Number: FCC Form 655.

Type of Review: Revision of a currently approved collection.

Respondents: Business or other for-profit entities.

Number of Respondents: 934 respondents; 934 responses.

Estimated Time per Response: 13 hours per response (average).

Frequency of Response: On occasion and annual reporting requirements and third party disclosure requirement.

Obligation to Respond: Required to obtain or retain benefits. Statutory authority for this information collection is contained in 47 U.S.C. Sections 151, 154(i), 157, 160, 201, 202, 208, 214, 301, 303, 308, 309(j), 310 and 610 of the Communications Act of 1934, as amended.

Total Annual Burden: 12,140 hours.

Total Annual Cost: No costs.

Privacy Impact Assessment: No impact(s).

Nature and Extent of Confidentiality: Information requested in the reports may include confidential information. However, covered entities are allowed to request that such materials submitted to the Commission be withheld from public inspection.

Needs and Uses: The Commission will submit this information collection as a revision to the Office of Management and Budget (OMB) after this 60-day comment period to obtain the full three-year clearance for the collection. The revision is necessary to implement the final rules promulgated in the 2015 Fourth Report and Order, FCC 15–155 (Fourth Report and Order), which expanded the scope of the rules due to a shift from Commercial Mobile Radio Services (CMRS) to digital mobile service. We estimate that there will be a small increase in the number of respondents/responses, total annual burden hours, and total annual cost from the previously approved estimates.

The collection is necessary to implement certain disclosure requirements that are part of the Commission's wireless hearing aid compatibility rule. In a Report and Order in WT Docket No. 01–309, FCC 03–168, adopted and released in September 2003, implementing a mandate under the Hearing Aid Compatibility Act of 1988, the Commission required digital wireless phone manufacturers and service providers to make certain digital wireless phones capable of effective use with hearing aids, label certain phones they sold with information about their compatibility with hearing aids, and report to the Commission (at first every six months, then on an annual basis) on the numbers and types of hearing aid-compatible phones they were producing or offering to the public. These reporting requirements were subsequently amended on several occasions, and the existing, OMB-approved collection under this OMB control number includes these modifications.

On November 19, 2015, the Commission adopted final rules in a Fourth Report and Order, FCC 15–155 (Fourth Report and Order), that, among other changes, expanded the scope of the Commission's hearing aid compatibility provisions to cover handsets used with any digital terrestrial mobile service that enables two-way real-time voice communications among members of the public or a substantial portion of the public, including through the use of pre-installed software applications. Prior to 2018, the hearing aid compatibility provisions were limited only to handsets used with two-way switched voice or data services classified as Commercial Mobile Radio Service, and only to the extent they were provided over networks meeting certain architectural requirements that enable frequency reuse and seamless handoff. As a result of the Fourth Report and Order, beginning January 1, 2018, all device manufacturers and Tier I carriers that offer handsets falling under the expanded scope of covered handsets are required to comply with the Commission's hearing aid compatibility

C-3

TxDOT News Release

NEWS RELEASE

AUSTIN DISTRICT
Diann Hodges
O: (512) 832-7027
C: (512) 284-1425
Diann.Hodges@txdot.gov

Share This
Tweet This

TxDOT TO HOST PUBLIC HEARING FOR OAK HILL PARKWAY PROJECT

Preferred alternative to be discussed for proposed non-tolled project

May 21, 2018

AUSTIN – The Texas Department of Transportation and the Central Texas Regional Mobility Authority will conduct a public hearing to discuss the proposed mobility improvements to US 290 and SH 71 through Oak Hill on Thursday, May 24, 2018, at Bowie High School, located at 4103 West Slaughter Lane in Austin.

The hearing will begin with an open house at 6:15 p.m. followed by a formal presentation, including the proposed build alternative, at 7 p.m. A public comment session will be held after the presentation.

The purpose of the proposed non-tolled project is to improve mobility and operational efficiency, promote long-term congestion management, as well as improve safety and emergency response.

The need for the project arises from the increasing population in the nearby fast-growing suburban and rural communities like Oak Hill, Lakeway, Bee Cave, Dripping Springs and Johnson City. US 290 in Oak Hill is ranked 64th on the list of TxDOT's top 100 congested roadways.

The proposed $398.6 million project would construct three new mainlanes in each direction for through traffic on US 290, as well as two to three frontage road lanes in each direction. Proposed improvements also include an overpass for US 290 at William Cannon Drive, along with flyovers between US 290 and SH 71. Bicycle and pedestrian paths along the entire corridor are also part of the proposal.

The draft schematic design of the recommended build alternative, Draft Environmental Impact Statement, maps, drawings and other project information will be on display at the hearing. Comments from the public are requested. Those unable to attend the meeting in person can find a Virtual Open House at www.OakHillParkway.com. Comments can be mailed to the TxDOT Austin District Office, Attention Environmental Coordinator, at P.O. Drawer 154276, Austin, TX 78761. Written comments may also be submitted by fax to 512-832-7157, and must be received by Monday, June 18, 2018 to be included in the public record.

For media inquiries, contact Diann.Hodges@txdot.gov or (512) 832-7027.

###

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

Our Values: People • Accountability • Trust • Honesty

An Equal Opportunity Employer

www.txdot.gov | TxDOT on Facebook | TxDOT on Twitter

C-4

TxDOT Website Announcements

Public Hearing and Notice of Availability - Oak Hill Parkway

Where: Bowie High School
Cafeteria
4103 W. Slaughter Ln.
Austin, TX 78749 (Map)

When: Thursday, May 24, 2018
Open House 6:15-7 p.m.
Public Hearing 7 p.m.

Purpose: TxDOT and the Central Texas Regional Mobility Authority are conducting a public hearing to present project information and gather public input on proposed improvements to address declining mobility at the intersection of two major state highways, US 290 and SH 71, in southwest Travis County. The hearing will begin with an open house from 6:15 to 7 p.m. During this time, the public will be able to review available project information and exhibits, discuss the project with project staff, and ask questions. The formal presentation will begin at 7 p.m. and will be followed by a public comment period.

As of Friday, May 4, 2018, the project's environmental study documentation, known as a Draft Environmental Impact Statement (EIS), and draft schematic design are available for public review and comment on the Oak Hill Parkway project page.

Description: The proposed project, known as the Oak Hill Parkway, extends approximately 6.15 miles along US 290 (from Loop 1 to west of FM 1826), as well as approximately 1.31 miles along SH 71 (from US 290 to Silvermine Drive). Proposed improvements include:

- An upgraded, state-of-the-art roadway consisting of three mainlanes for through traffic in each direction, as well as two-to-three frontage road lanes in each direction
- An overpass for the US 290 mainlanes over William Cannon Drive
- New flyovers between US 290 and SH 71
- Significant bicycle and pedestrian accommodations along the entire corridor including a seven-mile shared-use path, sidewalks, and a trailhead at Williamson Creek on William Cannon Drive
- Upstream water detentions ponds to reduce potential flooding
- Multiple stormwater detention and water quality treatment ponds within the

corridor
- New landscaping, tree plantings, and corridor aesthetics

All proposed improvements are non-tolled.

All interested citizens are invited to attend this public hearing and are welcome to provide written and/or verbal comments at the hearing. Official written comments will also be received and accepted by the project team at:

TxDOT Austin District Environmental Coordinator
Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas, 78761-5426

Comments must be received by Monday, June 18, 2018 to be included in the official record of this public hearing.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact, 512-832-7218. Requests should be made at least two days prior to the public hearing. Every reasonable effort will be made to accommodate these needs.

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

Downloads:

- Fact Sheet

Contact:

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

512-832-7000
Email

Posted May 7, 2018

Get Involved

About Public Hearings, Meetings and Notices

Committees

Volunteer

Archive

Sunset Review

TxDOT to Host Public Hearing for Oak Hill Parkway Project

Contact: Diann Hodges

Phone: (512) 832-7027

Date: May 21, 2018

AUSTIN – TxDOT and the Central Texas Regional Mobility Authority will conduct a public hearing to discuss the proposed mobility improvements to US 290 and SH 71 through Oak Hill on Thursday, May 24, 2018, at Bowie High School, located at 4103 West Slaughter Lane in Austin.

The hearing will begin with an open house at 6:15 p.m. followed by a formal presentation, including the proposed build alternative, at 7 p.m. A public comment session will be held after the presentation.

The purpose of the proposed non-tolled project is to improve mobility and operational efficiency, promote long-term congestion management, and improve safety and emergency response.

The need for the project arises from the increasing population in the nearby fast-growing suburban and rural communities like Oak Hill, Lakeway, Bee Cave, Dripping Springs and Johnson City. US 290 in Oak Hill is ranked 64th on the list of TxDOT's top 100 congested roadways.

The proposed $398.6 million project would construct three new mainlanes in each direction for through traffic on US 290, as well as two to three frontage-road lanes in each direction. Proposed improvements also include an overpass for US 290 at William Cannon Drive, along with flyovers between US 290 and SH 71. Bicycle and pedestrian paths along the entire corridor are also part of the proposal.

The draft schematic design of the recommended build alternative, draft Environmental Impact Statement, maps, drawings, and other project information will be on display at the hearing.

Comments from the public are requested and must be received by Monday, June 18, 2018, to be included in the public record.

Comments can be mailed to:
TxDOT Austin District Office
Attention: Environmental Coordinator
P.O. Drawer 154276
Austin, TX 78761

Written comments may also be submitted by fax to (512) 832-7157.

Those unable to attend the meeting in person can view a Virtual Open House and find general information about the

project.

###

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

Media Center

- Media Contacts
- Downloads
- Public Service Announcements
- Statewide News & Events
- Local News
- TxDOT in the News
- TxDOT Twitter Feeds

Page Options

C-5

Elected Officials Letter

Mailed to Elected Officials on April 27, 2018

Elected Official	Organization
Senator Kirk Watson	Texas State Senate
Representative Donna Howard	Texas House of Representatives
Representative Paul Workman	Texas House of Representatives
Judge Sarah Eckhardt	Travis County
Commissioner Gerald Daugherty	Travis County
Mayor Steve Adler	City of Austin
Councilmember Ellen Troxclair	City of Austin
Mr. Ashby Johnson, Director	Capital Area Metropolitan Planning Organization

Texas Department of Transportation

P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

April 27, 2018

The Honorable Kirk Watson
Texas Senate
P.O. Box 12068
Austin, Texas 78711

RE: Public Hearing for the US 290/SH 71 West Project (Oak Hill Parkway)

Dear Senator Watson:

You are cordially invited to attend a public hearing on Tuesday, May 24, 2018 for the above referenced US 290/SH 71 West corridor improvements from State Loop 1 (MoPac) to RM 1826 and SH 71 to Silvermine Drive.* This hearing has been scheduled to provide an opportunity for the public to review and comment on the proposed project.

The purpose of the proposed project is to improve mobility and operational efficiency; facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel; and improve safety and emergency response throughout the project area. Pending the Capital Area Metropolitan Planning Organization's (CAMPO) approval, the project will move forward as a non-tolled facility. No changes in design or schematic are necessary based on this change, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify their 2040 Plan to reflect this change from tolled to non-tolled mainlanes.

The public hearing will be held in the James Bowie High School cafeteria, located at 4103 W. Slaughter Lane in Austin. Maps, drawings and other project information will be on display beginning at 6:15 p.m., and project team members will be present to answer questions. The hearing will begin at 7 p.m., and includes a public comment period.

If you need additional information regarding this project or the public hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, at (512) 832-7218, or by email at jon.geiselbrecht@txdot.gov.

Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Epigmenio "Epi" Gonzalez, P.E., South Travis Area Engineer, Austin District, TxDOT
James R. Williams, P.E., Transportation Engineer, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT
Carlos Calle, Legislative Liaison, State Legislative Affairs Division, TxDOT

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

Texas Department of Transportation

P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

April 27, 2018

The Honorable Donna Howard
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

RE: Public Hearing for the US 290/SH 71 West Project (Oak Hill Parkway)

Dear Representative Howard:

You are cordially invited to attend a public hearing on Tuesday, May 24, 2018 for the above referenced US 290/SH 71 West corridor improvements from State Loop 1 (MoPac) to RM 1826 and SH 71 to Silvermine Drive.* This hearing has been scheduled to provide an opportunity for the public to review and comment on the proposed project.

The purpose of the proposed project is to improve mobility and operational efficiency; facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel; and improve safety and emergency response throughout the project area. Pending the Capital Area Metropolitan Planning Organization's (CAMPO) approval, the project will move forward as a non-tolled facility. No changes in design or schematic are necessary based on this change, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify their 2040 Plan to reflect this change from tolled to non-tolled mainlanes.

The public hearing will be held in the James Bowie High School cafeteria, located at 4103 W. Slaughter Lane in Austin. Maps, drawings and other project information will be on display beginning at 6:15 p.m., and project team members will be present to answer questions. The hearing will begin at 7 p.m., and includes a public comment period.

If you need additional information regarding this project or the public hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, at (512) 832-7218, or by email at jon.geiselbrecht@txdot.gov.

Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Epigmenio "Epi" Gonzalez, P.E., South Travis Area Engineer, Austin District, TxDOT
James R. Williams, P.E., Transportation Engineer, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT
Carlos Calle, Legislative Liaison, State Legislative Affairs Division, TxDOT

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

Texas Department of Transportation

P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

April 27, 2018

The Honorable Paul Workman
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

RE: Public Hearing for the US 290/SH 71 West Project (Oak Hill Parkway)

Dear Representative Workman:

You are cordially invited to attend a public hearing on Tuesday, May 24, 2018 for the above referenced US 290/SH 71 West corridor improvements from State Loop 1 (MoPac) to RM 1826 and SH 71 to Silvermine Drive.* This hearing has been scheduled to provide an opportunity for the public to review and comment on the proposed project.

The purpose of the proposed project is to improve mobility and operational efficiency; facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel; and improve safety and emergency response throughout the project area. Pending the Capital Area Metropolitan Planning Organization's (CAMPO) approval, the project will move forward as a non-tolled facility. No changes in design or schematic are necessary based on this change, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify their 2040 Plan to reflect this change from tolled to non-tolled mainlanes.

The public hearing will be held in the James Bowie High School cafeteria, located at 4103 W. Slaughter Lane in Austin. Maps, drawings and other project information will be on display beginning at 6:15 p.m., and project team members will be present to answer questions. The hearing will begin at 7 p.m., and includes a public comment period.

If you need additional information regarding this project or the public hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, at (512) 832-7218, or by email at jon.geiselbrecht@txdot.gov.

Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Epigmenio "Epi" Gonzalez, P.E., South Travis Area Engineer, Austin District, TxDOT
James R. Williams, P.E., Transportation Engineer, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT
Carlos Calle, Legislative Liaison, State Legislative Affairs Division, TxDOT

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

Texas Department of Transportation

P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

April 27, 2018

The Honorable Sarah Eckhardt
County Judge
Travis County
P.O. Box 1748
Austin, Texas 78767

RE: Public Hearing for the US 290/SH 71 West Project (Oak Hill Parkway)

Dear Judge Eckhardt:

You are cordially invited to attend a public hearing on Tuesday, May 24, 2018 for the above referenced US 290/SH 71 West corridor improvements from State Loop 1 (MoPac) to RM 1826 and SH 71 to Silvermine Drive.* This hearing has been scheduled to provide an opportunity for the public to review and comment on the proposed project.

The purpose of the proposed project is to improve mobility and operational efficiency; facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel; and improve safety and emergency response throughout the project area. Pending the Capital Area Metropolitan Planning Organization's (CAMPO) approval, the project will move forward as a non-tolled facility. No changes in design or schematic are necessary based on this change, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify their 2040 Plan to reflect this change from tolled to non-tolled mainlanes.

The public hearing will be held in the James Bowie High School cafeteria, located at 4103 W. Slaughter Lane in Austin. Maps, drawings and other project information will be on display beginning at 6:15 p.m., and project team members will be present to answer questions. The hearing will begin at 7 p.m., and includes a public comment period.

If you need additional information regarding this project or the public hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, at (512) 832-7218, or by email at jon.geiselbrecht@txdot.gov.

Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Epigmenio "Epi" Gonzalez, P.E., South Travis Area Engineer, Austin District, TxDOT
James R. Williams, P.E., Transportation Engineer, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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

Texas Department of Transportation

P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

April 27, 2018

The Honorable Gerald Daugherty
County Commissioner, Precinct 3
Travis County
P.O. Box 1748
Austin, Texas 78767

RE: Public Hearing for the US 290/SH 71 West Project (Oak Hill Parkway)

Dear Commissioner Daugherty:

You are cordially invited to attend a public hearing on Tuesday, May 24, 2018 for the above referenced US 290/SH 71 West corridor improvements from State Loop 1 (MoPac) to RM 1826 and SH 71 to Silvermine Drive.* This hearing has been scheduled to provide an opportunity for the public to review and comment on the proposed project.

The purpose of the proposed project is to improve mobility and operational efficiency; facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel; and improve safety and emergency response throughout the project area. Pending the Capital Area Metropolitan Planning Organization's (CAMPO) approval, the project will move forward as a non-tolled facility. No changes in design or schematic are necessary based on this change, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify their 2040 Plan to reflect this change from tolled to non-tolled mainlanes.

The public hearing will be held in the James Bowie High School cafeteria, located at 4103 W. Slaughter Lane in Austin. Maps, drawings and other project information will be on display beginning at 6:15 p.m., and project team members will be present to answer questions. The hearing will begin at 7 p.m., and includes a public comment period.

If you need additional information regarding this project or the public hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, at (512) 832-7218, or by email at jon.geiselbrecht@txdot.gov.

Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Epigmenio "Epi" Gonzalez, P.E., South Travis Area Engineer, Austin District, TxDOT
James R. Williams, P.E., Transportation Engineer, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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

Texas Department of Transportation

P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

April 27, 2018

The Honorable Steve Adler
Mayor
City of Austin
P.O. Box 1088
Austin, Texas 78767

RE: Public Hearing for the US 290/SH 71 West Project (Oak Hill Parkway)

Dear Mayor Adler:

You are cordially invited to attend a public hearing on Tuesday, May 24, 2018 for the above referenced US 290/SH 71 West corridor improvements from State Loop 1 (MoPac) to RM 1826 and SH 71 to Silvermine Drive.* This hearing has been scheduled to provide an opportunity for the public to review and comment on the proposed project.

The purpose of the proposed project is to improve mobility and operational efficiency; facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel; and improve safety and emergency response throughout the project area. Pending the Capital Area Metropolitan Planning Organization's (CAMPO) approval, the project will move forward as a non-tolled facility. No changes in design or schematic are necessary based on this change, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify their 2040 Plan to reflect this change from tolled to non-tolled mainlanes.

The public hearing will be held in the James Bowie High School cafeteria, located at 4103 W. Slaughter Lane in Austin. Maps, drawings and other project information will be on display beginning at 6:15 p.m., and project team members will be present to answer questions. The hearing will begin at 7 p.m., and includes a public comment period.

If you need additional information regarding this project or the public hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, at (512) 832-7218, or by email at jon.geiselbrecht@txdot.gov.

Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Epigmenio "Epi" Gonzalez, P.E., South Travis Area Engineer, Austin District, TxDOT
James R. Williams, P.E., Transportation Engineer, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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

Texas Department of Transportation

P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

April 27, 2018

The Honorable Ellen Troxclair
Council Member, Place 8
City of Austin
P.O. Box 1088
Austin, Texas 78767

RE: Public Hearing for the US 290/SH 71 West Project (Oak Hill Parkway)

Dear Council Member Troxclair:

You are cordially invited to attend a public hearing on Tuesday, May 24, 2018 for the above referenced US 290/SH 71 West corridor improvements from State Loop 1 (MoPac) to RM 1826 and SH 71 to Silvermine Drive.* This hearing has been scheduled to provide an opportunity for the public to review and comment on the proposed project.

The purpose of the proposed project is to improve mobility and operational efficiency; facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel; and improve safety and emergency response throughout the project area. Pending the Capital Area Metropolitan Planning Organization's (CAMPO) approval, the project will move forward as a non-tolled facility. No changes in design or schematic are necessary based on this change, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify their 2040 Plan to reflect this change from tolled to non-tolled mainlanes.

The public hearing will be held in the James Bowie High School cafeteria, located at 4103 W. Slaughter Lane in Austin. Maps, drawings and other project information will be on display beginning at 6:15 p.m., and project team members will be present to answer questions. The hearing will begin at 7 p.m., and includes a public comment period.

If you need additional information regarding this project or the public hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, at (512) 832-7218, or by email at jon.geiselbrecht@txdot.gov.

Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Epigmenio "Epi" Gonzalez, P.E., South Travis Area Engineer, Austin District, TxDOT
James R. Williams, P.E., Transportation Engineer, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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

Texas Department of Transportation

P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

April 27, 2018

Mr. Ashby Johnson
Director
Capital Area Metropolitan Planning Organization
3300 N. IH 35, Suite 630
Austin, Texas 78705

RE: Public Hearing for the US 290/SH 71 West Project (Oak Hill Parkway)

Dear Mr. Johnson:

You are cordially invited to attend a public hearing on Tuesday, May 24, 2018 for the above referenced US 290/SH 71 West corridor improvements from State Loop 1 (MoPac) to RM 1826 and SH 71 to Silvermine Drive.* This hearing has been scheduled to provide an opportunity for the public to review and comment on the proposed project.

The purpose of the proposed project is to improve mobility and operational efficiency; facilitate long-term congestion management in the corridor by accommodating the movement of people and goods for multiple modes of travel; and improve safety and emergency response throughout the project area. Pending the Capital Area Metropolitan Planning Organization's (CAMPO) approval, the project will move forward as a non-tolled facility. No changes in design or schematic are necessary based on this change, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify their 2040 Plan to reflect this change from tolled to non-tolled mainlanes.

The public hearing will be held in the James Bowie High School cafeteria, located at 4103 W. Slaughter Lane in Austin. Maps, drawings and other project information will be on display beginning at 6:15 p.m., and project team members will be present to answer questions. The hearing will begin at 7 p.m., and includes a public comment period.

If you need additional information regarding this project or the public hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, at (512) 832-7218, or by email at jon.geiselbrecht@txdot.gov.

Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Epigmenio "Epi" Gonzalez, P.E., South Travis Area Engineer, Austin District, TxDOT
James R. Williams, P.E., Transportation Engineer, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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

C-6

DEIS Notice of Availability/Notice of Public Hearing for Oak Hill Parkway

Persons notified by letter or email on May 4, 2018

Name	Organization
Governor Greg Abbott	State of Texas
Senator John Cornyn	United States Senate
Senator Ted Cruz	United States Senate
Congressman Lamar Smith	United States House of Representatives
John T. Dupnik, P.G.	Barton Springs Edwards Aquifer Conservation District
Susan Reilly	Texas Parks & Wildlife Department
Al Alonzi	Federal Highway Administration
Gregory Budd	Federal Highway Administration
Robert C. Patrick	Federal Transit Administration, Region 6
Justin Ham, P.E.	Federal Highway Administration
Rhonda Smith	U.S. Environmental Protection Agency, Region 6
Adam Zerrener	Austin Ecological Services Office
Salvador Salinas	U.S. Department of Agriculture
Vence Haggard	Federal Railroad Administration, Region 5
Michaela E. Noble	Office of Environmental Policy and Compliance
Stephen Spencer	U.S. Department of the Interior – Office of Environmental Policy and Compliance
Colonel Calvin C. Hudson, III	U.S. Army Corps of Engineers
Carter P. Smith	Texas Parks and Wildlife Department
Laura Zebehazy	Texas Parks and Wildlife Department
Mark Wolfe	Texas Historical Commission – State Historic Preservation Office
Drew DeBerry	Governor's Office of Budget and Policy
David W. Galindo	Texas Commission on Environmental Quality
David Brymer	Texas Commission on Environmental Quality
Richard A. Hyde, P.E.	Texas Commission on Environmental Quality
Donna Huff	Texas Commission on Environmental Quality
David Van Soest	Texas Commission on Environmental Quality
Kimberly Corley	Railroad Commission of Texas
George P. Bush	Texas General Land Office – Asset Management
Dr. Paul Cruz	Austin Independent School District
Dr. Ann Dixon	Hays Consolidated Independent School District
Darryl W. Pruett	OHAN President c/o The Weichert Law Firm
Mayor Stever Adler	City of Austin
Council Member Ellen Troxclair	City of Austin
Mike Personett	City of Austin – Watershed Protection Department
Gordon Derr, P.E.	City of Austin – Transportation Department
Rob Spillar, P.E.	City of Austin – Transportation Department
Kevin Shunk, P.E.	City of Austin – Floodplain Management
Judge Sarah Eckhardt	Travis County
Commissioner Gerald Daugherty	Travis County
Steven M. Manilla, P.E.	Travis County – Transportation & Natural Resources Department

Name	Organization
John A. White	Travis County – Transportation & Natural Resources Department
Judge Bert Cobb, M.D.	Hays County
Mayor Todd Purcell	City of Dripping Springs
Mayor Caroline Murphy	City of Bee Cave
John T. Dupnik, P.G.	Barton Springs Edwards Aquifer Conservation District
Phil Wilson	Lower Colorado River Authority
Ashby Johnson	Capital Area Metropolitan Planning Organization
Todd Hemingson, AICP	Capital Metro
Senator Kirk Watson	Texas State Senate
Senator Dawn Buckingham	Texas State Senate
Senator Donna Campbell	Texas State Senate
Representative Paul D. Workman	Texas House of Representatives
Representative Donna Howard	Texas House of Representatives
Representative Gina Hinojosa	Texas House of Representatives
Representative Jason Isaac	Texas House of Representatives

Texas Department of Transportation

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

May 4, 2018

RE: Notice of Availability/Notice of Public Hearing for Oak Hill Parkway; Travis County, TX
(CSJ 0113-08- 060 and 0700-03-077)

To Whom It May Concern:

The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority would like to invite you to review the Oakhill Parkway Draft Environmental Impact Statement (DEIS). The Oakhill Parkway project involves improvements to US 290 and SH 71 West through Oak Hill extending along US 290 from State Loop 1 (MoPac) to RM 1826, a distance of approximately 6.15 miles, with a transition west to Circle Drive as well as along approximately one mile of SH 71, from US 290 north to Silvermine Drive.

The DEIS, maps showing the project location and design, and other information relative to the project are available for review at the following website:

http://www.oakhillparkway.com/environmental/deis.php

A Public Hearing will be held Thursday, May 24, 2018, at Bowie High School, located at 4103 W. Slaughter Ln. Austin, TX 78749 for public review of the document and project materials. Displays will be available for viewing at 6:15 p.m. with the formal hearing starting at 7:00 p.m. The purpose of the hearing is to present the recommended preferred alternative and to receive public and agency comment on the proposed project.

Verbal and written comments regarding the project are requested and may be presented at the hearing or submitted in person or by mail to the TxDOT Austin District Environmental Coordinator, Texas Department of Transportation, P.O. Drawer 154276, Austin, Texas, 78761-5426. In addition, written comments may be submitted by fax to 512-832-7157, or via the www.OakHillParkway.com website on the "Contact Us" page. Comments must be received on or before Monday, June 18, 2018, to be part of the official hearing record.

If you have any general questions or concerns regarding the proposed project or hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, 512-832-7218, jon.geiselbrecht@txdot.gov.

Sincerely,

Carlos Swonke
Director of Environmental Affairs Division

From: Mary Herrington
To: [redacted]
Cc:
Subject: Notice of Availability/Notice of Public Hearing for Oak Hill Parkway; Travis County, TX
Date: Friday, May 4, 2018 2:54:28 PM

From The Office Of Carlos Swonke, Director of Environmental Affairs Division:

Subject: Notice of Availability/Notice of Public Hearing for Oak Hill Parkway; Travis County, TX

From the Office of Carlos Swonke:

Subject: Notice of Availability/Notice of Public Hearing for Oak Hill Parkway; Travis County, TX (CSJ: 0113-08-060 and 0700-03-077)

The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority would like to invite you to review the Oakhill Parkway Draft Environmental Impact Statement (DEIS). The Oakhill Parkway project involves improvements to US 290 and SH 71 West through Oak Hill extending along US 290 from State Loop 1 (MoPac) to RM 1826, a distance of approximately 6.15 miles, with a transition west to Circle Drive as well as along approximately one mile of SH 71, from US 290 north to Silvermine Drive.

The DEIS, maps showing the project location and design, and other information relative to the project are available for review at the following website:

http://www.oakhillparkway.com/environmental/deis.php

A Public Hearing will be held Thursday, May 24, 2018, at Bowie High School, located at 4103 W. Slaughter Ln. Austin, TX 78749 for public review of the document and project materials. Displays will be available for viewing at 6:15 p.m. with the formal hearing starting at 7:00 p.m. The purpose of the hearing is to present the recommended preferred alternative and to receive public and agency comment on the proposed project.

Verbal and written comments regarding the project are requested and may be presented at the hearing or submitted in person or by mail to the TxDOT Austin District Environmental Coordinator, Texas Department of Transportation, P.O. Drawer 154276, Austin, Texas, 78761-5426. In addition,

written comments may be submitted by fax to 512-832-7157, or via the www.OakHillParkway.com website on the "Contact Us" page. Comments must be received on or before Monday, June 18, 2018, to be part of the official hearing record.

If you have any general questions or concerns regarding the proposed project or hearing, please contact Jon Geiselbrecht, Austin District Environmental Specialist, 512-832-7218, jon.geiselbrecht@txdot.gov.

C-7

Property Owners Mailer

Mailed to Property Owners & Drainage Easement Owners on May 7, 2018

Adjacent Property Owner Name
7-ELEVEN INC
290 AT 71 LLC
290 PARK CIRCLE LLC
71 WEST GROUP
7200 HWY 71 LLC
8305 HWY 71 LLC
ABRAHAM ENRIQUIZ MARTINEZ
AGIS ARTEAGA MAYRA
AHO DANIEL & MALEAH OWNER
ALBERT & MARY NOFI
ALBERTO H ALBA
ALBERTO HERNANDEZ
ALEX CASTILLO
ALICE YI
ALICIA BAUMAN
ALTON JOSEPH & JEANINE MARIE EGBY
ANA MARIA RIVERA
ANDRES & KATHLEEN TORRES
ANNA C SPRINGER
ANNE MARIE & KARLA MARIE NOBOA
ANTONIO & FELICITA OCHOA
ARNOL G CARBOJAL
ATHANASIOS N DRIVAS
AUSTIN AI INC
AUSTIN COMMUNITY COLLEGE DISTRICT
AUSTIN RIDGEVIEW
AUSTIN SHOE HOSPITAL
AUSTIN TELCO FEDERAL CREDIT UNION
AUSTIN WALDORF SCHOOL INC
AUSTIN Y STAR LLC
B J & LENORA FARRIS
BALBINA JARAMILLO-PEDRAZA
BARBRA L & TREVOR JUSTIN JONES
BARNETT & PATRICIA LEW
BASKIN
BBCC OAK HILL

Adjacent Property Owner Name
BELL QUARRY HILL APARTMENTS LLC
BETH BABBITT
BETTY ASHLEY
BETTY J & MELODY B MOON
BETTY J HOPKINS
BEVERLY A LILLIAN
BGSIX HOLDINGS LLC
BHARANI K ELLORE
BIG DIAMOND INC
BILLY & DEIDRE CRAFT
BING HUANG CHENG
BIRDWELL B C INC
BLAS FLORES
BOB RUSSELL
BOBBY D & DIANA T HOHMANN
BODHI CREEK LLC
BRANDI L SUMMERS
BRENDA MARTINEZ
BRIAN THOMAS
BRUCE D & DEIRDRE C DAVENPORT
BRYANT ENTERPRISES LLC
BUFFALO EQUITIES LTD
BURFORD L WESTLUND
BURKE CENTER PLLC
C F SETTLERS CREEK ASSOCIATES
CAMP TARA LLC
CANO VICTORIA A & GENARO V OWNER
CARLOS ROMERO
CAROLE A & BILLY A WISE
CAROLYN SUE JACKSON
CELESTINE PEREZ
CENTRAL TEXAS COMMERCIAL
CENTRAL TEXAS COMMERCIAL AIR C
CH/OAK HILL DEVELOPMENT
CHAMNESS PROPERTIES LLC
CHARLES HARRIS
CHARLES N DRAPER
CHARLES W & DEBORAH KIRTLAND
CHASE EQUITIES INC
CHRIS PETROPOULOS

Adjacent Property Owner Name
CHRISTOPHER J HINKLE
CIELO PASO OAK HILL
CINDEE J SCHIEFFER
CINDIA YU-ING & SOMCHIT TONGSINOON
CIRCLE DRIVE OWNER LLC
CITY OF AUSTIN
CITY OF AUSTIN ELECTRIC UTILIT
CLAUDIA L BOLES
CLAYTON PATRICK & PAMELA OWNER
CLEMENTINA SIERRA
CLIFTON WALKER
COLLIN J WOOD
CSH AUSTIN LLC
CUNNINGHAM HOUSE
CYNTHIA VOELTER
DALE & LISA IVY
DAVID S ROUSE
DAVID STEFFEN
DAVID X & MARY E CHAVEZ
DEAN FADE MEREDITH
DEAN PERRY
DEBORAH L WELLS
DEBRA LAND
DIEGO TIERRABLANCA
DONALD W BAKER
DONNA CASE
DOUCET PARTNERS LTD
DREW JAMES WARREN
ECHOR ENTERPRISES INC
EDGAR ORTEGA
EDUARDO RIVADAVIA LOPES
ELIZABETH GANDY
ELMER ODEAN MARITAL DEDUCTIONS PURYEAR
ERIC & JEAN OOI
ERIC & PAMELA DAVISCOURT
ERIC H YERKOVICH
ERIK TORRES
ERNEST A JR & MEKISSA PFIEFER
ERNIE T & MADALYN B FRENCH
EVERTO VENCES

Adjacent Property Owner Name
FC SOUTHWEST TRAILS HOUSING
FELICITA MANCILLA
FELIX MORALES
FORD SMITH
FRANCES VOIGT
FRANCIS GUITIERREZ
FRANCISCO HERNAN GUITERREZ
FRANCISCO ORTEGA
FRANCISCO VIERA
FRANKLIN C THOMAS
FRAUSTO MAYELA & GUSTAVO CAMARILLO OWNER
FRED E HARDAWAY
FREDI JIMENEZ RODRIGUEZ
FREESCALE SEMICONDUCTOR INC
GARY ALSTON
GARY EVANS
GEORGE & REBECCA MARTINEZ
GEORGE D & DOROTHY J BRYAN
GEORGE WILHELM & CORA S RODENBUSCH
GERALD DEAN & BETTINA M POWELL
GERARDO BAUTISA
GH AUSTIN REAL CAPITAL LLC
GLENN B & MARCI J STRUZINSKI
GLORIA MONTELONGO
GRANT PALMER
GUILIBALDO ZAVALA
GUTIERREZ VERONICA CRUZ
H & T PARTNERS LTD
HAI LIANG & HSIU LAN WANG
HARRY ALLEN CONKLE
HAWKINS FAMILY PARTNERS
HAYS CITY CORP
HEALTHCARE SETON
HEB GROCERY COMPANY
HECKERT ROWENA L TRUST
HECTOR RODRIGUEZ
HENRY DEAN & IMA NELL HILL
HILL COUNTRY BAPTIST CHURCH OF
HUMPHREY P & HORTENSIA F MARR
HUSSIEN & INTISSAR CHMEIS

Adjacent Property Owner Name
IGNACIO & ROSE PONCE
INTENDED EVOLUTION BUILDING LLC
ISBEL BASAVE
J & J MAINTENANCE INC
J GONZALEZ
JAIRO VAZQUEZ
JAMES E & RAFFAELA M SMITH
JAMES LEWIS SCHORR
JAMES MORRIS WHITE
JASON V & MELISSA A MORILLO
JAVIER PEREZ-GOMEZ
JAY R & MARILYN J KING
JEFCOR LLC OWNER
JEREMY BENJAMIN ALBRIGHT
JERRY A STRANGE
JESSE BEROTTE
JESUS CARDENAS
JESUS DE LA SANCHA
JO FLYNN MCDAVID
JOE CONKLE
JOEL G & FRANCES L MARTINEZ
JOEL L & SHERRY PELTIER
JOEL MARTINEZ
JOHN E & JEANINE M THURSTON
JOHN J & JOAN A BORRELLO
JOHN L & SHARON WILLIAMS
JOHN M MULKERN
JOHN WRIGHT
JOHNNY VOUDOURIS
JOSE A ARTEAGA
JOSE ESTEBAN FLORES
JOSE MARTINEZ
JOSE MIRANDA PERDOMO & SANDRA ROCIO CORONEL
JOSE SALGADO & MARIA ISABEL VENCES
JOSEPH P & NANCY C CASTELLINE
JTKA LLC
JUAN ROMAN MENDOZA
JUANITA ALBINI
JULIA A FOSTER
JUSTIN & ALYS PORTER

Adjacent Property Owner Name
KAF DEVELOPMENT COMPANY
KATIE CAMACHO
KELLY LYNE BARTON
KIMCO AUSTIN
KMC DEVELOPMENT
KME HOLDINGS LLC
KUM S & ROBERT Y MIN
LANELLE EADDY
LAVANYA POGULA
LEARY MARGARET M DVM PC
LELA JOHNSON
LESLIE P OGLESBY
LEWIS ORAL
LINDA BESS & ARCHIE RAY ENOCHS
LINO ADRIAN OWNER
LISA HEUGATTER
LISTA LLC
LRIC OAK HILL
LUIS BERNARDO VILLAFANA
LUNA NELSON NAVA
M & L ENGLAND LIMITED LIABILIT
MACCURDY KAREN OWNER
MAGNETOSPEED LLC
MANOJ REGHUNATH
MARCO & JAVIER PRIETO
MARGARITO FERNANDEZ
MARIA AVILES
MARIA CARDENAS
MARIA OCHOA
MARIA RODRIQUEZ
MARILYN COX
MARILYNE M COX
MARIO JIMENEZ
MARQUEZ JUAN OWNER
MARTIN A HARRY
MARTIN BUENROSTRO
MARVIN H KRETZSCHMAR
MARY J PIERPONT
MARY K & GARY E FOSTER
MAX NINO

Adjacent Property Owner Name
MCKW EQUITIES
MELVIN J & GLYNNA F ARLDT
MICHAEL E WILSON
MICHAEL J & C GRACE P FIX
MICHAEL WAYNE & CRYSTAL LEE BOMER
MILFRED L & MARY ANN JOHNSON
MITCHAM GAIL OWNER
MODESTO LOPEZ OWNER
MORAIN RONALD & JOAN OWNER
NAJIB F WEHBE
NARCISO & DOLORES M SAUCEDO
NAVA MARIA LUNA
NELSON NAVA LUNA
NELSON NOEL ZAMORA
NICHOLAS P & FRANCES K RATLIFF
NKMK INCORPORATED
OAK HILL 685 LLC
OAK HILL BIBLE CHURCH
OAK HILL UNITED METHODIST CH
OAK HILL YOUTH SPORTS ASSOCIATION
OAKHILL CHURCH OF CHRIST
OHEC PROPERTIES LLC
OLBEE CORP
OLIVER INVESTMENTS LLC
OLIVIA JARAMILLO
OREGON ISABEL
ORTIZ JAIMES MARIA
ORVILLE JOHN HOAG
OSCAR B HERNANDEZ
OSCAR PENA
PABLO RODRIGUEZ
PAUL BO YU
PAUL ROBERT & KATHLEEN O SENECAL
PAUL W & LAURA D BALLAST
PEACH TREE OFFICE PARK LTD
PEGGY F GARRISON
PEREZ DIANE M CARDOSO
PGH DEVELOPMENT COMPANY LLC
PROSPERTIY BANK
QUAD H HOLDINGS LLC

Adjacent Property Owner Name
QUINN MICHAEL & ALICIA OWNER
R & H HOSPITALITY INC
R L WYATT
RAFAEL GARCIA
RAMONDO MONTOYA
RAYMOND J & HILDE M HUTCHINSON
RAYMUNDO MONTOYA
REBEKAH & NAYAN R DESAI
REGINALD J & DIANE R ALLEN
RENEE GALVAN
RICARDO RAMOS
RICHARD & VERONICA WADE
RICHARD A SEIBERT
RICHARD H & PATRICIA B GARLAND
RIDGELEA PROPERTIES INC
RIDGEVIEW AUSTIN HOMEOWNERS ASSOCIATION
ROBERT KENDRICK
ROBERT KIERAS
ROBERT RODRIGUEZ
ROBERT ROTH
ROBERTO MACIAS FRANCO
ROGELIO VASQUEZ
ROGERS MICHELLE A OWNER
RONALD N & LAURA J TAIT
ROSA & ROSA MARIA PALACIOS
ROSE DENTAL GROUP PROPERTIES LLC
ROSE FAMILY PROPERTY WILD
ROYCE L BORHO
RUBEN G & ROSA R VALDEZ
RUBEN MUNIZ
RUSSELL BLUE RIBBON HOMES LLC
SAMUEL HUNTER MALLOY
SANCHEZ-OSORIO MACARIO OWNER
SAS-SW PROPERTIES LTD OWNER
SCENIC HILLS BAPTIST CHURCH
SCHMIDT INVESTMENTS LTD
SCHMIDT INVESTMENTS LTD
SCI FUNERAL SERVICES INC
SERAFIN AVILES
SERGIO PEREZ

Adjacent Property Owner Name
SHANNON & JENNIFER BEELER
SHEILA G BINGHAM
SHIRLEY M LONG
SILVERSTREAM VENTURES INC
SIMON ACOSTA
SIXTO ORTEGA
SONIC DEVELOPMENT OF TEXAS
SOUMYA RAMAKRISHNAN
SOUTH AUSTIN WAREHOUSING LLC
SOUTHWEST FAMILY FELLOWSHIP
SPEEDY STOP FOOD STORES LTD
STATE OF TEXAS
STATE OF TEXAS & CITY OF AUSTI
STEPHEN MARSHALL & JOHN SIMON
STEVEN PASELI
STEVEN W SIGLER
STEVEN WALTON LOWERY
TBB DEVELOPMENT OAK HILL
TERESA D PEREZ
TEXAS CRIMINAL DEFENSE LAWYERS
THOMAS J & DANIELLE L SCHNEIDER
TIMOTHY L WILSON
TLC PROPERTIES INC
TODD KOZAK
TOKI SPEARS-KONDO
TOM & LENORA STEVENS
TOMMY CHI TRANG
TRACY LANE SCHAGEN
TRAVIS STAR CORP
TROY R & CAMILLE M ULMANN
TUDON ISIDRA SANTOS
TX HORNS ENTERPRISES LLC
UNION PROPERTIES LLC OWNER
VALENTINE RODRIGUEZ
VERA BENJAMIN MORALES
VERONICA & ERIC HUMAREDA
VERONICA CRUZ
VICTOR & ROSEMARIE BARNETT
VINEYARD HILLS
WALTER HERNANDEZ

Adjacent Property Owner Name
WAS PARTNERS LTD
WENDI ADAMS
WESTLAKE BIBLE CHURCH
WILLIAM A JELSON
WILLIAM E & CLARICE B FOWLER
WILLIE M LTD
WNAO HOLDINGS LTD
WONG MICHAEL Y 1991 TRUST
WUKASCH PROPERTIES LTD L
XOCHILT ROGEL-BAHENA
Y AT 71
YUVENAL GARCIA

Drainage Easement Owner Name
1 SERIES
8651 HOLDINGS LLC
BAMBINI INVESTMENTS LLC
BELL FUND V ESTANCIA LLC
BRADLEY R JOHNSON
BRIAN SADLER & SANDRA W JONES
CBVMEDICAL LLC
CBVSUSTAINABLEDEV LLC
CENTRAL TEXAS OF SWA MUTUAL HSNG
CITY OF AUSTIN
DONALD MARX
JACKIE HABKIRK
JAMES M & DEBRA L KRETZSCHMAR
JOHN M DENNEY
JUDITH ELAINE LEGGETT
LIFE AUSTIN INC
MARIE & MARVIN KRETZSCHMAR
MARX FAMILY PROPERTY LLC
MARX PAUL 2013 MANAGEMENT TRUST
MICHAEL C & LINDA C BRUCKER
OAK HILL OUTDOOR POWER
PAUL W DODD
POSITION & HOLD INVESTMENTS LLC
PPF AMLI COVERED BRIDGE DRIVE LLC
RAYMOND MICHAEL & GLORIA YVONNE SULLIVAN
RIDGELEA PROPERTIES INC
ROBERTA JEAN HUDSON
ROSIE WORRELL
SANG YEOL HAN
SHIRLEY JEAN LANEHART
STEVE D BOULTINGHOUSE
TALKING MAN VENTURES LLC
TRAVIS COUNTRY WEST HOA INC
WESTMORELAND PLUMBING INC
XAVIER GUY & KRISTIN NELSON AYRAULT

YOU ARE INVITED

After six open houses and 14 workshops, the final step in public input on the Oak Hill Parkway is coming up!

The Texas Department of Transportation and the Central Texas Regional Mobility Authority invite you to:

Oak Hill Parkway Project Public Hearing

- **Thursday, May 24, 2018**
- **Bowie High School (cafeteria)**
  4103 W. Slaughter Lane
  Austin, TX 78749
- **6:15 p.m. - Display viewing**
- **7:00 p.m. - Formal hearing**

Public comment session to follow

Please join us!

Notice
Draft Environmental Impact Statement Available for Public Review and Public Hearing
U.S. Highway 290 (US 290) / State Highway (SH) 71 West
From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826
and from US 290 to Silvermine Drive
CSJs: 0013-08-060 and 0700-03-077
Travis County, Texas

The Texas Department of Transportation and the Central Texas Regional Mobility Authority, as the co-lead agencies, are proposing to improve US 290/SH 71 West from MoPac to west of RM 1826 and from US 290 to Silvermine Drive in Travis County, Texas. This notice advises the public that a draft environmental impact statement (EIS) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, May 24, 2018, in the Bowie High School cafeteria, 4103 W. Slaughter Lane, Austin, TX 78749. Displays will be available for viewing at 6:15 p.m., with the formal hearing starting at 7 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed project, known as Oak Hill Parkway, extends approximately six miles along US 290 from MoPac to west of RM 1826, as well as along approximately one mile of SH 71, from US 290 north to Silvermine Drive. Pending the Capital Area Metropolitan Planning Organization's approval, the project will move forward as a non-tolled roadway. No changes in design or schematic are necessary based on this modification, and Alternative A is the Recommended Alternative. TxDOT is coordinating with CAMPO to modify the 2040 Plan to reflect the change from tolled to non-tolled mainlanes.

Improvements include flyovers at the intersection of US 290 and SH 71, controlled access along both highways in Oak Hill, and a US 290 overpass at William Cannon Drive. The mainlanes would be three lanes in each direction with adjacent one-way, two- to three-lane frontage roads in each direction. Aesthetic enhancements and bicycle/pedestrian facilities along the corridor are also proposed. The proposed Oak Hill Parkway will improve mobility and operation efficiency, address congestion, increase multimodal travel options, and improve safety and emergency response through the Oak Hill Community. 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.

The existing right of way (ROW) typically ranges from 90 to 260 feet wide and the proposed ROW would range from approximately 150 to 600 feet wide. New ROW would be required for the proposed project. The proposed project would displace one residence and four commercial structures. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction, can be obtained from the TxDOT district office at the address listed below. Relocation assistance is available for displaced persons and businesses.

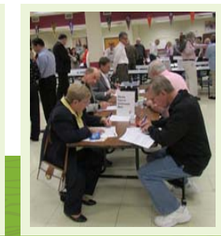
Portions of the project are located within a Federal Emergency Management Agency designated 100-year floodplain for Williamson Creek and Devil's Pen Creek. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. All proposed roadway and drainage improvements should be designed in a manner to avoid or minimize impacts to jurisdictional crossings, and no wetlands would be affected by the proposed project. A portion of this project is located within the Edwards Aquifer sole-source streamflow zone.

The draft EIS, maps showing the project location and design, tentative construction schedules, and other information relative to the project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, TX 78753, 512-832-7000. Project information is also available at the Mobility Authority Office, 3300 N. I-35, Suite 300, Austin, TX 78705, 512-996-9778 and the Hampton Branch at Oak Hill Austin Public Library at 5125 Convict Hill Road, Austin, TX 78749, 512-974-9900. The information is available online at www.OakHillParkway.com. It will also be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested, and may be presented at the hearing or submitted in person or by mail to the TxDOT Austin District Environmental Coordinator, Texas Department of Transportation, P.O. Drawer 154276, Austin, Texas, 78761-5426. In addition, written comments may be submitted by fax to 512-832-7157, or via the www.OakHillParkway.com website on the "Contact Us" page. Comments must be received on or before **Monday, June 18, 2018**, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Jon Geiselbrecht, Environmental Coordinator, 512-832-7218, jon.geiselbrecht@txdot.gov. Requests should be made at least two days prior to the public hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or hearing, please contact Adeliza Ramirez, P.E., Transportation Engineer, 512-832-7244, Adeliza.Ramirez@txdot.gov.

PROJECT MAP



OAK HILL PARKWAY

ENVISIONING GREATER MOBILITY

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

For further information visit
www.OakHillParkway.com

WHAT:
Public Hearing

WHEN:
Thursday, May 24, 2018
Display viewing: 6:15 p.m.
Formal hearing: 7 p.m.
Public comment session to follow

WHERE:
Bowie High School (cafeteria)
4103 W Slaughter Ln.
Austin, TX 78749

outside - shipping addresses

Oak Hill Parkway Project
306 1st Street North
Pflugerville, TX 78660

stamp

OAK HILL PARKWAY

C-8

Oak Hill Parkway Newsletter Advertisements

From: Oak Hill Parkway
Sent: Thursday, May 3, 2018 10:25 AM

Subject: Oak Hill Parkway Update & Public Hearing Invitation

Email not displaying correctly? View it in your browser.

Oak Hill Parkway Update

OAK HILL PARKWAY MOVES FORWARD

Recommended Build Alternative to be Presented at May Public Hearing

The Oak Hill Parkway Project has reached a major milestone: The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) are pleased to announce that Alternative "A" has been selected as the Recommended Build Alternative to be presented on May 24, 2018 at a public hearing.

This news clears the way for the next steps in the decades-long journey to bring congestion relief to residents of southwest Travis County. **The announcement will be followed by the release of the Draft Environmental Impact Statement (DEIS) and draft schematic design, both of which are the results of extensive community outreach and engineering analysis to determine the best option for improving mobility in Oak Hill**

and surrounding communities. The DEIS includes an analysis of the alternatives considered as well as an assessment of potential impacts to the human and natural environment.

Beginning tomorrow, May 4, 2018, the DEIS and draft schematic design will be available online at www.OakHillParkway.com. They will also be available for review Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, TX 78753. Project information is also available at the Mobility Authority Office, 3300 N. I-35, Suite 300, Austin, TX 78705, and the Hampton Branch at Oak Hill Austin Public Library at 5125 Convict Hill Road, Austin, TX 78749.

A Public Hearing will be held Thursday, May 24, 2018, at Bowie High School, located at 4103 W. Slaughter Ln. Austin, TX 78749 for public review of the document and project materials. The hearing will begin with an open house from 6:15 to 7 p.m., where the public can review project information and exhibits. The formal presentation to announce the findings of the study and present the key design elements will begin at 7 p.m. A public comment period will follow.

Verbal and written comments may be presented at the hearing, sent by mail or fax, or submitted online until the close of the comment period on **June 18, 2018**.

All information available at the public hearing will also be available online at the virtual open house which will be linked on www.OakHillParkway.com beginning May 4, 2018.

WHAT IS ALTERNATIVE “A”?

During the project development process, a full range of alternatives were screened to assess the direct, indirect, and cumulative environmental impacts. This process ensures that environmental and community values are considered alongside the technical and economic factors. Throughout the course of the environmental study, that universe of potential alternatives was refined through a phased approach where three sets of screening criteria were used to determine whether the purpose and need of the project were met. This effort resulted in the narrowing of concepts to the final two, which were carried forward for additional analysis: Alternative “A” and Alternative “C.” The “No-Build” Alternative was also carried forward as a baseline for comparison.

Ultimately, Alternative "A" was selected as the recommended alternative because it meets the project purpose and need and has fewer social, economic, and environmental impacts than Alternative "C." This includes four fewer at-grade crossings of shared-use paths and city streets, an overall reduction in elevated structures, and fewer acres of streams and other bodies of waters within the project right of way. The "No-Build" Alternative will be carried forward as a baseline for comparison against Alternative "A."

Above is an artistic rendering of what Alternative "A" could look like

WHAT ARE WE PROPOSING?

- An upgraded, state-of-the-art roadway consisting of three mainlanes for through traffic in each direction, as well as two-to-three frontage road lanes in each direction
- An overpass for the US 290 mainlanes over William Cannon Drive
- New flyovers between US 290 and SH 71
- Significant bicycle and pedestrian accommodations along the entire corridor including a seven-mile shared-use path, sidewalks, and a trailhead at Williamson Creek on William Cannon Drive
- Upstream water detentions ponds to reduce potential flooding
- Multiple stormwater detention and water quality treatment ponds within the corridor
- New landscaping, tree plantings, and corridor aesthetics

Pending the Capital Area Metropolitan Planning Organization's approval, the project will move forward as a non-tolled roadway. No changes in design or schematic are necessary based on this modification. TxDOT is coordinating with CAMPO to modify the 2040 Plan to

reflect the change from tolled to non-tolled mainlanes.

WHAT IS AN EIS?

An Environmental Impact Statement (EIS) is a full-disclosure, public document that includes an analysis of a full range of alternatives (including the “No-Build,” or do nothing alternative) and an assessment of potential environmental impacts through the evaluation process. A broad range of environmental issues have been studied and the findings reported, such as: water quality, air quality, cultural resources, biological resources, socioeconomic conditions, community cohesion, noise and more. The EIS includes a summary of the public involvement efforts and the context-sensitive solutions process. This document is required by the National Environmental Policy Act (NEPA) of 1969. After the public hearing is held, the DEIS will be updated to include all official comments from the public hearing comment period.

WHAT HAPPENS AFTER THE PUBLIC HEARING?

After the May 24, 2018 public hearing, public and agency comments will be considered as the final environmental document, or Final Environmental Impact Statement (FEIS), is completed and submitted for final review. The TxDOT Environmental Division will review the FEIS and make a final decision known as the “Record of Decision,” or ROD. The decision will determine whether the preferred build alternative moves forward or if the no-build alternative is selected instead. Should the build alternative be selected, TxDOT will seek state and federal funding. TxDOT has identified funding for utility relocation and right-of-way appraisal and purchase. If the build alternative is approved to move forward into construction, the earliest the project could break ground is 2020, once funding is identified.

HOW DO I SUBMIT OFFICIAL COMMENTS?

Written comments must be received by midnight on June 18, 2018.

By Mail:

TxDOT Austin District Environmental Coordinator
c/o Jon Geiselbrecht
Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas, 78761-5426

By Fax:

512-832-7157

Online:

www.OakHillParkway.com

Copyright © 2018 TxDOT, All rights reserved.

Our mailing address is:
Texas Department of Transportation
125 East 11th Street • Austin, Texas, 78701

LEARN MORE ABOUT THE
OAK HILL PARKWAY PROJECT

unsubscribe from this list | update subscription preferences

From: Oak Hill Parkway
Sent: Monday, May 21, 2018 3:30 PM

Subject: THIS THURSDAY: Oak Hill Parkway Public Hearing

Email not displaying correctly? View it in your browser.

THIS THURSDAY:

JOIN US FOR A PUBLIC HEARING

The Texas Department of Transportation and the Central Texas Regional Mobility Authority invite you to join us at the upcoming Public Hearing:

Thursday, May 24, 2018
Open House Session: 6:15 pm
Formal Presentation: 7 pm
Public Comment Session to Follow
Bowie High School (cafeteria)
4103 W. Slaughter Ln. Austin, TX 78749

The following are the key elements provided for review and comment:

- The Draft Environmental Impact Statement (DEIS); a comprehensive full disclosure document comprised of all the environmental studies performed since 2012
- The draft schematic design of the recommended build alternative, known as “Alternative A”
- Artistic renderings of key intersections

UNABLE TO MAKE THE HEARING? The DEIS, draft schematic design, and all public hearing materials are available for review and download via the Virtual Open House, which can be accessed from www.OakHillParkway.com. This virtual experience will be available through June 18, 2018.

Your participation helps us improve the long-term mobility by identifying a solution that not only addresses traffic congestion, but honors the heritage of Oak Hill, respects the environment, and adds value to the Oak Hill community.

Copyright © 2018 TxDOT, All rights reserved.

Our mailing address is:
Texas Department of Transportation
125 East 11th Street • Austin, Texas, 78701

LEARN MORE ABOUT THE
OAK HILL PARKWAY PROJECT

unsubscribe from this list | update subscription preferences

From: Oak Hill Parkway
Sent: Thursday, May 31, 2018 8:30 AM

Subject: We Need Your Input!

Email not displaying correctly? View it in your browser.

Thank you for your interest and participation!

We would like to thank everyone for visiting with us at the May 24 public hearing; we had more than 270 members of the public join us! For those who were unable to attend, but would like to see the displays and provide a comment, please visit our Virtual Open House.

Please note that as a result of public interest and request, we are extending the public comment period to Friday, June 29, 2018. All comments must be received by that date in order to be included in the official record for this public hearing. We weigh public input along with other factors in the decision-making process. Thank you for submitting your comments for consideration.

Official comments will be received and accepted by the project team in the following ways:

ONLINE

Visit our Virtual Open House

MAIL

Mail comments to:

TxDOT Austin District Environmental Coordinator
c/o Jon Geiselbrecht
Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas, 78761-5426

FAX

Fax comments to 512-832-7157

When we launched the environmental study in 2012, the community told us that traffic congestion was a serious problem. In fact, 83 percent of survey respondents agreed that a goal of any proposed improvement should be to reduce congestion and manage traffic. We are committed to identifying a long-term mobility solution that provides meaningful traffic relief for Oak Hill and the surrounding communities. We are in year six of a six-year study, and we continue to welcome your input!

We are often asked whether a smaller project could address the congestion problems in Oak Hill. Unfortunately, the answer is no. Traffic demand on this corridor is just too high. The project team is designing a project that meets the traffic demand along the corridor today and best manages the traffic projections of tomorrow. We are trying to keep the footprint as small as possible in order to responsibly meet the purpose and need of the project, and it is important to us to design something that requires very limited right-of-way

acquisition. Please note that the non-tolled design is the same as the tolled design previously shown to the public.

For more information, please visit our frequently asked questions page.

Copyright © 2018 TxDOT, All rights reserved.

Our mailing address is:
Texas Department of Transportation
125 East 11th Street • Austin, Texas, 78701

LEARN MORE ABOUT THE
OAK HILL PARKWAY PROJECT

unsubscribe from this list | update subscription preferences

C-9

Austin Mobility Go! Newsletter Advertisement

From: Austin Transportation Department
Sent: Monday, May 21, 2018 3:34 PM

Subject: Austin Mobility News: Dockless mobility parking zones in downtown, Oak Hill Parkway public hearing this week and more

View this email in your browser Subscribe

Austin Mobility News: May 21, 2018

Facebook Twitter Website RSS

In this edition:

- Austin Transportation prepares streets for dockless mobility
- Oak Hill Parkway public hearing taking place this Thursday
- City Council to hold CodeNEXT public hearings next week
- Less than two weeks left to take the ASMP survey!
- Austin Transportation shows how Austin gets around, at Thinkery
- Check it out: New Austin 3-1-1 video offers behind-the-scenes look

Austin Transportation prepares streets for dockless mobility

Austin Transportation crew members install markings for dockless parking zones. See more photos in our **Flickr** or **Facebook** albums.

Building on **public feedback** and **direction from Council**, dockless bicycles and scooters will be hitting Austin streets soon, so we added some new stencils to our street markings collection! Over the weekend, our staff installed some dockless parking zones downtown to encourage people to park dockless devices safely. These marked parking zones are located in areas near high-quality bicycle facilities and transit stops to better facilitate first- and last-mile travel. Outside of these marked zones, people may park within the **landscape/furniture zone of a sidewalk** so long as there is at least three feet of clear walking space.

Find these initial marked parking zones at the following locations:

- Third Street between Nueces and San Antonio streets
- Trinity Street at Third Street
- Fourth Street at San Jacinto Boulevard (northwest corner)
- Fourth Street at Red River Street (southwest corner)
- San Jacinto between Fifth and Sixth streets

People who plan to use dockless mobility services should do so in a safe and ethical manner. This includes:

- Yielding to pedestrians on sidewalks,
- Parking in a secure, upright position in designated areas, and

- Staying in the right of way as opposed to private property, parkland, state-owned land or other unauthorized areas.

Residents and dockless service customers are encouraged to reposition and report units that are toppled or improperly parked. Please direct these reports, or any complaints or questions, to **Austin 3-1-1**.

Customers of private dockless services may be asked to provide personally identifiable information in conjunction with using their app. Customers have the option to opt in to data sharing but are not required to do so to use their services. The City of Austin does not collect this data. Learn more about the **Dockless Mobility Program**.

Oak Hill Parkway public hearing taking place this Thursday

The Texas Department of Transportation and the Central Texas Regional Mobility Authority will hold a public hearing Thursday about their selection of Alternative "A" as the Recommended Build Alternative for the Oak Hill Parkway Project, which covers the intersection of US 290 and SH 71. All information available at the public hearing is also available online at the **virtual open house**.

Oak Hill Parkway Public Hearing

- **Date:** Thursday, May 24, 2018
- **Time:** 6:15-7 p.m. (open house), 7 p.m. (presentation and public comment)
- **Location:** Bowie High School (**4103 W. Slaughter Ln. Austin, TX 78749**)

The agencies have also released a **Draft Environmental Impact Statement (DEIS)** and **draft schematic design** for the project, following a stakeholder and engineering process. Verbal and written comments may be presented at the hearing, sent by mail or fax, or **submitted online** until the close of the comment period on June 18, 2018.

The **City of Austin 2016 Mobility Bond**, approved by Austin voters in November 2016, includes $8 million of funding for design and construction to replace the existing low-water crossing structure at Old Bee Caves Road, over Williamson Creek. If the Oak Hill Parkway Project is approved for construction, then the new bridge will be constructed with the project. The City has also conducted an in-house feasibility study to investigate possible interim improvements.

City Council to hold CodeNEXT public hearings next week

The City of Austin is considering a comprehensive revision to the Land Development Code, called CodeNEXT, and City Council will be holding two public hearings next week.

City Council Public Hearing (First)

- **Date:** Tuesday, May 29, 2018
- **Time:** 10 a.m.
- **Location:** Austin City Hall (**301 W. 2nd St., Austin, TX 78701**)

City Council Public Hearing (Second)

- **Date:** Saturday, June 2, 2018
- **Time:** 10 a.m.
- **Location:** Austin City Hall (301 W. 2nd St., Austin, TX 78701)

The Code affects what, where, and how much can be built in Austin. It covers a broad range of regulations, including zoning, land use, development, transportation, environmental protections, utilities, historic preservation, affordable housing, and signs.

CodeNEXT could potentially affect how your property or properties near you may be developed in the future. learn more about **CodeNEXT** or the **public hearings**.

Less than two weeks left to take the ASMP survey!

Check out the video above for an overview of the Austin Strategic Mobility Plan!

More than 2,800 Austin residents have now weighed in on the future of transportation in Austin through the **Austin Strategic Mobility Plan (ASMP) online survey**. Austin Transportation encourages more residents to participate in this effort before the survey closes on May 31.

Participation in the survey is critical to the development of the Austin Strategic Mobility Plan, Austin's first locally-focused comprehensive transportation plan. Launched on March 28, 2018, the Austin Strategic Mobility Plan online survey was designed to get public feedback on three different scenarios for Austin's future transportation network. These scenarios are based on thousands of comments from public outreach in 2016 and 2017. Austin Transportation will use the feedback on these scenarios to develop the Austin Strategic Mobility Plan.

Take the survey today!

If you've already taken the survey, please spread the word before it closes at the end of May! People can also take the survey while attending several upcoming community events. Visit the **Austin Strategic Mobility Plan website** to find a list of events.

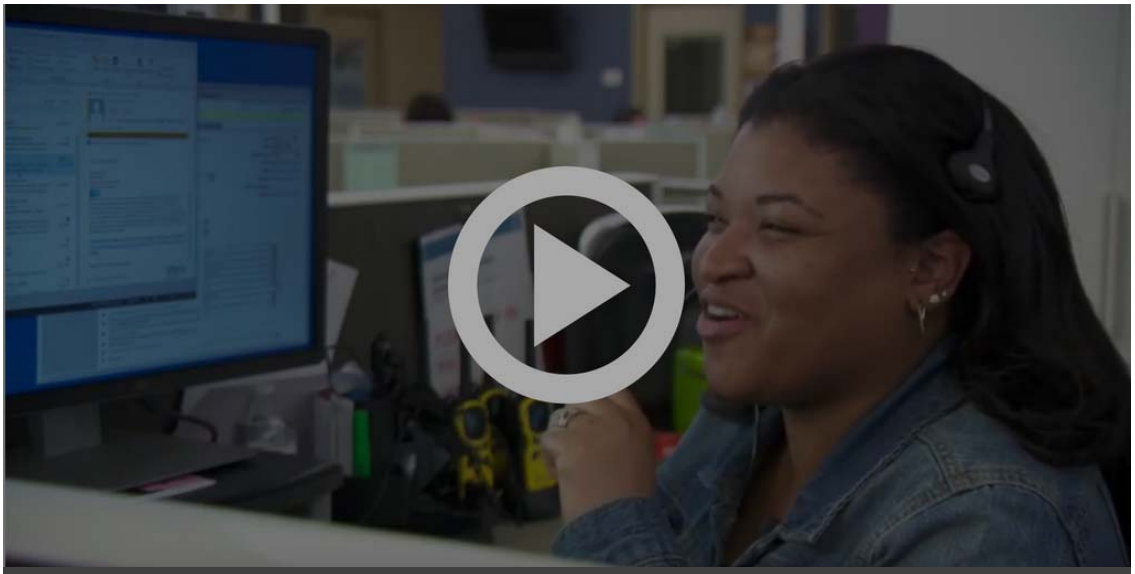
Austin Transportation shows how Austin gets around, at Thinkery

Last week, Austin Transportation teamed up with the Thinkery for an adult night event on all things transportation! Staff and community members took part in fun, educational activities including:

- Showing off our signal equipment and talking shop about the algorithms and logistics of traffic lights
- A personalized sign creation station
- An interactive thermoplastic street markings demonstration, and
- Trying on "drunk goggles" to replicate the effects of alcohol on body coordination

Check out our photos of the event on **Flickr** or **Facebook**!

Check it out: New Austin 3-1-1 video offers behind-the-scenes look



Check out the new video about how Austin 3-1-1 serves the community!

Did you know that **Austin 3-1-1** answers around 1 million calls every year? As the City of Austin's citywide information center, Austin 3-1-1 takes calls ranging from non-emergency situations to general City information. Ambassadors are available to answer residents' concerns 24 hours a day, including holidays.

If needed, Austin 3-1-1 will route a request to the appropriate City department. If you have any transportation-related requests related to parking, traffic signals, and roadway signs and markings, Austin 3-1-1 will send them over to Austin Transportation. Last year, Austin

Transportation responded to over 24,000 service requests!

To submit a service request, dial 3-1-1 or 512-974-2000 or use the mobile app, available for **Apple** and **Android** devices. Visit **Austin311.org** or follow Austin 3-1-1 on **Facebook**, **Twitter**, and **Instagram** to learn more.

Want more mobility news? Visit Movability Austin!

Austin Mobility is the City's effort for a fresh approach to looking at walking, biking, transit and driving to solve the transportation puzzle for all of us. We are taking proactive steps to engage and educate the community, which is why you received this news update.

Contact Information:

512-974-1430

AustinMobility@AustinTexas.gov

Austin Transportation Department

3701 Lake Austin Boulevard

Austin, TX 78703

Add us to your address book

Archive Subscribe Unsubscribe Update Subscription Preferences

C-10

TxDOT Facebook Public Hearing Announcement

Posted May 21, 2018

Texas Department of Transportation
May 21 ·

TxDOT wants to hear from you! This week TxDOT will hold the following public meetings:
5/21
Stratford- US 54
5/22
Cedar Creek- SH 71 East at Tucker Hill Lane and Pope Bend Road
Converse-FM 1516 from I-10 to FM 78
Euless- SH 121 Peak Period Use Shoulder Widening
Gainesville- Rural Transportation Improvement Program
5/23
Boerne- Kendall Gateway Study
Lufkin- Rural Transportation Improvement Program
5/24
Arlington- SH 180 Division Street Sidewalk Enhancements
Austin- Oak Hill Parkway
San Antonio- Rural Transportation Improvement Program
Please visit our website: http://www.txdot.gov/…/get-inv…/about/hearings-meetings.html for the full list of meetings and additional details

4 5 Comments 5 Shares

C-11

TxDOT Twitter Public Hearing Announcement

Posted May 21, 2018

Public Hearing Announcement – Posted on Twitter May 21, 2018

D.
Sign-in Sheets

D-1

Public & Elected Officials Sign In Sheets

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Jody Hanna	78749
	Chris Scott	~~78~~ 78735
	Dawn Scott	78735
	Kelly Davis	78704
	Adam Warren	78736
	Cheryl Server	78736
	Lois Rice	78736
	Laura Rice	7873
	Robin Thompson	78736
	Ed Rios	78752

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	MATTHEW KREIN	~~78737~~
	Jared O'Brien	78757
	Jillian Smoorenburg	78738
	Vickie Karp	78736
	Lindsay Calvert	78737
	DON C. WUKASCH	78701
	Linda Campion	78737
	Kyle + ~~Kelly~~ Jancovech	78737
	Claudia Corum	78749
	Barbara Peters	78736

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Kevin R. Gray	78749
	Walter Wukasch	78701
	April Sandoval	~~78749~~
	Janette Miskell	78736
	Steve & Melissa Talkington	78731
	Karen Sperry	78749
	Benjamin Arnold	78752
	Bill Ott	78746
	Travis Falk	78737
	Paige Ellis	78704

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Carlos Calle	78741
	Angela Armitage	78737
	Genaro López	78749
	Brian Smoorenburg	78738
	WAYNE MANSUR	78749
	Sanjay Patil	78739
	PATRICK HAYS	78749
	David Macaulay	78737
	TIM JARVIS	78735
	Angie Jones	78745

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
✓	STACY SUITS, TRAVIS COUNTY CONSTABLE PCT. 3	78745
	Glenn Struzinski, President HOA Ridgeview	78737
	CARMON "Doc" GIBSON	78736
	Chris Hill	78629
	JOSH SPEIRS	78737
	Tim Poll	78737
	KENNEDY C. WHITELEY	78736
	Doug Hively	78739
	Christiana Astarita	78744
	JAMES CAIN	78736

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Win Bent	78736
	Sara Zaman	78736
	Dean Dreier	78749
	Tracy Schagen	78736
	Pete Bonora	78669
	Crystal Wotipka	78745
	Dan Matthews	78736
	Lee Lopez	78749
	Violet Mansur	78749
	John Hanna	78749

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	LETICIA ESTAVILLO	78610
	ROBERT FOOTE	78736
	BRUCE MELTON	78736
	Doug Spaeth	78736
	Stephanie Messerli	78739
	Cynthia + DOLORES SAUCEDO	78745
	Mik Conner	78736
	Brian and Sandy Jones	78735
	DICK KALLERMAN	78704
	Victor Elmur	78735

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Brian S. Manning	78735
	David Sherby	78737
	Ed Peacock	78641
	Jack Reed	78735
	Eli del Angel	78736
	Charles Coleman	78737
	[illegible]	78744
	John Taylor	78736
	Rowena Richter	78735
	Avery Bonora	78735

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Jeremy Lloyd	78736
	Mark Crail	78736
	Nancy McClish	78620
	Pat Obert	78636
	Janet Stakes	78736
	John Middleton City of Austin	78745
	Mary Lynne Rogers-Reebel	78745
	Erica McCarley	78735
	~~John McCall~~	78620
	Josh Mapper	78748

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Aaron Fetzer	78737
	DonNell Cunningham	78749
	Chad Zellers	78749
	Leslye & Rob Schiff	78735
	Warren Ritchie	78620
	Chris Oddo	78746
	Dan Frey	79701
	~~KUAT~~ Peggy Garrison	78749
	Alicia C. Whitaker	78736
	Devin Jones	77008

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Darryl Pruett	78749
	KEVIN CHILDS	78737
	Chase Myers	78665
	Art Bedrosian	78735
	Shane Beder	78737
	Margaret Leary	78734
	Robert Ry	78736
	Sandi Causey	78735
	Jay Harper	78701
	Ron Van Sickle	78736

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	~~RASHED ISCAM~~	~~78732~~
	Michael Hammer	78749
	Jennifer Hammer	78749
	Phil Meaders	75039
	Charles McClure	78739
	Kerry Fulton	78737
	José M. Sandoval	78606
	Ray Hutchinson	78749
	SANJAY RATHOD	78735
	Myrie Lewis Adams	78749

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Robin Denman	78748
	Dennis Tingle	78737
	Travis Sievers	78735
	MARY & DAVID CHAVEZ	78736
	JD & LINDA KENNEDY	78737
	Joseph Camizales	78727
	John Causey	78735
	Taij Wildman	78749
	Todd Watts	78610
	STEVE SIMMONS	78739

12

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Chris Francisen	78749
	Daliane Aird	78735
	Jake Morne	78620
	Cliff Power	78736
	Rick Perkins	78737
	Citizis Kelly	78619
	ANNE DiCARLO	78749
	Bill KAROTKIN	78735
	John Elfita	78705
	Kevin Reichle	78735

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	~~Sara Moren~~	~~78748~~
	DOUG MOODY	78737
	Larry Peel	78767
	TAD FORBIS	78736
	Tom Kdko	78732
	Carolyn Barkley	78736
X	PAUL WORKMAN	78669
	Nicole Bailey	78736
X	[illegible]	78735
	Sally Finan Ralph Lake	78736

9

OAK HILL PARKWAY

PUBLIC HEARING
May 24, 2018
Bowie High School
4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Robert Schmidt and Susan Denn	78704
	W. B. Cunningham	78749-1824
	Gerry + Tina Powell	78736
	James + Debbie Kretzschmar	78735
	Brian + Carolyn Straus	78736
	David Trujillo	78749
	Kay Foster	78734
	Jay Spence	78735
	June Alvarez-Fetzer	78737
	Jared + Kate Sorrell	78736

13

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	George Kenneluck	78736
	Scott Yarbrough	78737
	Pam Baggett	78739
	David Richardson	78737
	Daniel Ewald	78737
	Greg Oliver	78746
	Taryn Ficke	78749
	Libby Gibbs	78736
	Mireya Galarza	78735
	Jonathan Stokes	77008

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Cris Peña	78748
	Liz Sifuentes	78736
	Daniel Peel	78620
	Johnny Tijerina	78735
	Alexis Clark	78735
	SHANE NEIDNER	78704
	William Little III	78737
	Bradley Farias	78735
	Richard Wade	78749
	Bill Hasbrook	78130

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Sunshine Vanover	78748
	CHAD LARSON	78737
	Shelly Hefferton	78736
	Tony Cedania	78736
	Wayne Dennis	78691
	Bill Beversdorff	78737
	FRANK HOLEMANN	78732
	Ruben G. Valdez Jr.	78736
	alice daubone	
	Avalon Powell	78737

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Linda McWhorter	78736
	BEN JARRETT	78737
	Thos. Watts	78610
	~~JOHN LARSE~~	78749
	DAVID X. CHAVEZ	78736
	Kenneth Reid	78735
	Lori Smith	78736
	Tanya Soans	78736/78602
	Sam Lawrence	78748
	Bobby Levinski	78749

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Zeke Zieschang	78681
	Andrea Street	78736
	David Logan	78736
	Jesus Hidalgo	78735
	John Doucet	78735
	Wayne Haines	78736
	Doug Hess	78957
	Jay + Marilyn King	78737
	Tom Mayer	78736
	Kristi Stanley	78736

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	SHAWN MASSOCK	78737
	Vikki Goodwin	78739
	Diana Goodloe	78736
	RANDY MASSEY	78749
	Crystal Bomer	78735
	mike Bomer	78735
	Kent Ewing	78736
	Debby Ewald	78737
	Claire Reutter	78736
	Nancy Millard	78749

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	ERNST CAJUSTE	78749
	DENNIS ANDERSON	78736
	John Thurston	78737
	John Calhoun	
	William Schaefer	78745
	Math Anderson	78664
	ROSA TOBIANSKY	78735
	CHRIS LEAHY	75002
	Robert Montaner	78748
	Jay Collie Baker	78739

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	John Patton	78735
	Jamie Eveleigh	78731
	Betsy Bayt	78736
	[illegible]	
	Amanda Brack	78735
	Charlotte Gilpin	78737
	Chad ~~Charlotte~~ Gilpin	78737
	Daniel [illegible]	78737
	Jeanne Kirk	78736
	Steve Beers	78745

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	John Miller	78736
	Kelsey Sconiers	78261
	Larry Emers	78739
	John O'Sullivan	78749
	Robert J Babinsky	78735
	Craig Plackis	78737
	Roxana Plackis	78737
	Don Nyland	78652
	Richard DePalma	78739
	Roya Mitchell	78736

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	Sean Beal	78749
	Gabrielle Ramos	78749
	David Mackenzie	78736
	RECHMAN COLLEGE	78735-
	Nisara Dhulcka	78735
	Mumtaz Dhulcka	78735
	Alan Watts	78736

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME	ZIP CODE
	MIKE KICK	78736
	Gary Kraemer	78736

D-2

Staff Sign In Sheets

OAK HILL PARKWAY

PUBLIC HEARING
May 24, 2018
Bowie High School
4103 W. Slaughter Lane, Austin, TX 78749

STAFF SIGN-IN SHEET

PLEASE PRINT	
NAME	**ORGANIZATION**
Sara Moren	
Rashed Islam	
Meghan Lind	CobbFendley Environmental
Hayley Pickett	Rifeline
Lynda Rife	Rifeline
Emily McCam	Rifeline
Liza Ross	HLA
Brad Wheelis	TX DOT
Dram Hodges	TX DOT
Chris Bishop	TX DOT
ROSE MARIE KLEE	TxDOT
Lauren Hardacker Canales	HLA

OAK HILL PARKWAY

PUBLIC HEARING
May 24, 2018
Bowie High School
4103 W. Slaughter Lane, Austin, TX 78749

STAFF SIGN-IN SHEET

PLEASE PRINT	
NAME	**ORGANIZATION**
Adeliza Ramirez	TxDOT
Paul BALFAY	TxDOT
Carol Fajkus	Atkins
Heather Beatty	TxDOT
Elizabeth Story	Atkins
Troy Olney	TxDOT
Wade Strong	RTG
Larry Cox	Cox/McLain
Jon Geisselbrecht	TxDOT
Hilda Ortiz	TxDOT
Kerry Neely	Nancy Ledbetter & Associates

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

STAFF SIGN-IN SHEET

PLEASE PRINT

NAME	ORGANIZATION
Karl Burkett	Maldonado-Burkett
MARK W. SMITH	RVi PLANNING + LANDSCAPE ARCHITECTURE
Shane Valentine	HDR INC
Steve Davidson	RTG
CHUCK HARRIS	RTG
ROBIN WINTER	RVi PLANNING + LANDSCAPE ARCHITECTURE
Ryan Hill	Atkins / CTRMA
LANCE PELTIER	RTG
Katie Kennedy	Atkins / CTRMA
CHRIS KELAREK	
Randall Dillard	NLA

OAK HILL PARKWAY

PUBLIC HEARING

May 24, 2018

Bowie High School

4103 W. Slaughter Lane, Austin, TX 78749

STAFF SIGN-IN SHEET

PLEASE PRINT

NAME	ORGANIZATION
Amy Redmond	TxDOT
Lindsey Kimmitt	TxDOT
Rob Robbins	RTG. Inc
~~Sally Fuman~~	
~~Darryl Pruett~~	~~OHAN~~
Oscar Solis	CTRMA
Tom Behl	
Terry McCoy	TxDOT
David Hurrah	TxDOT
Susan Fraser	TxDOT
Heather Ashley-Nguyen	TxDOT

E.
Public Hearing Transcript

Job No. 2863185

OPEN HOUSE AND PUBLIC HEARING

CONDUCTED BY TEXAS DEPARTMENT OF TRANSPORTATION

FOR OAK HILL PARKWAY PROJECT

DATE: Thursday, May 24, 2018

LOCATION: Bowie High School
4103 Slaughter Lane
Austin, Texas 78749

TIME: 7:05 p.m. to 8:55 p.m.

RE: Open House to discuss proposed Oak Hill Parkway Project and to obtain verbal and written comments from interested citizens.

page 1 through 59

Reported by: Olivia Mata, CSR 8722

MEETING CALLED TO ORDER

MR. BISHOP: Ladies and gentlemen, please take your seats. We'd like to get our public hearing started this evening.

Good evening, everyone. My name is Chris Bishop. I am a public information officer for the Austin district of the Texas Department of Transportation.

Today is Thursday, May 24, 2018. The time is 7:05 p.m. I'd like to begin the public hearing for the proposed Oak Hill project. Those project limits are along US Highway 290 and State Highway 71 west from State Loop 1 commonly known as MoPac to west of Ranch to Market Road 1826 from US 290 to Silver Line Drive in Travis County.

Tonight, TxDOT district engineer, Terry McCoy, is going to be serving as your official public hearing officer.

On behalf of TxDOT, I want welcome you to tonight's hearing. Thank you for your attendance. We look forward to hearing your comments.

If you have not signed in tonight, please do so either during the break or before leaving so we have a record of everyone's attendance tonight and also so we can add you to the mailing list for any future

projects updates. At this time, I'm going to take a moment to recognize the local government officials who are present this evening. State Representative Paul Workman. Gerald Daugherty, Travis County Commissioner, and Stacy Suits, Travis County Constable.

From the City of Austin, we have Alice Claiborne. She's an outreach coordinator for council member, Ellen Troxclaire.

Did I miss any other officials that might have worked their way in? Great. I would also like to recognize the personnel from TxDOT, the Central Texas Region Mobility Authority and our consultant, RTG. You can also identify them. They are the people with name badges hanging from around their neck.

We'd also like to thank the Austin Independent School District and Bowie High School for allowing us to use their beautiful building for our hearing.

The purpose of this public hearing is to provide an update on the Oak Hill Parkway project, to describe the alternative study to address project needs, to present the draft environmental impact statement or DEIS and the preferred alternative that resulted from those studies as well as to receive public input on the process, the DEIS and the preferred alternative.

The format of the hearing is shown and the information located in your information packet. If you did not receive a packet when you entered, we have them back in the sign in table out in the lobby.

In a few moments, Wade Strong with RTG is going to present a summary of the environmental process and studies. He will also present the engineering and alternative concepts. I'm going to come back and present information about right-of-way acquisition for this project.

Following these technical presentations we'll take about a 15-minute break before receiving your public comments. Feel free to view the exhibits again. The staff will be available, at that time, to answer your questions. After the break, we'll call the hearing back to order for that public comment period. Verbal comments will be limited to three minutes and they will be taken in the order the speaker cards were received.

As you may have noticed, we have a court reporter with us here tonight to record your comments and we will be preparing a transcript of this hearing.

The comment portion of the hearing is solely intended to receive verbal, public comments. For that reason, we will not be answering questions during that formal, public comment period.

However, the project team is going to be available during the break to talk with you and answer your questions one-on-one, and they may also be available immediately after the comment period.

If you wish to present a verbal comment during tonight's formal public hearing process, please fill out a speaker registration card. Those are located in the lobby. You can leave the completed card with the staff at the table. Again, I will call the speakers up in the order they submit their cards. You also have an opportunity to visit with the court reporter during the break. If you do not wish to comment verbally tonight, or if you would like to comment in more detail, you can submit comments in writing.

In your information packet there's a written comment form and those written comments can be placed in the boxes back at the table they can also be mailed, faxed, e-mailed to the project team. You can find out all the ways to do that in your handout packet.

All comments to be included in the public hearing comment record must be received by Monday, June 18th by midnight central standard time. Comments will be reviewed and taken into consideration for future project development. A comment and response report will be included in the summary of this public hearing and

posted to the Oak Hill Parkway website when complete.

This project has been proposed as a toll project. However, toll financing would be insufficient and cannot pay for this specific proposal. In order to move this project forward, TxDOT will be seeking state and federal funding to pay for the construction of a non-tolled Oak Hill Parkway. As a non-tolled project, improvements would be eligible for funding that comes from Propositions 1 and 7.

It's important to know that the non-toll design is the same as the toll design previously shown to the public. TxDOT is committed to improving the 100 most congested roads in Texas, and this section of roadway currently ranks as the 64th most congested.

One other note, this is a formal public hearing as required under applicable laws. Some of the language that you have already heard and that you're going to hear this evening is required phrasing. It may sound a bit stilted to you. Please bare with us on that.

Right now, I would like to have Wade Strong with RTG come up to discuss the environmental process and the project engineering. Wade.

MR. STRONG: Good evening. I am Wade Strong with the Austin consulting engineering firm of

Rodriguez Transportation Group. The intersection of two major highways, US 290 and State Highway 71 known as the Y in Oak Hill is a gateway to southwest Travis County. It serves as a key route between central Austin and fast-growing suburban and rural communities such as Lakeway, Bee Cave, Dripping Springs and Johnson City. Congestion has reduced mobility and quality of life in Oak Hill and surround communities. 290/71 ranked number 64 of the state's most congested roadways in 2017 with drivers wasting for 454,000 hours per year stuck in traffic.

The proposed project is needed because population growth in Travis County has increased roadway congestion and crashes causing a decreased level of service and increase in travel time throughout the Oak Hill area. Safety improvement is an important element of the project.

In addition, this corridor has become an unreliable route for both transit and emergency vehicles. The purpose of the proposed project is to improve mobility and operational efficiency, facilitate long-term congestion management by accommodating the movement of people and goods for multiple modes of travel and improving safety and emergency response in the community.

Public involvement has been an ongoing and critical proponent of the Oak Hill Parkway. Your input has greatly improved this project.

Since November 2012, public outreach activities included six open house meetings each with online open houses, 669 official comments were received. 80 stakeholder meetings, 14 issue-specific work shops including water quality, finance, bicycle and pedestrian paths, evaluation criteria, design, mobility and several context sensitive solutions.

We maintain a public website and distributed electronic newsletters, information flyers and social media posts to keep the public informed and engaged throughout the project's environmental process.

The evaluation process was developed and applied through public input. Over the life of the project, the study team evaluated the concepts and the alternatives beginning with an initial evaluation of nine new concepts, the 2007 plan and also the no-build.

From that, six concepts were further refined and evaluated in further detail. Then in the final evaluation, two alternatives known as A and C plus the no-build were evaluated. 51 parameters for each alternative were analyzed in the areas of mobility, cost and human impacts, cultural and natural resource impacts

and then asked if the alternative meets the project's purpose and need. This detailed information is in the draft DEIS and also on the boards in the hall.

The study teams strive to produce alternatives that reflect public input to protect iconic large oak trees in the William Cannon area, minimize impacts to Williamson Creek, minimize the elevation of the structures, enhance local access and provide much-needed bicycle and pedestrian paths. Both build alternatives provide these elements.

Alternative A is a freeway with frontage roads where the US 290 main lanes are depressed at the Y. Flyovers at the Y are included to provide nonstop connection between the two highways, whereas Alternative C also has a freeway with frontage road as 290 main lanes elevated over State Highway 71. Like Alternative A, it has a westbound flyover at the Y, but this alternative has a depressed connector ramp for the eastbound traffic moving between 71 and 290.

We also evaluated the no-build alternative. No new travel lanes will be built, but assumes all other projects in the CAMPO plan will be conduct by 2040. The no-build alternative serves as the baseline against which the building alternatives are evaluated and remains an option for final approval.

However, travel times would increase 25-35 minutes through the corridor and safety and mobility would continue to decline in the Oak Hill area.

The environmental teams studied the potential impacts to the social, economic and natural resources that could result based on the alternatives. The primary impact of vegetation would be the removal of trees and removal of some plants along creeks to accommodate the additional roadway and rock way, shared use paths and water quality ponds required for either build alternative.

Preliminary design indicates that approximately 281 trees greater than 10 inches in diameter would be removed as a result of either build alternative. During the early public involvement stages of the project, trees were identified as an important resource by community members. Therefore additional survey effort was expended to identify and attempt to minimize impact to large trees within the project area. Specifically, members of the public identified several iconic treses that held a higher community value due to their size, location or local history.

With that knowledge, the project team prioritized these trees for protection during project development. Neither build alternative would remove the

following iconic trees: The Beckett Grove tree, Grandmother Oak, Grandfather Oak or the Nieces. Various landscaping enhancements including tree plantings and native seeding would be included with the final project design in response to public input regarding the loss of trees within the Oak Hill Parkway project area.

The Texas Commission on Environmental Quality known as TCEQ and City of Austin karst future records were reviewed in addition to pedestrian karst survey. Karst features are caves, cracks or holes in the bedrock associated with the transference of groundwater into Edwards Aquifer. Six karst features were identified. Features 1, 4, 5 and 6 were characterized as sensitive. However, features 4 and 5 were upgraded for the project and will receive little if any direct storm water runoff from the highway.

It is possible that construction activities will expose additional karst features. Construction crews will be educated on identification of these features and construction activities would stop in that area once identified. Although the project area is permanently a suburban community of residential and commercial properties, it has fragmented patches of native vegetation within the corridor. These patches of native or intact vegetation provide a suitable habitat

for range of common birds, reptiles, amphibians, mammals and insect species that adapt well to urban and suburban environments.

For rare species such as federally listed karst vertebrates, central Texas song birds, candidate freshwater mussels and bracted twistflower, targeted habitat assessments were completed to determine if the vegetation, stalls or geology or water resources could support populations of these species. Although no federally protected species were observed during field observations, suitable habit for the bracted twistflower could occur within the oak-juniper woodlands. Right of entry was not granted for the entire proposed right-of-way. Therefore, additional field studies would be conducted to assess these remaining areas for suitability once the right-of-way is acquired and prior to construction.

Due to the location of the project partially over the Edwards Aquifer recharge zone, the construction and operational phases could cause potential effects to aquatic resources including the federally listed Barton Springs Austin salamander and Austin blind salamander. Although no surface habitat for these species occur within the project area, impacts from altered hydrology and impacts from

roadway-associated pollution have the potential to effect downstream habitat through degraded water quality.

The project team completed consultation with the U.S. Fish and Wildlife Service in December 2017. The service concurred with TxDOT's opinion that the proposed project is not likely to adversely affect any federally listed species.

In order to ensure protection of sensitive aquatic environments, the project would strictly adhere to the TCEQ's standards for best management practices known as BMPs over the Edwards Aquifer and would commit to removing 80 percent of the incremental increase in total suspended solids or TSS for short that results from the project's addition of impervious cover in the Edwards Aquifer recharge zone.

The proposed BMPs would protect surface water and groundwater in the project area by minimizing erosion, reducing TSS and reducing the rate and velocity of discharged storm water. This would decrease flood potential and, thus reduce the amount of roadway contaminants potentially reaching the Barton Creek watershed during storm events. As currently designed, the anticipated TSS removal exceeds the total removal required by the TCEQ.

Furthermore, if voids are encountered during construction, special mitigation measures would further protect the Edwards Aquifer. Project historians conducted historic archival research and field investigations to examine historic resources near the project area. In all 50 historic age resources, those constructed prior to 1974, located 38 parcels were documented. Four properties, the Oak Hill High School, Old Rock Store, Patton neon's house and Patton Ranch and one historic district, the Oak Hill Historic District which encompasses the resources associated with Oak Hill's early development period have also been identified and recommended eligible for the National Registry for Historic Places.

No further work is recommended for the proposed project. Oak Hill Parkway would not directly affect or adversely indirectly affect properties or districts that are recommended eligible for the NRHP listing.

The study team conducted a traffic noise analysis to predict impacts on adjacent noise-sensitive land use. When a traffic noise impact is predicted, noise abatement measures must be considered. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area.

The Federal Highway's Traffic Noise modeling software was used to calculate existing and predicted traffic noise levels. The model primarily considers the number, type and speed of the vehicles, highway alignment and grades. Cuts, fills and natural burrows, the surround terrain features and locations of activity areas likely to be impacted by associated traffic.

The no-build alternative would result in an increase in noise levels with an associated increase in traffic volume over time. The recommended Alternative A would impact 128 locations.

The analysis showed that reasonable and feasible barriers would benefit 52 of the impacted locations that result in four noise walls along 290 shown as a light blue squiggly line in the schematics. Those are Ridgeview subdivision between Southview and Scenic Wood Drive, the Vineyard Hills apartments between 1826 and Convict Hill Road. The Bell Quarry Hill apartments, east of Convict Hill Road and the Holiday Mobile home park near Old Fredericksburg Road.

Noise work shops for each of these four locations would be held prior to construction to provide information to adjacent property owners and to solicit votes for or against the proposed walls. The remaining

76 impacted receivers did not meet the Federal Highway's criteria for reasonable and feasible noise abatement.

The community would experience an improvement in mobility and travel times through the corridor. There would also be new bicycle and pedestrian paths throughout the corridor improving community cohesion. However, there would be a change in the travel patterns. Instead of the existing two-way system, there would be a pair of one-way frontage roads. That does change the length of access to the major facilities of 290 and 71. Commuters leaving a driveway would have to turn right on the frontage road if their destination was to the left they would have to travel to the next street with a grade separation or bridge to cross the main liens of the highway. Alternative A has an advantage over Alternative C by over a mile of less redirection. The no-build alternative would cause an increase in congestion and travel times that would expand to the local streets in Oak Hill.

As a result of the final phase of evaluation, Alternative A has been recommended by TxDOT and the Mobility Authority as the proposed build alternative. Ultimately, Alternative A is recommend because it meets the project purpose and need and has fewer social, economic and environmental impacts than

Alternative C. The primary deciding parameters were Alternative A has four fewer ground-level crossings of shared-use paths with roadway compared to C. Alternative A has better access. It has 5,520 less feet of redirection than Alternative C. This is over a 75 percent less redirection than Alternative C.

This is mostly due to Alternative C not being able to provide signalized intersection on 71 at the HEB, Jim's Restaurant and McDonald's area. Alternative A has 3,160 feet less length of elevated structure than C and Alternative A has 1.38 acres less of water bodies within the project right of way than Alternative C.

In describing Alternative A, let's begin on U.S. 290 looking at the existing two westbound lanes east of William Cannon. This is near the existing merge of the freeway with the frontage road. Because of the merge with the main lanes and the frontage road at this location, traffic that's desiring to turn left at the U-turn just west of this location causes severe congestion and traffic weaving problems.

This is the proposed westbound 290 main lanes in the same location. We now have four lanes going westbound. In the distance, there would be a two-lane exit to William Cannon Drive merging to the

westbound frontage road. Beyond the exit, there would be three freeway lanes continuing westbound. This is existing Highway 290 looking eastbound at William Cannon. The signalized intersection has two through-lanes each way on 290 and special turn lanes.

At the same location, the proposed 290 has a bridge over William Cannon and up to four lanes each direction reducing the congestion at the signalized intersection below.

On the left, you can see portions of the shared-use shared path for bicycles and pedestrians that span the entire project. In addition, on the opposite side of the highway sidewalks would be constructed. This is existing 290 at 71 known as the Y looking west with two highway lanes in each direction and a signal at the intersection of Highway 71.

This is the proposed 290 freeway lanes showing the two flyovers providing nonstop access to and from Highway71. On the left is the eastbound frontage road of 290. On the right, the westbound frontage road is aligned under the 290 westbound bridge along Williamson Creek. Note the shared use path meanders along Williamson Creek and is in the median of 290 in this location. This is existing 290 looking eastbound toward the signal at Highway 71.

The proposed 290 freeway lanes travel under the Highway 71 frontage road connections. At this location, there would be three freeway lanes each direction. This is existing 290 looking eastbound towards the signal light's intersection with Convict Hill Road. There are two lanes each direction with a continuous left turn lane.

For the proposed project, there would be three freeway lanes in each direction here. Convict Hill would bridge over the 290 freeway lanes. This is existing Highway 71 looking westbound at the Y. This is the proposed Highway 71 showing the flyovers on the left with the westbound 71 lanes on the right. This will provide nonstop travel between 290 and 71. This is Highway 71 looking eastbound towards the signal light's intersection between the HEB and Jim's Restaurant near McDonald's.

There are two lanes each direction with a continuous center turn lane. This is the same location on 71 showing the flyovers to and from 290 in the eastbound 71 lanes.

The flyovers eliminate through traffic from stopping at three signals at Scenic Brook Drive, Regional Driveway and at 290. Also on the right, you see the shared use path along 71.

The project would include two upstream detention ponds that total 18.3 acres to mitigate runoff due to the change in impervious cover and reduce the flows and associated flood elevations of Williamson Creek.

Both ponds would be natural ponds with minimal excavation and would flood only in large rain events. Dams would impact Williamson Creek flood waters for about one to three days and drain providing trees the ability to survive the event.

The first side is adjacent to State Highway 71 just north of the Amli Covered Bridge apartments next to Life Austin Church. It's about 2,300 past the 71 intersection with Silver Line Drive. This step would have one residential displacement and we are working with the family to look for a solution that avoids their home.

The second upstream detention pond would be located near Old Bee Caves Road between the Bell Hill Country and Southwest Trails apartment complexes. This is located about 1,700 feet north of the intersection of State Highway 71 and Silver Line Drive.

An important component of the project development is public environment particularly of how the project would look and fit into the Oak Hill

community. Important elements include bike and pedestrian paths, perseveration and planting new trees designed to support a natural look to aesthetics that reflects the area's history and also a focus to protect Williamson Creek.

We heard from you that trees were very important to the Oak Hill community. A tree survey was conducted for the project and we worked to avoid as many trees as possible. Almost half of those surveys would be avoided. We would work with the community to identify opportunities for added tree planting. The project would include low maintenance and native vegetation that would fit into the Oak Hill character.

Now, I'm going to turn it back over to Chris.

MR. BISHOP: Thank you. Wade. I'm going to discuss right-of-way information for the project. The proposed project is going to require the need for approximately 75 acres of additional right-of-way. The displacement of one residence and four businesses is anticipated. It's also anticipated that TxDOT would be responsible for the acquisition of the necessary right-of-way and for all relocation services, acquisitions we made in accordance with federal and state statutes and guidelines.

The primary federal law that sets the guidelines for right-of-way acquisitions and relocation assistance is found in what's called the Uniform Act. This law sets the standards for appraisal, negotiation and is relocation. It's also been incorporated into state law as set out in the Texas Transportation Code and the Texas Property Code.

For a basic review of your rights and TxDOT's obligations, I recommend that you pick up one of the brochures entitled State Purchase of Right-Of-Way and as well as the relocation assistance booklet both of which are available at the sign in table also electronically at TxDOT's web site. Directions to the department's web page are available pack in the sign in table. They may even be in the packet that you picked up tonight.

TxDOT will likely contract with a consultant to coordinate acquisition and relocation activities. After the project has received environmental clearance and the project has been fully authorized, independent fee appraisers will be contracted to appraise all necessary property. Effected property owners would receive written notification of the pending appraisal inspection. Now, appraisers would request permission to enter a property for inspection

and offer the property owner or their representative the right to accompany them on the inspection. The appraiser would also be asked to determine the value of the land acquired, real property improvements within the area to be acquired and damages, if any, to the remaining property.

The written appraisal would be provide to the landowner at the time the offer is made. Once the appraisal has been completed, TxDOT's acquiring agent would commence the acquisition process. This agent would send each property owner an offer letter with a copy of the appraisal. That letter, together with the appraisal, would advise each affected owner as to the value of the land to be acquired, the value of any improvements within the acquisition area and the damages, if any, to the remaining property.

Each property owner could accept the offer based on the appraisal or make a counteroffer based on additional information that may affect the value of the land under consideration. If no agreement can be reached, the state would obtain authorization to proceed with eminent do main proceedings.

The initial stage of an eminent domain proceeding is what's called a special commissioners hearing.

In the special commissioner's hearing, a judge with jurisdiction over such proceedings would appoint 3 special commissioners to hear the evidence of both the landowner and the state. The special commissioner's hearing is generally informal. It's not usually held in a courtroom, but rather in a public meeting room.

A property owner may hire an attorney to represent them in the proceeding or appear on their own behalf. Based on the testimony given, the special commissioners issue an award which would be their determination of value. Once the State has deposited the amount of the award in the registry of the court, it would have a right to possession of the property.

Either the landowner or the state can appeal the award of the special commissioners and a court pleading would be scheduled to resolve the issue of value. In all cases, the property owner would be reimbursed for any reasonable incidental expenses necessarily incurred in transferring title to the acquired property to the State.

Expenses eligible for reimbursement generally include recording fees and similarly required expenses to convey the real property along with any penalties that are required for prepayment of

preexisting recorded mortgage entered in good faith that's encumbering the property. TxDOT on behalf of the State of Texas is required through state and federal laws that were mentioned previously to assist persons being displaced from their homes and businesses because of highway projects.

TxDOT has available relocation booklets which provide a general overview of the relocation assistance program. These booklets outline the services offered and any payments for which displaced individuals, families, businesses and non-property organizations may be eligible to receive. If you feel you have an interest or you feel you may be affected by this proposed project, I encourage you to pick up one of these brochures before leaving tonight.

If you have any questions regarding these matters, please also feel free to visit with two of our staff, David Harrah and Paul Balfay, back there at the break. They will be happy to provide you with any additional information or details you may need.

There are a few more steps in the process as we move forward this evening. The comments received at this public hearing and as well as the written comments and submitted before the end of the comment period on June 18 will be summarized, analyzed and

responded to in a report. This final public hearing report including responses to comments will be made available to the public on the Oak Hill Parkway web site and addressed in the final environmental impact statement.

After the public hearing process is complete, the next steps of the project development are to conduct any necessary, additional studies and to prepare that final environmental impact statement also called FEIS taking into account public impact and studies. Upon approving of the FEIS the State will issue a state record of decision or ROD. The ROD is anticipated in late 2018. If the ROD approves the build alternative, engineering plans, permits and right-of-way acquisition would begin and ultimately road construction would follow.

The earliest construction could begin would be 2020 and could take 3 to 4 years. Now a reminder if you wish to make verbal comments during tonights's public comment period, make sure you fill out a speaker registration card located back at the sign in table. We welcome your verbal comments or written comments or any combination of both. All comments received will be included in the official public comment record. After a 15 minute recess, we're going to reconvene to receive

your verbal comments. Again, let me reiterate, that public hearings follow a very formalized process where the formal public comment period is solely intended for receiving comments so we will not be answering any questions during that time.

Feel free to pose questions to the project team in the back. They are all wearing the name tags and they are ready to meet you at the exhibits. We're going to take a brief recess and allow the opportunity to visit with them, view the exhibits again. I have 7:38 as the time and we will reconvene in 15 minutes. Let's say 7:53. We are now in recess.

(Off the record 7:38 p.m.)

(On the record at 8:00 p.m.)

MR. BISHOP: Just a reminder, if there are any latecomers, if you wish to present a verbal comment tonight, and if you have not turned in a speaker's card please do so in the back. We have cards there and we have some people in the crowd. So if you can't get back there, raise your hand and we'll get someone to get a card to you.

If you don't wish to stand and speak tonight, please use the comment form in your information packet. Those comments can be placed in the box at the sign-in table. They can also be mailed or e-mailed to

the project team. The addresses are on the comment form, and a reminder, we will not be answering questions during the verbal comment period. That is a time for you to speak and provide your comments and statements for the record.

In order to ensure that everyone who wants to make a formal comment this evening has an opportunity to do, so we're going to limit comments to three minutes. A timer located up here on the screen behind me is going to indicate the beginning and countdown of your three minutes.

As I mentioned earlier, we have a court reporter here to create a transcript. She is going to be recording your comments for the official record of the hearing.

When your name is called, come forward. X marks the spot. Face me and the court reporter so that she can hear your comments and they can be most accurately recorded, and a reminder if you have additional comments, please complete the written comment form that's provided. I'm going to ask you to come forward when your name is called.

I'm going to ask you to restate your name and we may ask you to spell it especially if it's unusual, so that we have an accurate record.

I'm going to call names up two at a time so that the second person can prepare themselves for their moment to speak and that way, we can keep the comments moving and everybody can listen to the comments and we can close the evening out in a timely manner for the rest of you. Okay, Liz Sifuentes and Ben Jarrett.

LIZ SIFUENTES: My name is Liz Sifuentes. I am pro-Alternative. As a native Austinite, a solution was promised over 25 years ago in the form of a highway. Some modifications were made at the intersection of west William Cannon and Highway 290 and so-called continuous flow intersection. This only caused more confusion for people driving in this area. There are so many lights now and people slow down at this intersection even when the light is green.

There are many 18-wheelers, cement trucks, dump trucks and other large vehicles that travel this area and when the traffic signals turns green, it causes even more delays at both intersections and elsewhere in this area. As construction amps up near this area these large vehicles are only going to increase.

There's more danger to some neighborhoods on Scenic Brook Drive. Drivers are cutting down -- cutting across these streets from Highway 71 to get to Highway 290 west because of the back up at the Y.

Let's evaluate the impact.

Environmentally: Car fumes from the cars idling, people are inhaling these fumes. Social: People are more angry. Road rage occurs. Health: The stress from sitting in traffic causes anxiety, depression and heart rate issues. Family life: People come home to their families in a grumpier mood because of the added stress of sitting in traffic. Being late to work because of this congestion. It's hard to predict. Bosses get upset about tardiness. Time that should be spent with family is being spent in traffic. Economic: Rising healthcare and prescription cost because of the health-related issues listed above. Lost days at work because of the these issues.

More money spent on gas that is burned away idling at these intersections. Maintenance on a car because of the idling. May lose job because of the tardiness due to traffic congestion. Reduced production time and cost provides trucks that are delivering goods and services which will cause a trickle-down effect.

Oak Hill, Dripping Springs and Bee Cave will continue to grow in population as new housing developments are built. According to the Census Bureau Dripping Springs population increased 75 percent in 2010 to 2016. Bee Cave went from being a village to being a

city, and according to the census population, increased 35 percent from 2010 to 2016.

While construction of Alternative A will cause more traffic congestion at least this will only be temporary. Doing nothing, the traffic is still going to get worse.

Thank you.

BEN JARRET: I'm Ben Jarrett. The previous speaker took a lot of my points so I'll skip that. I agree with the previous speaker on safety and environmental issues. The one thing I did want to propose is since it sounds like it could be six years before Alternative A could be built, I do support Alternative A. It would be nice to have a temporary instant mandate solution. This could be to eliminate the light at William Cannon, to eliminate the light just east of William Cannon, to have a U-turn at the Y, to have an improved U-turn at Fredericksburg Road.

This would mean that traffic would no longer stop at William Cannon. Those wishing to turn left on 290 would have to turn right on 290 and make a U-turn and go back the other direction. This is often referred to as a Michigan U-turn.

I think this would be a solution that does not require a right-of-way or a lot of money. This is

something I would like while we pursue Alternative A. and wait the six years for that to be built, I think having a temporary solution in the meantime to address all the safety and issues that were shared by the speaker just before me would be a very good option. Thanks.

RICK PERKINS: I'm Rick Perkins. I'm a chemical engineer. I live very close to where 290 is located. I have a couple of issues with the current situation. My primary issues are congestion. We've got to get rid of congestion. Congestion causes so many problems from the health issues that the other folks have mentioned. We have increased levels of carbon monoxide. We have impact of ozone and something you call MSATs, mobile source air toxins.

These are all issues that are part of congestion. If we do nothing now, we will have more congestion. It's not going away. I want to stress that we cannot wait. This has got to be done immediately. We need to find the funding and if for some reason TxDOT cannot find the funding, please kick it back to CTRMA to get additional funding for some other lanes.

The second issue is safety issues. Where I live, I'm approximately 500 feet from Highway 290. As I try to get out of my subdivision. They actually have a

signal and the traffic is zooming by so fast, they are going 10-20 miles per hour over the current speed limit, it's like we're sitting in a freeway coming straight on at us. It's an extreme safety issue.

I don't know how you control it. I don't think police can actually control it. I don't ever see them out there. You have congestion and increased air pollution or you have these vehicles coming out from the west at very high speeds. So the combination of the two is a very big issue.

So I just want to say I think it should be built immediately, as soon as possible, without delay. Any way we can get the funding for the service roads to be put in and come back at a later time and, maybe CTRMA can come in at a later time and I know it's a funding issue. Please build it as soon as possible.

BOBBY LEVINSKI: Hello, my name is Bobby Levinski. I'm here with Save Our Springs Alliance. I'm also district president. I'm not going to be our substantive comments. We're going to put those in writing, but I want to thank you for coming down here.

I do want to ask if we can extend the comment period just a little bit longer. Forty-five days is pretty quick for reviewing all the environmental materials. We're doing our best to give

good and productive comments and if we just had a little bit longer, I think we would have a better conversation at the end of the day. Thank you.

JOSE SANDOVAL: Good evening. My name is Jose Sandoval. I've lived here for the last 11 years or so. I am in support of this facility and it needs to be built. There's a lot of time being wasted. Thank you very much.

CLAIRE REUTLER: I live several doors down from the Y at Oak Hill. To me, the presentation seemed a little bit slanted. I don't believe a non-tolled promise. MoPac was built as a non-tolled highway, too, if I'm not mistaken and it has a toll now.

I'm concerned about the environmental impact. We talk about respecting the trees or replanting the trees. The shopping center across from my house had a beautiful tree that you had to circumnavigate and it's gone. That's just one tree.

And then there was the incident on Slaughter by the mysterious barnyard towing that destroyed -- knocked off limbs and it probably caused oak wilt in the future. So I'm concerned about the environmental impact.

I don't think I can trust that the heritage oaks being torn down will not affect us in a negative

way. I'm also concerned about the safety issues. I don't know what the speed limit is going to be. I was hit a week and a half ago turning onto 71 close to my house near the Y when a truck ran a red light going 55 miles per hour. That was fast enough, thank you very much.

I was broadsided and my vehicle flipped and I had some guardian angels who stopped and the youngest one attends the school here. Emergency response was great, but I'm concerned about the safety.

I'm also concerned about the political -- politics here. No opposition signs were not allowed at this meeting. My husband had to put his away. It said, "Paved paradise, put in Oak Hill Parkway, OMG." You talk about eminent domain. That's very confrontational. I'm not looking forward to eminent domain fights, but I do believe in Oak Hill and the beauty of it, and I want to maintain it. You consulted with U.S. Fish and Wildlife. I'm guessing that was under the Trump Administration, and I don't believe he cares about our environment.

So I'd like to ask you to consider instead improving the bus routes especially 171, the Oak Hill flyer, by making it more accessible right there at the Y like having it pulled into the Chick-Fil-A parking lot

where the 333 already does. So my concerns are environmental, political and safety. I'm asking you to look at alternatives so that we can keep that in check. Thank you.

PAM BAGGETT: First of all, thank you for having this hearing. If we had done this 30 years ago we would be a lot further down the road. I moved to Travis Country in 1976, and in the 80s we started trying to get this road built. Now, we have Oak Hill itself is declining because of the traffic situation. If you have a choice going that way to shop or the other way, which way do you choose often? You go by HEB on the way home.

I -- for those who have concerns about this, please do read the material thoroughly because it answers all the concerns I've heard so far. We cannot fix this by delaying it. SOS is who killed it the last time. We don't need that again. We need to build this road. We need to build it. We need to build it now. Thank you.

BRADLEY FARIAS: I am Bradley Farias. I have lived in this area most of my life. I would like to state my enthusiasm for the Alternative proposal is recommended. And in particular, I have slightly different perspective than some, perhaps. I walk and walking even to the park and ride can be somewhat

treacherous right now. Even having considered pedestrian paths and ways that we can access features of Oak Hill without relying on cars and increasing traffic ourselves has been something that I've been very enthusiastic to see.

I also do drive a car and have been subject to some rather heroing experiences due to increased traffic and merging problems. I don't think these are going to be addressed by the no-build option. So I thoroughly endorse Alternative A as recommended both for my safety. Thank you.

BRUCE MELTON: My name is Bruce Melton. I'm a civil engineer, land developer, environmental specialist. I worked in transportation 30 years in the Austin area. I want to thank you CTRMA, TxDOT and their contractors for their efforts on the this project over the last 12 years. I've not seen the public communication efforts to this scale, and I want to thank them.

I also want to say that traffic is bad. We had some good improvements here with these continuous left turn intersections.

I think it's uncomfortable not being able to see the audience.

MR. BISHOP: Bruce, I need to have you

addressing this way. First of all, it helps the court reporter to make sure, by watching you, what she's hearing is correct. If you want to talk to the crowd, I'll ask you afterwards, if they want to visit with you, they can go out to the lobby. We have a format as legally required.

BRUCE MELTON: Talk to y'all later. Thank you again, for all the efforts and all your contractors. We had some significant decreases in congestion with the continuous left turn intersections. It is obvious at times. Most of the times it's not. It's like what's the difference between extremely horrible traffic and horrible traffic?

We need some improvements, but this is the 21st century. I've been doing transportation improvements since 1984. We have different strategies, techniques, technologies. We can do something in Oak Hill that doesn't put a mile-long, three-story tall elevated express way right through the middle of our bedroom community.

I don't know what we can do about it now, but I think I speak for a lot of people in this community that this road will destroy Oak Hill as we know, and it I'm not talking about the trees or the creek or the bluff.

I just hope we can get enough comments so that we can get some reevaluation of the alternatives. We don't have to do toll. We don't need separate, but free lanes. We've got depressed main lanes. Thank you, TxDOT and CTRMA. We don't have three stories of elevation now, three levels of elevation, 90 feet of elevation. It's only 30 feet high. It's still taller than the HEB, and it's a mile long. Thank you.

CHRIS HILL: First of all, thank you TxDOT for the work you do in the state of Texas and here in Austin to make our commute better.

In regards to this project, I am an attorney and I work for a firm that represent landowners in the acquisition of property and projects just like this throughout Texas. We all hope that the project, as a whole, makes things better. There are a lot of individual landowners and commercial properties that are impacted by project like this. Seventy-five acres being acquired of right-of-way. There are trees, heritage oaks being acquired. Landowners would be closer to the road than they were before.

With that, there's aesthetic and safety concerns. There's access issues to businesses, to residential properties, and our job as attorneys is, obviously, to make sure that TxDOT is following the

Constitution of the United States and of Texas to give just compensation for this property that it is acquiring. Historically, dealing with a lot of projects, what we found is that the appraisal comes back and it's not taking into consideration all of these major impacts that it's having to the landowners.

We have to go out and get another appraisal and we're fighting over value. So my comment regarding valuation is go out and get good third party, unbiased appraisers so that can consider all of these impacts that the property owners are going to be facing, and as a landowner attorney and as a landowner, we can consider those offers and accept them and make a simple process rather than saying you're not considering the impact to access. You're not considering the displacement or the trees or all these other issues.

If you get appraisers that are considering those issues, then we can resolve the acquisition a lot faster and hopefully help all of Austin and the congestion issues that we have here. Thank you for your time.

DOUG SPAETH: I'm Doug Spaeth. I'm a 10-year resident of Oak Hill. My wife has asked me to make a correction. It's Golden Chick, not Chick-Fil-A. Whether or not the Oak Hill Parkway is built, the

problem is larger than traffic congestion. It's an honest problem of ongoing overdevelopment of the Texas Hill Country where the country is being taken out of our hills. It's a sprawling residential development and a new shopping mall on the road to Dripping Springs that has changed since I have moved to Oak Hill.

Suitable habitat for the Golden Cheek Warbler and black-capped vireo is no longer available in Oak Hill because it was altered decades ago, and is not being given a chance to become a mature ecosystem.

It is a effective marketing strategy that you've presented to us this evening. The photographs of the existing roadways of Oak Hill were presented under dark, cloudy skies while the proposed parkway "improvements" are blessed with blue, sunny skies. I only hope my grandchildren can enjoy the Texas Hill Country that I have known. Clear running streams, a variety of birdsongs, a diversity of butterflies feeding on native wildflowers, and rolling hills and native trees and wildlife. Thank you for your time.

TRACY SCHAGEN: My name is Tracy Schagen. I own and direct a childcare center on 290. My property faces Haskell Lane between Bowling and Scenic Brook.

I have seen a drastic loss in business since the safety improvement project started last

summer. I was greeted one afternoon by large machinery stripping the hillside behind my playground, stripping the trees and dropping them into large bucket containers and hauling them away. I ran to the phone, I called TxDOT, I got an answer, I spoke to the project manager. She said shame on that man out there who is supposed to have knocked on my door and told me this was going to happen.

I went and found him. He was probably 23, younger than my own children, and he didn't know what was going on either, but they were stripping the trees away. I own the Greenwood School because we are a green program. We educate children outside in nature. Our playground is a sprawling two acres, plus we use the easement behind the property as a nature hiking trail. Not anymore.

It is now littered with debris. The prairie grasses, the flowers that we planted for 10 years are covered now in caliche mud. We have been subject to power outages, internet outages that lasted for days. We had a traffic fatality. We had a pedestrian fatality. This is 100 feet from my back door. This is just a little project, not even worthy of a knock on my door or a notification by mail that anything was going to be happening, that TxDOT was

planning anything in my backyard.

They busted a water main and it took eight hours to shut it off. Eight hours of mud. Eight hours of caliche. Eight hours of water streaming into my yard. No one apologized. No one cared. The project manager was no longer on the project. That site inspector was gone, didn't answer my calls. It's been a nightmare.

He told me the project would last a month, but wait a minute, because of the weather sometimes those project last a little longer. Nine months. They are still not finished. Be careful about what's about to happen here. It is going to turn Oak Hill upside down. I am not happy with this plan.

TANYA SOANS: I'm Tanya Soans. First, I'm a resident of the area so I wanted to partake in this. Some of the concerns that I have is the length of time for construction. Obviously, this is a huge project. I agree it's an absolutely necessary project, but as history serves, stuff like this takes a long, long time and that's going to have a huge impact on the area and the residents and visitors to the area along the way.

I know there has been conversations back and forth about whether it will or will not be tolled. I am not a fan of toll roads and again, the

environmental impact. I am also the Planting and Watering Supervisor for the City of Austin Urban Forestry. I just wanted to address a few things. I'm sure that a lot of folks have concerns about the trees and the impact of the tree in this area understandably. Oak Hill is always of huge concern.

I would like to remind everybody of some of the specifications and ordinances that we follow within the city. TxDOT is not held to these standards, but we do recommend that they are considered.

Anything above 19 inches in diameter is protected within the City of Austin. Anything above 24 inches is considered heritage. The project, as I've seen it, includes 29 trees, 35 inches or larger in diameter that would be impacted. Of the 281 trees that sounds like would be impacted that are over 10 inches in diameters, I'm not sure how many of those are over 24 inches or 19 inches, but to reiterate, this will have a huge impact.

I would like to make sure some of these specifications are considered and to remind everyone that there are actually 20 species, not just oak trees that are included on these protected -- on the list of protected species for heritage trees. Thank you.

JOHN MILLER: Good evening. My name is

John Miller. I'm speaking tonight in support of the Alternative. I want to thank TxDOT and all those involved for very thoughtful plan in construction here. It's been a very long road to get here. I think it's really impressive the number of stakeholders that have been involved in the conversation that have been allowed input.

We've had plenty of time for that input and it's now time to move forward. Any other initiatives towards delaying this further are only going to have one impact. That's just to make our traffic much, much worse. It's not a question of whether we're going to have development or whether we're going to idling issues in Austin. All efforts and limiting population by stifling our commutes have always failed in Texas, nationwide. It's very imperative that we get this road built so that we can move forward and stop sitting in traffic every day. Thank you.

DARRYL PRUETT: My name is Darryl Pruett. I am the president of the Oak Hill Association of Neighborhoods. In January of 2015 the Oak Hill Association of Neighborhoods adopted a resolution resolution recommending some design and construction considerations for this project, and there were 10 criteria ranging from noise mitigation, elevation, water

quality, access, neighborhood impact, connectivity, funding options, future transportation options. We've worked with TxDOT and their contractors as this project goes forward, and I want to express our appreciation and they have taken those comments into consideration and actually worked on design issues that we have raised with them.

As we go forward, I look forward to working with them some more on trying to resolve the issues that we have with the design criteria and how that will impact our communities. I would urge that the design work to, of course, protect the environmentally sensitive areas that we have out here, but also that in recognizing and take into account the unique character of the Oak Hill neighborhood.

So I look forward to working with everyone moving forward, and I hope that we can continue this dialogue and continue working on the design to where it's something that everybody can be proud of. Thank you.

KELLY DAVIS: Good evening. My name is Kelly Davis. I work for save Our Springs Alliance, but I also grew up right near Bee Cave and shop at the HEB in Oak Hill before they built one in Bee Cave.

I wanted to echo Bobby's request for an

extended public comment period time. I'm familiar with the federal regulations governing highway review under the National Environmental Policy Act, and I know that you can have a public comment period from 45 to 60 days and for this project, we were only given the minimum, 45 days, even though the EIS is 400 pages long and there are 17 appendices of 700 more pages and that is a lot to get through in just 45 days not just for us.

We're actually lucky that we have resources, but for other members of the public, for which this is, obviously, a very important issues, so I would ask that, at a minimum, the public comment period be extended 15 more days and beyond that, I believe that there's good cause to extend it further.

Along the lines of public comments, I would also request that TxDOT send notice in the form of an e-mail or something to that effect when the water pollution abatement plan is submitted to the TCEQ for review. The TCEQ regulations only require that the City of Austin, Travis County and groundwater district be notified when a water pollution abatement plan is submitted, but the public has no way of finding out even though it technically does start a short 30-day public comment period. I would ask in the spirit of transparency, TxDOT let the public know so they have an

opportunity to comment on that.

Finally, I wanted to say that it's confusing that this project is going to be the same amount of lanes that it would have been with tolls. The tolls would have required you to keep the same amount of lanes and add more, but since it's not going to be tolled, it doesn't seem like it has to be that many lanes anymore. Also there's no money. It's going to cost $550 million for this project so we would support a scaled down version that costs less environmentally and financially. Thank you.

MR. BISHOP: I'm told Richard Collins has left. Steve Beers.

STEVE BEERS: Good evening. I'm Steve Beers. In my impression, there's a whole lot of hurry up and wait with this situation. The first record of decision was 1988. They did build out to Oak Hill because the entire project was from where the airport is now over to 1826 so obviously, we did rebuild Ben White into a full freeway.

By tackling this piece last, a whole lot of things changed. The toll question came up and I think froze it effectively for another 10 years. The timeline here, it's like -- it's definitely vexing to people who have impatience which is fully understandable, but you

published the environmental impact statement draft May 4 saying, hurray, no tolls, but then May 8th our attorney general says well, there might be tolls.

So I think before you check any other box, before any other milestone is reached that this toll in question needs to be cleared up because it may not change the physical parameters of the project, which actually, I think it has driven -- the tolling has been the major thing -- it's been the tail that wagged the designed dog all this time, and I agree with Ms. Davis that we can revisit that, but it strikes me that even aside prosecute physical design, it's a major operational change which, effectively make makes this a different project, and one that is not being effectively studied.

Therefore, the final draft of the EIS must have a definitive statement about whether it's tolled or not and there is time for CAMPO and the state to revise their plans to reflect and be consistent with the non-toll decision.

Also, there's a phasing problem. They are talking about building the frontage roads first. If they go with the 12-lane wide gash through the middle of Oak Hill creaming the trees, trashing the creek, polluting the aquifer. What happens if you build those

frontage roads first and shift the traffic over to them where they have driveways, left turns and traffic signals. So that prolongs the congestion while you're building the massive middle lanes.

I think that's the wrong way to phase it. You should phrase it sequentially length-wise not width-wise. We need more time to evaluate it and comment meaningfully. Thank you.

ALAN WATTS: Good evening. My name is Alan Watts. I've been in Oak Hill since 1999. I've been involved in this process since 2006, and when I first read about them saying this project is context-sensitive, I was pretty appalled that TxDOT hadn't yet done a tree survey. I went with my friend and surveyed every tree in the right-of-way for two weeks, took pictures, catalogued them, and they are saveoakhill.org where we have the map posted and you can see all the trees that are going to be cut down in this project.

I oppose this project. I always have. I think there's a more efficient, low-cost solution that can save the trees. I've got a petition that I'm entering into the public record of 1,000 signatures of people saying the same. They see the value of the trees in Oak Hill and the Williamson Creek watershed is an

important asset to the community.

Now that the project is going to be non-tolled, I see this as an opportunity to revisit the design and not have the requirement of the same number of free lanes as toll lanes. It's kind of humorous that on the TxDOT website, they mention that this is a state-of-the-art roadway. It is not state-of-the-art. This is a 1960s design. It is not a parkway. So I just wondered that it's time for TxDOT to realize that it takes more than words to meet the budget and community reality of what improvement needs to be done.

I think we do need something. Something as simple as overpasses over the bottlenecks of William Cannon and the Y would go a lot further than what would easily be a million-dollar-project.

Look at the cost of MoPac which ran $300 million. This has been estimated to be $400 million and I just don't see the amount of property that this going impact.

I calculated that the depressed lanes, the volume of the material to be removed from the lanes west of the Y for two miles is 2/3 the volume of the Great Pyramids of Giza. That's a lot of rock to move. It's going to be a lot more than $400 million.

I appreciate it and I just to want

reiterate my opposal [sic] to Alternative A as proposed. Thank you.

MIREYA GALARZA: My name is Mireya Galarza. I live on Bee Caves Road. I was looking in here and there's a question, what are we trying to do? It talks about mobility, congestion and safety. I looked in here and there's another question: Could a smaller project address the congestion questions in Oak Hill? Unfortunately, no. There's bullet planned entries. There's all these questions and answers regarding environment, and I don't see the safety of the humans.

I come every morning on Old Bee Caves Road trying to go to work and there's no safe way to turn left onto 290. It is so scary. There's no open time. Maybe at 6:00 in the morning, but it's so dark and sometimes people are riding bikes. I don't want to run somebody over. There's people walking. Have you visited this road? It's a beautiful road. There's all these homes and mobile homes. There's children waiting for the bus and there's no sidewalks. Because it's so scary getting on 290, I go through the neighborhood but there's all these children waiting for the bus.

We do need a solution. We started in 2013 and we're not going to have anything ready until 2024, I think I heard that earlier. How can we keep postponing?

Why are we going to keep waiting? Thank you.

CLIFF POWERS: I've been in Austin since 1967. I'm a retired TxDOT state employee. I've been retired 24 years. I was aware of the fact that there was a design ready to go back before I retired.

Austin has been an interesting place to me, coming from a small town. When I came here, the mentality was no growth. We don't want Austin to grow at all. We don't want people to come to the Austin. I helped design and worked some on MoPac.

Did you know when MoPac was first opened, that the people were so against TxDOT projects that they put barricades on the off ramps? That was against the law so it didn't last too long.

I have a couple things I want to mention. One, I'm totally in favor of this project. It needs to be built. The mentality of most of Austin has completely changed. We are now a pro-growth city. People are coming here like crazy and we have events going on all the time and for people to come here and do things. We need to upgrade our transportation network around Austin. We've got some partial loops around Austin that should have been built with overpasses and frontage roads, but loops around Austin were never finished.

If we compare that to San Antonio, San Antonio's system is much better and that's because we had a very smart district engineer in Raymond Stotzer. Many of you may recognize that name who pursued getting the job done. With respect to funding, one thing I would like to do is make a plea to everyone in this office to communicate with their legislators and let them know that highways should be funded by people who use them. The best and most fair way to do that is with the gasoline tax. The problem with the gasoline tax is that it has remained stagnant for years and when it has increased, it will jump for a few years, and it might wait 20 years before they raise it again.

It ought to be tied to inflation. The other thing that now we have many electric cars. They are not paying their way. They need to have a method of having a way to be taxed also by mileage or something. That would solve the funding problem for this project and many other projects needed throughout the state of Texas. Thank you.

TOM THAYER: Thank you for giving me the opportunity to speak tonight. I would like echo some of the concerns a few of the speakers have had about the environmental impact to Oak Hill. The trees, the creek, we have the aquifer, and do want to share some concerns

about the size of the roadway.

I think that we do need improvements made out here. Some of the -- looking at the number of lanes that are on the maps over there, it looks a little excessive. I think grade separating the intersections at William Cannon, the Y, similar ones. Just a grade separating and taking out the stoplights will have a big effect on improving traffic. I don't think -- in some places, I was counting 12, 13 lanes wide. Right now, we have four. If we just double the amount of lanes and grades separating, I think it would have a big effect on the traffic.

Another concern I have is the elevated flyovers on 71. They start around Silvermont/Jack Allen's and come up and go over the Y. I live in the Windmill Run neighborhood which is along Scenic Brook and there's a neighborhood called Scenic Brook right next door, and we're concerned about the noise from the elevated highway.

Elevated highways tend to bring the noise down whereas along 290 where they were compressing the highway, there won't be quite as much noise. I see them as a big problem. I would suggest that if you build the 290 portion first with the depressed main lanes and improve the Y and let's hold off on the elevated

flyovers.

Let's see how those improvements work. If they work well, you may never need to build them. If you need to build them later, you can always add them. I agree with one of the previous speakers on phasing. Just putting frontage roads in for some stoplights in isn't really going to work. We're going to have construction hassle and we'll have to deal with stoplights. What if the money runs out after we have the frontage roads? Then we're stuck with where we are today. We've messed up a lot of the environment and we're not any better off. Fix the William Cannon intersection first and then fix the Y. That way, if money runs out, at least we have two intersections that are moving traffic a lot better than today. Thank you for your time.

ANDREA STREET: My name is Andrea Street. I'm a 20-year resident of Oak Hill, and I oppose this project. I have fought for several years to slow this project down and to build a grade level sustainable highway system through this community.

I'd like to read something that I posted a couple days ago. The Oak Hill community as a whole desires mobility changes as much as the next frustrated commuter who use the Y. However, there are logical,

less invasive and financially viable solutions other major cities are now adopting rather than the monolithic, large and archaic highway of the past.

There are much more sustainable ways to incorporate all these aspects of better mobility than what is being proposed, and it is essentially being forced on our community.

If there is a silver lining, it is the state has finally come to the conclusion that tolls are not working nor a sustainable solution. We can only hope that TxDOT evolves and realizes a large concrete spaghetti bowl in one of Austin's environmentally sensitive areas is not the solution any of us want whether we realize it now or not. Thank you.

MR. BISHOP: After tonight's public hearing and public agency comments that are received by June 18, 2018, will be addressed and final environmental impacts statement will be completed and submitted for final review.

TxDOT's Environmental Commission will review the FEIS make a final decision known as a record of decision or ROD. That decision will determine whether the preferred build alternative will move forward or the no-build alternative is selected instead.

Should the build alternative be selected,

TxDOT will seek the appropriate state and federal funding. TxDOT has already identified funding for utility relocation, right of way appraisal and purchase.

Additionally, the City of Austin has allocated up $8 million through their 2016 transportation bonds for reconstruction of Old Bee Caves Road bridge over Williamson Creek. That would be constructed in coordination with this U.S. 290 project.

Since this completes the verbal comments, we will now close this hearing. I want to thank you for attending and providing your comments. We know that you had other things you could do with your evening. The time is 8:55 p.m., and this hearing is officially adjourned.

(Hearing closed.)

CERTIFICATE OF COURT REPORTER

I, Olivia Mata, a Certified Reporter in and for the State of Texas, before whom the foregoing comments were taken, do hereby certify that the comments were taken by me in shorthand at the time and place mentioned in the caption hereof and thereafter transcribed by me; that said testimony is a true record of the comments given by said citizen; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this Open House was taken; and further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

Certified to by me this 7th day of May, 2018.

OLIVIA GUZMAN MATA TEXAS CSR NO. 8722
EXPIRATION DATE: 12/31/19
VERITEXT – FORT WORTH
300 THROCKMORTON
SUITE 1600
FORT WORTH, TX 76102
800-336-4000

1

1 1:24 2:13 6:9 11:13
1,000 50:23
1,700 20:21
1.38 17:11
10 10:13 40:23 42:18 44:16 45:24 48:23
10-20 33:2
100 6:12 42:22
11 34:5
12 37:17 49:23 55:9
12/31/19 59:21
128 15:12
13 55:9
14 8:7
15 4:12 26:25 27:11 47:13
1600 59:22
17 47:7
171 35:23
18 25:25 29:16 57:16
18.3 20:2
1826 2:14 15:19 48:19
18th 5:22
19 44:11,18
1960s 51:8
1967 53:3
1974 14:7
1976 36:8
1984 38:16
1988 48:17
1999 50:10

2

2,300 20:13
2/3 51:22
20 44:22 54:13 56:18
2006 50:11
2007 8:19
2010 30:24 31:2
2012 8:4
2013 52:23
2015 45:21
2016 30:25 31:2 58:5
2017 7:9 13:6
2018 1:5 2:9 26:13 57:17 59:15
2020 26:18
2024 52:24
2040 9:22
21st 38:15
23 42:9
24 1:5 2:9 44:12 44:17 53:4
25 29:9
25-35 10:2
281 10:13 44:15
29 44:14
290 2:12,14 7:2 9:12,15,19 15:15 16:11 17:15,22 18:3,5,6,14,17,20 18:21,23,24 19:1,4 19:10,14,20,24 29:11,25 31:21,21 32:8,24 41:22 52:14,21 55:21,24 58:8
290/71 7:8

3

3 24:3 26:18
3,160 17:10
30 36:6 37:14 39:7 47:23
300 51:17 59:22
333 36:1
35 31:2 44:14
38 14:7

4

4 11:13,14 26:18 49:1
400 47:6 51:18,24
4103 1:8
45 47:4,6,8
454,000 7:10

5

5 11:13,14
5,520 17:4
50 14:6
500 32:24
51 8:23
52 15:14
55 35:5
550 48:9
59 1:24

6

6 11:13
60 47:4
64 7:9
64th 6:14
669 8:6
6:00 52:15

7

7 6:9
700 47:7
71 2:12 7:2 9:16 9:19 16:11 17:8 18:14,16,25 19:2 19:11,12,13,14,15 19:20,21,25 20:12 20:13,22 29:24 35:3 55:14
75 17:6 21:19 30:24
76 16:1
76102 59:23
78749 1:9
7:05 1:12 2:10
7:38 27:11,13
7:53 27:12
7th 59:14

8

8 58:5
80 8:7 13:13
800-336-4000 59:23
80s 36:8
8722 1:25 59:20
8:00 27:14
8:55 1:12 58:13
8th 49:2

9

90 39:6

a

abatement 14:23 14:24 16:2 47:18 47:21
ability 20:10
able 17:8 37:23
absolutely 43:19
accept 23:17 40:13
access 9:8 16:10 17:4 18:18 37:2 39:23 40:15 46:1
accessible 35:24
accommodate 10:9
accommodating 7:22
accompany 23:2
account 26:10 46:14

accurate 28:25
accurately 28:19
acquired 12:16 23:4,5,14 24:21 39:19,20
acquiring 23:9 40:3
acquisition 4:9 21:22 22:18 23:10 23:15 26:15 39:14 40:18
acquisitions 21:24 22:2
acres 17:11 20:2 21:19 39:18 42:14
act 22:3 47:3
action 14:24 59:9 59:13
activities 8:5 11:17,20 22:19
activity 14:25 15:7
adapt 12:2
add 2:25 48:6 56:4
added 21:11 30:7
addition 7:18 11:9 13:15 18:12
additional 10:9,17 11:18 12:14 21:19 23:19 25:20 26:8 28:20 32:22
additionally 58:4
address 3:21 32:3 44:3 52:8
addressed 26:4 37:9 57:17
addresses 28:1
addressing 38:1
adhere 13:10
adjacent 14:21 15:24 20:11
adjourned 58:14
administration 35:20
adopted 45:22
adopting 57:2
advantage 16:16
adversely 13:7 14:17
advise 23:13
aesthetic 39:22
aesthetics 21:3
affect 13:7 14:17 14:17 23:19 34:25
afternoon 42:1
age 14:6
agency 57:16
agent 23:9,10
ago 29:9 35:3 36:6 41:9 56:23
agree 31:10 43:19 49:10 56:5
agreement 23:20
air 32:15 33:7
airport 48:18
alan 50:9,9
alice 3:6
aligned 18:21
alignment 15:5
allen's 55:15
alliance 33:18 46:22
allocated 58:5
allow 27:9
allowed 35:12 45:6
allowing 3:17
altered 12:25 41:9
alternative 3:21 3:23,25 4:8 8:24 9:1,11,14,16,18,20 9:23 10:11,15,25 15:9,11 16:15,16 16:17,21,23,23 17:1,2,4,5,6,7,10 17:11,13,14 26:14 29:8 31:3,13,14 32:1 36:22 37:10 45:2 52:1 57:23 57:24,25
alternatives 8:18 8:22 9:5,10,24 10:6 36:3 39:2
amli 20:12
amount 13:21 24:13 48:4,5 51:18 55:10
amphibians 12:1
amps 29:20
analysis 14:21 15:13
analyzed 8:24 25:25
andrea 56:17,17
angels 35:8
angry 30:4
answer 4:14 5:2 42:5 43:7
answering 4:24 27:4 28:2
answers 36:15 52:10
anticipated 13:24 21:21,21 26:13
antonio 54:1
antonio's 54:2
anxiety 30:5
anymore 42:16 48:8
apartment 20:20
apartments 15:18 15:20 20:12
apologized 43:5
appalled 50:13
appeal 24:16
appear 24:9
appendices 47:7
applicable 6:16
applied 8:16
appoint 24:3
appraisal 22:4,24 23:7,9,12,13,18 40:4,7 58:3
appraise 22:22
appraiser 23:3
appraisers 22:21 22:24 40:10,17
appreciate 51:25
appreciation 46:4
appropriate 58:1
approval 9:25
approves 26:13
approving 26:11
approximately 10:13 21:19 32:24
aquatic 12:21 13:10
aquifer 11:12 12:19 13:12,16 14:3 49:25 54:25
archaic 57:3
archival 14:4
area 7:16 9:7 10:3 10:19 11:6,21,21 12:24 13:18 14:6 14:25 17:9 23:5 23:15 29:13,18,20 29:20 36:21 37:15 43:16,21,22 44:5
area's 21:4
areas 8:24 12:15 15:7 46:13 57:13

art 51:7,7
aside 49:12
asked 9:1 23:3 40:23
asking 36:2
aspects 57:5
assess 12:15
assessments 12:7
asset 51:1
assist 25:4
assistance 22:3,11 25:9
associated 11:11 13:1 14:11 15:7 15:10 20:4
association 45:20 45:22
assumes 9:21
attempt 10:18
attendance 2:20 2:24
attending 58:11
attends 35:9
attorney 24:8 39:13 40:12 49:2 59:11
attorneys 39:24
audience 37:24
austin 1:9 2:7 3:6 3:15 6:25 7:4 11:8 12:22,23 20:13 37:15 39:11 40:19 44:2,12 45:14 47:20 53:2,6,8,9 53:17,22,23,24 58:4
austin's 57:12
austinite 29:8
authority 3:12 16:22
authorization 23:21
authorized 22:21
available 4:14 5:2 5:4 22:12,14 25:7 26:3 41:8
avoid 21:8
avoided 21:10
avoids 20:16
award 24:11,13,16
aware 53:4

b

back 4:4,8,16 5:17 21:14 25:18 26:21 27:7,18,19 29:25 31:22 32:21 33:14 40:4 42:22 43:23 53:5
backyard 43:1
bad 37:20
badges 3:14
baggett 36:5
balfay 25:18
bare 6:19
barnyard 34:20
barricades 53:13
barriers 15:14
barton 12:22 13:22
based 10:6 23:18 23:18 24:10
baseline 9:23
basic 22:8
beautiful 3:17 34:17 52:18
beauty 35:17
beckett 11:1
bedrock 11:11
bedroom 38:20
bee 7:6 20:19 30:21,25 46:23,24 52:4,12 58:6
beers 48:13,14,15
beginning 8:18 28:10
behalf 2:19 24:10 25:2
believe 34:11 35:17,20 47:13
bell 15:19 20:19
ben 29:6 31:8,8 48:19
benefit 15:14
best 13:11 33:25 54:9
better 17:4 34:2 39:11,16 54:2 56:12,15 57:5
beyond 18:1 47:13
bicycle 8:8 9:9 16:5
bicycles 18:11
big 33:10 55:7,11 55:23
bike 21:1
bikes 52:16
birds 12:1,5
birdsongs 41:18
bishop 2:2,6 21:16 27:15 37:25 48:12 57:15
bit 6:19 33:23 34:2 34:11
black 41:8
blessed 41:15
blind 12:23
blue 15:16 41:15
bluff 38:25
bmps 13:12,17
boards 9:3
bobby 33:17,17
bobby's 46:25
bodies 17:12
bonds 58:6
booklet 22:11
booklets 25:7,9
bosses 30:9
bottlenecks 51:13
bowie 1:7 3:16
bowl 57:12
bowling 41:23
box 27:24 49:4
boxes 5:17
bracted 12:6,11
bradley 36:20,20
break 2:23 4:12,15 5:2,12 25:19
bridge 16:14 18:7 18:21 19:10 20:12 58:7
brief 27:9
bring 55:20
broadsided 35:7
brochures 22:10 25:15
brook 19:23 29:23 41:23 55:16,17
bruce 37:12,12,25 38:7
bucket 42:3
budget 51:10
build 8:19,23 9:10 9:20,23 10:11,14 10:25 15:9 16:17 16:22 26:13 33:16 36:17,18,18 37:9 48:17 49:25 55:23 56:3,4,20 57:23,24 57:25
building 3:17 9:24 49:22 50:4

built 9:21 30:23 31:13 32:2 33:12 34:7,12 36:9 40:25 45:17 46:24 53:17,23
bullet 52:9
bureau 30:23
burned 30:15
burrows 15:6
bus 35:23 52:20,22
business 41:24
businesses 21:20 25:5,11 39:23
busted 43:2
butterflies 41:18

c

c 8:22 9:15 16:16 17:1,3,5,6,7,11,13
calculate 15:2
calculated 51:20
caliche 42:19 43:4
call 4:15 5:9 29:1 32:15
called 2:1 22:3 23:24 26:10 28:16 28:22 29:11 42:4 55:17
calls 43:7
campo 9:22 49:18
candidate 12:5
cannon 9:6 17:16 17:25 18:4,7 29:11 31:16,17,20 51:14 55:6 56:12
capped 41:8
caption 59:6
car 30:2,16 37:6
carbon 32:13
card 5:7,8 26:21 27:17,21
cards 4:18 5:10 27:18
cared 43:5
careful 43:12
cares 35:20
cars 30:2 37:3 54:15
cases 24:18
catalogued 50:16
cause 12:20 16:17 30:20 31:4 47:14
caused 29:12 34:21
causes 17:20 29:18 30:5 32:11
causing 7:14
cave 7:6 30:21,25 46:23,24
caves 11:10 20:19 52:4,12 58:6
cement 29:16
census 30:23 31:1
center 19:19 34:16 41:22
central 3:11 5:22 7:4 12:5
century 38:15
certificate 59:1
certified 59:2,14
certify 59:4
chance 41:10
change 16:7,10 20:3 49:7,13
changed 41:6 48:22 53:18
changes 56:24
character 21:13 46:14
characterized 11:14
check 36:3 49:4
cheek 41:7
chemical 32:8
chick 35:25 40:24 40:24
childcare 41:22
children 42:10,13 52:19,22
choice 36:11
choose 36:12
chris 2:5 21:15 39:9
church 20:13
circumnavigate 34:18
cities 57:2
citizen 59:8
citizens 1:17
city 3:6 7:6 11:8 31:1 44:2,9,12 47:19 53:18 58:4
civil 37:13
claiborne 3:7
claire 34:9
clear 41:17
clearance 22:20
cleared 49:6
cliff 53:2
close 29:5 32:8 35:3 58:10
closed 58:15
closer 39:20
cloudy 41:14
code 22:6,7
cohesion 16:7
collins 48:12
combination 26:23 33:9
come 4:8 6:22 28:16,21 30:6 33:14,15 52:12 53:9,20 55:15 57:9
comes 6:8 40:4
coming 33:3,8,21 53:7,19
commence 23:10
comment 4:16,22 4:25 5:4,5,12,13 5:16,21,24 25:24 26:20,24 27:3,16 27:23 28:1,3,7,20 33:23 40:8 47:1,4 47:12,24 48:1 50:8
comments 1:16 2:21 4:13,17,20,23 5:14,16,20,22 8:6 25:22,24 26:2,19 26:22,22,23 27:1,4 27:24 28:4,8,14,18 28:20 29:3,4 33:20 34:1 39:1 46:5 47:15 57:16 58:9,11 59:3,4,7
commercial 11:23 39:17
commission 11:7 57:20
commissioner 3:4
commissioner's 24:1,5
commissioners 23:24 24:3,11,16
commit 13:12
committed 6:12
common 12:1
commonly 2:13
communicate 54:7
communication 37:18

communities 7:5,8 46:11
community 7:25 10:17,21 11:22 16:3,7 21:1,7,10 38:20,23 51:1,10 56:21,23 57:7
commute 39:11
commuter 56:25
commuters 16:11
commutes 45:15
compare 54:1
compared 17:3
compensation 40:2
complete 6:1 26:7 28:20
completed 5:8 12:7 13:4 23:9 57:18
completely 53:18
completes 58:9
complexes 20:20
component 20:23
compressing 55:21
concepts 4:8 8:17 8:19,20
concern 44:6 55:13
concerned 34:14 34:22 35:1,10,11 55:18
concerns 36:1,13 36:15 39:23 43:17 44:4 54:23,25
conclusion 57:9
concrete 57:11
concurred 13:6
conduct 9:22 26:8
conducted 1:2 12:15 14:4,20 21:8
confrontational 35:15
confusing 48:3
confusion 29:12
congested 6:13,14 7:9
congestion 7:7,14 7:22 16:18 17:21 18:8 30:9,18 31:4 32:10,11,11,17,18 33:7 38:9 40:20 41:1 50:3 52:6,8
connection 9:14
connections 19:2
connectivity 46:1
connector 9:18
consider 35:22 40:10,12
consideration 5:23 23:20 40:5 46:5
considerations 45:24
considered 14:23 37:1 44:10,13,21
considering 40:14 40:15,17
considers 15:4
consistent 49:19
constable 3:5
constitution 40:1
constructed 14:7 18:13 58:8
construction 6:6 11:17,18,20 12:17 12:20 14:2 15:23 26:15,17 29:20 31:3 43:18 45:3 45:23 56:8
consultant 3:12 22:18
consultation 13:4
consulted 35:18
consulting 6:25
containers 42:3
contaminants 13:22
context 8:10 50:13
continue 10:3 30:22 46:17,18
continuing 18:2
continuous 19:7 19:19 29:11 37:21 38:10
contract 22:17
contracted 22:22
contractors 37:16 38:8 46:3
control 33:5,6
conversation 34:2 45:6
conversations 43:23
convey 24:24
convict 15:19,20 19:5,9
coordinate 22:18
coordination 58:8
coordinator 3:7
copy 23:12
correct 38:3
correction 40:24
corridor 7:18 10:2 11:24 16:5,6
cost 8:24 30:12,19 48:9 50:21 51:16
costs 48:10
council 3:7
counsel 59:8,11
countdown 28:10
counteroffer 23:18
counting 55:9
country 20:20 36:8 41:3,3,17
county 2:15 3:4,5 7:3,13 47:20
couple 32:9 53:15 56:23
course 46:12
court 4:19 5:11 24:13,17 28:12,17 38:1 59:1
courtroom 24:6
cover 13:15 20:3
covered 20:12 42:19
cracks 11:10
crashes 7:14
crazy 53:19
creaming 49:24
create 28:13
creek 9:7 13:22 18:22,23 20:5,8 21:5 38:25 49:24 50:25 54:24 58:7
creeks 10:8
crews 11:19
criteria 8:9 16:2 45:25 46:10
critical 8:2
cross 16:15
crossings 17:2
crowd 27:19 38:3
csr 1:25 59:20
ctrma 32:21 33:14 37:15 39:5
cultural 8:25
current 32:9 33:2

currently 6:14 13:23
cut 50:18
cuts 15:5
cutting 29:23,24

d

damages 23:5,16
dams 20:8
danger 29:22
dark 41:14 52:15
darryl 45:19,19
date 1:5 59:21
daugherty 3:4
david 25:18
davis 46:21,22 49:10
day 34:3 45:18 47:23 59:14
days 20:9 30:13 33:24 42:21 47:4 47:6,8,13 56:23
deal 56:8
dealing 40:3
debris 42:17
decades 41:9
december 13:5
deciding 17:1
decision 26:12 48:17 49:20 57:21 57:22,22
decline 10:3
declining 36:10
decrease 13:20
decreased 7:14
decreases 38:9
defective 41:11
definitely 48:24
definitive 49:17
degraded 13:2
deis 3:23,25 9:3
delay 33:12
delaying 36:16 45:10
delays 29:19
delivering 30:19
department 1:2 2:7
department's 22:14
deposited 24:12
depressed 9:12,18 39:4 51:20 55:24
depression 30:5
describe 3:21
describing 17:14
design 6:11,11 8:9 10:12 11:5 45:23 46:6,10,11,18 49:12 51:4,8 53:5 53:10
designed 13:23 21:3 49:10
desires 56:24
desiring 17:19
destination 16:13
destroy 38:23
destroyed 34:21
detail 5:13 8:21
detailed 9:2
details 25:20
detention 20:2,18
determination 24:12
determine 12:7 23:3 57:22
developed 8:15
developer 37:13
development 5:24 10:25 14:12 20:24 26:7 41:4 45:13
developments 30:23
dialogue 46:18
diameter 10:14 44:11,15
diameters 44:17
difference 38:12
different 36:24 38:16 49:14
direct 11:16 41:22
direction 18:8,15 19:4,6,9,18 31:22
directions 22:13
directly 14:16
discharged 13:20
discuss 1:14 6:22 21:17
displaced 25:5,10
displacement 20:15 21:20 40:15
distance 17:24
distributed 8:12
district 2:7,16 3:16 14:10,10 33:19 47:20 54:3
districts 14:18
diversity 41:18
documented 14:8
dog 49:10
doing 31:5 33:25 38:15
dollar 51:15
domain 23:23 35:15,16
door 42:7,23,24 55:18
doors 34:9
double 55:10
doug 40:22,22
downstream 13:2
draft 3:22 9:3 49:1 49:16
drain 20:9
drastic 41:24
dripping 7:6 30:21 30:24 41:5
drive 2:14 15:18 17:25 19:23 20:14 20:22 29:23 37:6
driven 49:8
drivers 7:10 29:23
driveway 16:11 19:24
driveways 50:2
driving 29:13
dropping 42:3
due 10:21 12:18 17:7 20:3 30:18 37:7
dump 29:17

e

e 5:18 27:25 47:17
earlier 28:12 52:25
earliest 26:17
early 10:15 14:12
easement 42:15
easily 51:15
east 15:20 17:16 31:17
eastbound 9:19 18:3,19,24 19:4,15 19:21
echo 46:25 54:22
economic 10:5 16:25 30:11
ecosystem 41:10
educate 42:13
educated 11:19
edwards 11:12 12:19 13:12,16

14:3
effect 13:2 30:20 47:17 55:8,11
effected 22:22
effectively 48:23 49:13,14
effects 12:21
efficiency 7:21
efficient 50:21
effort 10:18
efforts 37:16,18 38:8 45:14
eight 43:2,3,3,4
eis 47:6 49:16
either 2:23 10:10 10:14 24:15 42:11
electric 54:15
electronic 8:12
electronically 22:13
element 7:16
elements 9:10 21:1
elevated 9:16 17:10 38:19 55:13 55:19,20,25
elevation 9:8 39:6 39:6,7 45:25
elevations 20:4
eligible 6:8 14:13 14:18 24:22 25:12
eliminate 19:22 31:15,16
ellen 3:8
emergency 7:19 7:24 35:9
eminent 23:22,23 35:15,16
employed 59:9,12
employee 53:3 59:11
encompasses 14:11
encountered 14:1
encourage 25:14
encumbering 25:2
endorse 37:10
engaged 8:14
engineer 2:16 32:8 37:13 54:3
engineering 4:7 6:23,25 26:14
enhance 9:8
enhancements 11:3
enjoy 41:16
ensure 13:9 28:6
enter 22:25
entered 4:3 25:1
entering 50:23
enthusiasm 36:22
enthusiastic 37:5
entire 12:13 18:12 48:18
entitled 22:10
entries 52:9
entry 12:13
environment 20:24 35:21 52:11 56:11
environmental 3:22 4:6 6:22 8:14 10:4 11:7 16:25 22:20 26:4,9 31:11 33:25 34:14 34:23 36:2 37:13 44:1 47:3 49:1 54:24 57:17,20
environmentally 30:2 46:12 48:10 57:12
environments 12:3 13:10
erosion 13:19
especially 28:24 35:23
essentially 57:6
estimated 51:17
evaluate 30:1 50:7
evaluated 8:17,21 8:23 9:20,24
evaluation 8:9,15 8:18,22 16:21
evening 2:4,5 3:3 6:18,24 25:22 28:7 29:5 34:4 41:12 44:25 46:21 48:14 50:9 58:12
event 20:10
events 13:23 20:8 53:19
everybody 29:4 44:7 46:19
everyone's 2:24
evidence 24:3
evolves 57:11
examine 14:5
excavation 20:7
exceeds 13:24
excessive 55:5
exhibits 4:13 27:8 27:10
existing 15:2 16:8 17:15,16 18:3,14 18:24 19:4,11 41:13
exit 17:25 18:1
expand 16:19
expended 10:18
expenses 24:19,22 24:24
experience 16:3
experiences 37:7
expiration 59:21
expose 11:18
express 38:19 46:4
extend 33:22 47:14
extended 47:1,13
extreme 33:4
extremely 38:12

f

face 28:17
faces 41:23
facilitate 7:21
facilities 16:11
facility 34:6
facing 40:11
fact 53:4
failed 45:15
fair 54:9
faith 25:1
familiar 47:1
families 25:11 30:7
family 20:16 30:6 30:11
fan 43:25
far 36:15
farias 36:20,20
fast 7:5 33:1 35:5
faster 40:19
fatality 42:21,22
favor 53:16
faxed 5:18
feasible 15:14 16:2
features 11:10,12 11:13,14,18,20 15:6 37:2
federal 6:6 15:1 16:1 21:24 22:1 25:3 47:2 58:1

federally 12:4,10 12:22 13:8
fee 22:21
feeding 41:18
feel 4:13 25:12,13 25:17 27:6
fees 24:23
feet 17:4,10 20:21 32:24 39:6,7 42:22
feis 26:10,11 57:21
fewer 16:25 17:2
field 12:10,14 14:4
fighting 40:8
fights 35:16
fil 35:25 40:24
fill 5:7 26:20
fills 15:5
final 8:22 9:25 11:4 16:20 26:1,4 26:9 49:16 57:17 57:18,21
finally 48:2 57:9
finance 8:8
financially 48:11 57:1 59:12
financing 6:3
find 5:19 32:20,21
finding 47:22
finished 43:12 53:25
firm 6:25 39:13
first 20:11 36:5 38:1 39:9 43:15 48:16 49:22 50:1 50:11 53:11 55:24 56:13
fish 13:5 35:18
fit 20:25 21:13
five 33:24 39:18
fix 36:16 56:12,13
flipped 35:7
flood 13:20 20:4,7 20:8
flow 29:12
flowers 42:18
flows 20:4
flyer 35:24
flyers 8:12
flyover 9:17
flyovers 9:13 18:18 19:12,20,22 55:14 56:1
focus 21:4
folks 32:12 44:4
follow 26:16 27:2 44:8
following 4:11 11:1 39:25
forced 57:7
foregoing 59:3
forestry 44:3
form 5:16 27:23 28:2,21 29:9 47:16
formal 4:25 5:6 6:15 27:3 28:7
formalized 27:2
format 4:1 38:5
fort 59:21,23
forth 43:24
forty 33:24
forward 2:21 6:5 25:22 28:16,22 35:16 45:9,17 46:4,8,8,16,17 57:24
fought 56:19
found 22:3 40:4 42:9
four 14:8 15:15,22 17:2,23 18:7 21:20 55:10
fragmented 11:23
fredericksburg 15:21 31:18
free 4:13 25:17 27:6 39:4 51:5
freeway 9:11,15 17:17 18:2,17 19:1,3,9,10 33:3 48:20
freshwater 12:6
friend 50:14
frontage 9:11,15 16:9,12 17:17,18 18:1,19,20 19:2 49:22 50:1 53:24 56:6,10
froze 48:23
frustrated 56:24
full 48:20
fully 22:20 48:25
fumes 30:2,3
funded 54:8
funding 6:6,8 32:20,21,22 33:13 33:15 46:2 54:5 54:18 58:2,2
further 8:20,21 14:3,15 36:7 45:10 47:14 51:14 59:10
furthermore 14:1
future 2:25 5:23 11:8 34:22 46:2

g

galarza 52:3,3
gas 30:15
gash 49:23
gasoline 54:10,10
gateway 7:3
general 25:8 49:3
generally 24:5,23
gentlemen 2:2
geology 12:8
gerald 3:4
getting 52:21 54:4
give 33:25 40:1
given 24:10 41:10 47:5 59:7
giving 54:21
giza 51:23
go 31:22 36:12 38:5 40:7,9 46:8 49:23 51:14 52:13 52:21 53:5 55:15
goes 46:4
going 2:17 3:1 4:6 4:8 5:1 6:18 17:24 21:14,16,18 26:25 27:9 28:8,10,13,21 28:23 29:1,21 31:5 32:18 33:2 33:19,20 35:2,4 36:11 37:9 40:11 42:7,11,25 43:13 43:21 45:10,12,13 48:3,6,8 50:18 51:2,19,24 52:24 53:1,20 56:7,7
golden 40:24 41:7
good 2:5 6:24 25:1 32:5 34:1,4 37:21 40:9 44:25 46:21 47:14 48:14 50:9
goods 7:23 30:19
governing 47:2
government 3:2
grade 16:14 55:5,6 56:20

grades 15:5 55:11
grandchildren 41:16
grandfather 11:2
grandmother 11:2
granted 12:13
grasses 42:18
great 3:10 35:10 51:22
greater 10:13
greatly 8:3
green 29:15,18 42:12
greenwood 42:12
greeted 42:1
grew 46:23
ground 17:2
groundwater 11:12 13:18 47:20
group 7:1
grove 11:1
grow 30:22 53:8
growing 7:5
growth 7:13 53:8 53:18
grumpier 30:7
guardian 35:8
guessing 35:19
guidelines 21:25 22:2
guzman 59:20

h

habit 12:11
habitat 11:25 12:7 12:24 13:2 41:7
half 21:9 35:3
hall 9:3
hand 27:20
handout 5:19
hanging 3:14
happen 42:8 43:13
happening 42:25
happens 49:25
happy 25:19 43:14
hard 30:9
harrah 25:18
haskell 41:23
hassle 56:8
hauling 42:4
health 30:4,13 32:12
healthcare 30:12
hear 6:18 24:3 28:18
heard 6:17 21:6 36:15 52:25
hearing 1:1 2:3,10 2:18,20,21 3:18,19 4:1,15,21,22 5:6 5:21,25 6:16 23:25 24:1,5 25:23 26:1,6 28:15 36:6 38:3 57:15 58:10,13,15
hearings 27:2
heart 30:5
heb 17:9 19:16 36:12 39:8 46:23
held 10:21 15:23 24:6 44:9
hello 33:17
help 40:19
helped 53:10
helps 38:1
hereof 59:6
hereto 59:12
heritage 34:24 39:19 44:13,24
heroing 37:7
high 1:7 3:16 14:8 33:9 39:7
higher 10:21
highway 2:12,12 7:2 9:16 11:16 15:5 16:15 18:3 18:13,15,16,25 19:2,11,12,15 20:11,22 25:6 29:9,11,24,25 32:24 34:12 47:2 55:19,22 56:21 57:3
highway's 15:1 16:1
highway71 18:19
highways 7:2 9:14 54:8 55:20
hiking 42:15
hill 1:3,14 2:11 3:20 6:1,7 7:3,8 7:16 8:2 10:3 11:6 14:8,10,16 15:19 15:19,20 16:19 19:6,10 20:19,25 21:7,13 26:3 30:21 34:10 35:14 35:17,23 36:9 37:3 38:18,23 39:9 40:23,25 41:3,6,9,13,16 43:13 44:6 45:20 45:21 46:15,24 48:17 49:24 50:10 50:25 52:8 54:24 56:18,23
hill's 14:12
hills 15:18 41:4,19
hillside 42:2
hire 24:8
historians 14:3
historic 14:4,5,6 14:10,10,14
historically 40:3
history 10:22 21:4 43:20
hit 35:3
hold 55:25
holes 11:10
holiday 15:20
home 15:21 20:17 30:6 36:12
homes 25:5 52:19 52:19
honest 41:2
hope 39:1,15 41:16 46:17 57:11
hopefully 40:19
horrible 38:12,13
hour 33:2 35:5
hours 7:10 43:3,3 43:3,4
house 1:1,14 8:5 14:9 34:17 35:4 59:10
houses 8:6
housing 30:22
huge 43:18,21 44:6,19
human 8:25
humans 52:11
humorous 51:5
hurray 49:2
hurry 48:15
husband 35:13
hydrology 12:25

i

iconic 9:6 10:21 11:1
identification 11:19
identified 10:16 10:20 11:13,21 14:13 58:2

identify 3:13 10:18 21:11
idling 30:2,16,17 45:13
immediately 5:4 32:19 33:12
impact 3:22 10:7 10:19 14:22,25 15:12 20:8 26:4,9 26:10 30:1 32:14 34:15,23 40:14 43:21 44:1,5,19 45:11 46:1,11 49:1 51:19 54:24
impacted 15:7,14 16:1 39:18 44:15 44:16
impacts 8:25,25 9:7 10:5 12:25,25 14:21 16:25 40:6 40:10 57:17
impatience 48:25
imperative 45:16
impervious 13:15 20:3
important 6:10 7:16 10:16 20:23 21:1,7 47:11 51:1
impression 48:15
impressive 45:5
improve 7:21 55:25
improved 8:3 31:18
improvement 7:16 16:4 41:25 51:11
improvements 6:8 23:4,15 37:21 38:14,16 41:15 55:2 56:2
improving 6:12 7:24 16:6 35:23 55:8
inches 10:13 44:11 44:13,14,16,18,18
incident 34:19
incidental 24:19
include 20:1 21:1 21:12 24:23
included 5:20,25 8:5 9:13 11:4 26:24 44:23
includes 44:14
including 8:8 11:3 12:21 26:2
incorporate 57:5
incorporated 22:5
increase 7:15 10:1 13:13 15:10,10 16:18 29:21
increased 7:13 30:24 31:1 32:13 33:7 37:7 54:12
increasing 37:3
incremental 13:13
incurred 24:20
independent 3:16 22:21
indicate 28:10
indicates 10:12
indirectly 14:17
individual 39:17
individuals 25:11
inflation 54:14
informal 24:5
information 2:6 4:2,2,9 5:15 8:12 9:2 15:24 21:17 23:19 25:20 27:23
informed 8:13
inhaling 30:3
initial 8:18 23:23
initiatives 45:9
input 3:24 8:2,16 9:5 11:5 45:7,8
insect 12:2
inspection 22:24 22:25 23:2
inspector 43:7
instant 31:15
insufficient 6:3
intact 11:25
intended 4:23 27:3
interest 25:13
interested 1:16 59:13
interesting 53:6
internet 42:20
intersection 7:1 17:8 18:4,9,16 19:5,16 20:14,21 29:10,12,14 56:13
intersections 29:19 30:16 37:22 38:10 55:5 56:14
invasive 57:1
investigations 14:5
involved 45:3,6 50:11
involvement 8:1 10:15
issue 8:7 24:11,17 26:12 32:23 33:4 33:10,16
issues 30:6,13,14 31:11 32:4,9,10,12 32:16,23 35:1 39:23 40:16,18,20 45:13 46:6,9 47:11

j

jack 55:14
january 45:21
jarret 31:8
jarrett 29:6 31:8
jim's 17:9 19:16
job 30:17 39:24 54:5
john 44:25 45:1
johnson 7:6
jose 34:4,5
judge 24:2
jump 54:12
june 5:22 25:25 57:16
juniper 12:12
jurisdiction 24:2

k

karst 11:8,9,10,12 11:18 12:5
keep 8:13 29:3 36:3 48:5 52:25 53:1
kelly 46:21,22
key 7:4
kick 32:21
killed 36:16
kind 51:5
knock 42:24
knocked 34:21 42:7
know 6:10 33:5,15 35:2 38:21,24 42:10 43:23 47:3 47:25 53:11 54:8 58:11
knowledge 10:23
known 2:13 7:2 8:22 11:8 13:12 18:14 41:17 57:21

l

ladies 2:2
lakeway 7:6
land 14:22 23:4,14 23:20 37:13
landowner 23:8 24:4,15 40:12,12
landowners 39:13 39:17,20 40:6
landscaping 11:3
lane 1:8 17:25 19:7,19 41:23 49:23
lanes 9:12,16,21 17:15,18,23,23 18:2,5,5,7,15,17 19:1,3,6,9,10,13 19:18,21 32:22 39:4,4 48:4,6,8 50:4 51:5,5,20,21 55:3,9,10,24
language 6:17
large 9:6 10:19 20:7 29:17,21 42:1,3 57:3,11
larger 41:1 44:14
lasted 42:20
late 26:13 30:8
latecomers 27:16
law 22:1,4,6 53:14
laws 6:16 25:4
leave 5:8
leaving 2:23 16:11 25:15
left 16:13 17:19 18:10,19 19:7,12 31:21 37:22 38:10 48:13 50:2 52:14
legally 38:6
legislators 54:7
length 16:10 17:10 43:17 50:6
letter 23:11,12
level 7:14 17:2 56:20
levels 15:3,10 32:13 39:6
levinski 33:17,18
liens 16:15
life 7:7 8:16 20:13 30:6 36:21
light 15:16 29:15 31:16,16 35:4
light's 19:5,15
lights 29:13
limbs 34:21
limit 28:8 33:2 35:2
limited 4:17
limiting 45:14
limits 2:11
line 2:14 15:16 20:14,22
lines 47:15
lining 57:8
list 2:25 44:23
listed 12:4,22 13:8 30:13
listen 29:4
listing 14:19
littered 42:17
little 11:15 33:23 34:1,11 42:23 43:11 55:4
live 32:8,24 34:9 52:4 55:15
lived 34:5 36:21
liz 29:6,7,7
lobby 4:4 5:8 38:5
local 3:2 9:8 10:22 16:19
located 4:2 5:7 14:7 20:19,21 26:21 28:9 32:9
location 1:7 10:22 12:18 17:19,20,23 18:6,24 19:3,19
locations 15:6,12 15:15,23
logical 56:25
long 7:22 38:18 39:8 43:20,20 45:4 47:6 53:14
longer 31:20 33:23 34:2 41:8 43:6,11
look 2:21 20:16,25 21:3 36:3 46:8,16 51:16
looked 52:6
looking 17:15 18:3 18:14,24 19:4,11 19:15 35:16 52:4 55:3
looks 55:4
loop 2:13
loops 53:22,24
lose 30:17
loss 11:5 41:24
lost 30:13
lot 31:9,25 34:7 35:25 36:7 38:22 39:16 40:3,18 44:4 47:7 48:15 48:21 51:14,23,24 56:11,15
low 21:12 50:21
lucky 47:9

m

machinery 42:1
mail 42:24 47:17
mailed 5:18,18 27:25,25
mailing 2:25
main 9:12,15 16:15 17:18,22 23:22 39:4 43:2 55:24
maintain 8:11 35:18
maintenance 21:12 30:16
major 7:2 16:10 40:6 49:9,12 57:2
making 35:24
mall 41:5
mammals 12:1
man 42:6
management 7:22 13:11
manager 42:5 43:6
mandate 31:15
manner 29:5
map 50:17
maps 55:4
market 2:14
marketing 41:11
marks 28:17
massive 50:4
mata 1:25 59:2,20
material 36:14 51:21
materials 33:25
matters 25:17
mature 41:10
mccoy 2:17
mcdonald's 17:9 19:17
mean 31:19
meanders 18:22
meaningfully 50:8
measure 14:24

measures 14:2,23
media 8:13
median 18:23
meet 16:1 27:8 51:10
meeting 2:1 24:7 35:13
meetings 8:5,7
meets 9:1 16:24
melton 37:12,12 38:7
member 3:8
members 10:17,20 47:10
mentality 53:8,17
mention 51:6 53:15
mentioned 25:4 28:12 32:13 59:5
merge 17:16,18
merging 17:25 37:8
messed 56:11
method 54:16
michigan 31:23
middle 38:19 49:23 50:4
midnight 5:22
mile 16:16 38:18 39:8
mileage 54:17
miles 33:2 35:5 51:22
milestone 49:5
miller 44:25 45:1
million 48:9 51:15 51:17,18,24 58:5
minimal 20:7
minimize 9:7,7 10:19
minimizing 13:18
minimum 47:5,12
minute 4:12 26:25 43:10
minutes 4:17 10:2 27:11 28:9,11
mireya 52:3,3
mistaken 34:13
mitigate 20:2
mitigation 14:2 45:25
mobile 15:21 32:15 52:19
mobility 3:12 7:7 7:21 8:9,24 10:3 16:4,22 52:6 56:24 57:5
model 15:3
modeling 15:2
modes 7:23
modifications 29:10
moment 3:2 29:3
moments 4:5
monday 5:21
money 30:15 31:25 48:8 56:9 56:14
monolithic 57:3
monoxide 32:14
month 43:9
months 43:11
mood 30:7
mopac 2:13 34:12 51:16 53:10,11
morning 52:12,15
mortgage 25:1
move 6:5 25:22 45:9,17 51:23 57:23
moved 36:7 41:6
movement 7:23
moving 9:19 29:4 46:17 56:15
msats 32:15
mud 42:19 43:3
multiple 7:23
mussels 12:6
mysterious 34:20

n

name 2:5 3:13 27:7 28:16,22,23 29:7 33:17 34:4 37:12 41:21 44:25 45:19 46:21 50:9 52:3 54:4 56:17
names 29:1
national 14:13 47:3
nationwide 45:16
native 11:4,24,25 21:12 29:8 41:19 41:19
natural 8:25 10:5 15:5 20:6 21:3
nature 42:13,15
near 14:5 15:21 17:16 19:16 20:19 29:20 35:4 46:23
necessarily 24:20
necessary 21:22 22:22 26:8 43:19
neck 3:14
need 9:2 16:24 21:18 25:20 32:20 36:17,17,18,18 37:25 38:14 39:3 50:7 51:12 52:23 53:21 54:16 55:2 56:3,4
needed 7:12 9:9 54:19
needs 3:21 34:6 49:6 51:11 53:16
negative 34:25
negotiation 22:4
neighborhood 46:1,15 52:21 55:16,17
neighborhoods 29:22 45:21,22
neither 10:25 59:8
neon's 14:9
network 53:21
never 53:24 56:3
new 8:19 9:21 16:5 21:2 30:22 41:5
newsletters 8:12
nice 31:14
nieces 11:2
nightmare 43:8
nine 8:19 43:11
noise 14:20,21,22 14:23,23,25 15:1,3 15:10,15,22 16:2 45:25 55:18,20,22
non 6:7,7,10 25:11 34:11,12 49:20 51:3
nonstop 9:13 18:18 19:14
north 20:12,21
note 6:15 18:22
notice 47:16
noticed 4:19
notification 22:23 42:24
notified 47:21
november 8:4

nrhp 14:18
number 7:8 15:4 45:5 51:4 55:3

o

oak 1:3,14 2:11 3:20 6:1,7 7:3,8 7:15 8:2 9:6 10:3 11:2,2,6 12:12 14:8,10,11,16 16:19 20:25 21:7 21:13 26:3 30:21 34:10,22 35:14,17 35:23 36:9 37:3 38:17,23 40:23,25 41:6,9,13 43:13 44:6,22 45:20,21 46:15,24 48:17 49:24 50:10,25 52:8 54:24 56:18 56:23
oaks 34:25 39:20
obligations 22:9
observations 12:11
observed 12:10
obtain 1:15 23:21
obvious 38:10
obviously 39:25 43:18 47:11 48:19
occur 12:12,24
occurs 30:4
offer 23:1,8,11,17
offered 25:10
offers 40:13
office 54:7
officer 2:6,18
official 2:17 8:6 26:24 28:14
officially 58:13
officials 3:2,9
okay 29:6
old 14:9 15:21 20:19 52:12 58:6
olivia 1:25 59:2,20
omg 35:14
once 11:21 12:16 23:8 24:12
ones 55:6
ongoing 8:1 41:2
online 8:6
open 1:1,14 8:5,6 52:14 59:10
opened 53:11
operational 7:21 12:20 49:13
opinion 13:6
opportunities 21:11
opportunity 5:11 27:9 28:7 48:1 51:3 54:22
opposal 52:1
oppose 50:20 56:18
opposite 18:12
opposition 35:12
option 9:25 32:5 37:9
options 46:2,2
order 2:1 4:16,18 5:10 6:4 13:9 28:6
ordinances 44:8
organizations 25:12
ought 54:14
outages 42:20,20
outcome 59:13
outline 25:9
outreach 3:7 8:4
outside 42:13
overdevelopment 41:2
overpasses 51:13 53:23
overview 25:8
owner 23:1,11,13 23:17 24:8,18
owners 15:24 22:23 40:11
ozone 32:14

p

p.m. 1:12,12 2:10 27:13,14 58:13
pack 22:14
packet 4:2,3 5:15 5:19 22:15 27:24
page 1:24 22:14
pages 47:6,7
pair 16:9
pam 36:5
paradise 35:14
parameters 8:23 17:1 49:7
parcels 14:7
park 15:21 36:25
parking 35:25
parkway 1:3,15 3:20 6:1,7 8:2 11:6 14:16 26:3 35:14 40:25 41:14 51:8
part 32:16
partake 43:16
partial 53:22
partially 12:19
particular 36:23
particularly 20:24
parties 59:9,12
party 40:9
patches 11:23,24
path 18:11,22 19:25
paths 8:9 9:9 10:10 16:6 17:3 21:2 37:2
patterns 16:8
patton 14:9,9
paul 3:3 25:18
paved 35:14
pay 6:4,6
paying 54:16
payments 25:10
pedestrian 8:8 9:9 11:9 16:6 21:2 37:2 42:22
pedestrians 18:11
penalties 24:25
pending 22:24
people 3:13 7:23 27:19 29:13,14 30:2,3,6 38:22 48:24 50:24 52:16 52:17 53:9,12,19 53:20 54:8
percent 13:13 17:6 30:24 31:2
period 4:16,25 5:4 14:12 25:25 26:20 27:3 28:3 33:23 47:1,4,12,24
perkins 32:7,7
permanently 11:22
permission 22:25
permits 26:14
perseveration 21:2
person 29:2
personnel 3:11
persons 25:4

perspective 36:24
petition 50:22
phase 16:20 50:5
phases 12:20
phasing 49:21 56:5
phone 42:4
photographs 41:12
phrase 50:6
phrasing 6:18
physical 49:7,12
pick 22:9 25:14
picked 22:15
pictures 50:16
piece 48:21
place 53:6 59:5
placed 5:17 27:24
places 14:14 55:9
plan 8:19 9:22 43:14 45:3 47:18 47:21
planned 52:9
planning 43:1
plans 26:14 49:19
planted 42:18
planting 21:2,11 44:1
plantings 11:3
plants 10:8
playground 42:2 42:14
plea 54:6
pleading 24:17
please 2:2,22 5:6 6:19 25:17 27:18 27:23 28:20 32:21 33:16 36:14
plenty 45:8
plus 8:22 42:14
points 31:9
police 33:6
policy 47:3
political 35:11 36:2
politics 35:12
polluting 49:25
pollution 13:1 33:8 47:18,21
pond 20:18
ponds 10:10 20:2 20:6,6
population 7:13 30:22,24 31:1 45:14
populations 12:9
portion 4:22 55:24
portions 18:10
pose 27:6
positive 14:24
possession 24:14
possible 11:17 21:9 33:12,16
posted 6:1 50:17 56:22
postponing 52:25
posts 8:13
potential 10:5 12:21 13:1,21
potentially 13:22
power 42:20
powers 53:2
practices 13:11
prairie 42:18
predict 14:21 30:9
predicted 14:22 15:3
preexisting 25:1
preferred 3:23,25 57:23
preliminary 10:12
prepare 26:9 29:2
preparing 4:21
prepayment 24:25
prescription 30:12
present 3:3,22 4:6 4:7,9 5:5 27:16
presentation 34:10
presentations 4:11
presented 41:12 41:13
president 33:19 45:20
pretty 33:24 50:13
previous 31:8,10 56:5
previously 6:11 25:4
primarily 15:3
primary 10:7 17:1 22:1 32:10
prior 12:16 14:7 15:23
prioritized 10:24
pro 29:8 53:18
probably 34:21 42:9
problem 41:1,2 49:21 54:10,18 55:23
problems 17:21 32:12 37:8
proceed 23:21
proceeding 23:24 24:9
proceedings 23:22 24:2
process 3:25 4:6 5:6 6:22 8:14,15 23:10 25:21 26:6 27:2 40:13 50:11
produce 9:5
production 30:18
productive 34:1
program 25:9 42:13
project 1:3,15 2:11,11 3:20,21 4:10 5:1,18,24 6:2 6:3,5,7,23 7:12,17 7:20 8:3,17 10:16 10:19,23,24 11:4,6 11:15,21 12:18,24 13:4,7,10,18 14:3 14:6,16 16:24 17:12 18:12 19:8 20:1,23,25 21:8,12 21:17,18 22:19,20 25:14 26:7 27:6 28:1 37:16 39:12 39:15,18 41:25 42:5,23 43:5,6,9 43:11,18,19 44:13 45:24 46:3 47:5 48:3,9,18 49:7,14 50:12,19,20 51:2 51:15 52:7 53:16 54:18 56:19,20 58:8
project's 8:14 9:1 13:15
projects 3:1 9:22 25:6 39:14 40:4 53:12 54:19
prolongs 50:3
promise 34:12
promised 29:9
properties 11:23 14:8,17 39:17,24
property 15:24 22:7,22,23,25 23:1

23:4,6,11,16,17 24:8,14,18,21,24 25:2,11 39:14 40:2,11 41:22 42:15 51:18
proponent 8:2
proposal 6:4 36:22
propose 31:12
proposed 1:14 2:11 6:2 7:12,20 12:13 13:7,17 14:16 15:25 16:22 17:22 18:6,17 19:1,8,12 21:18 25:14 41:14 52:1 57:6
propositions 6:9
prosecute 49:12
protect 9:6 13:17 14:3 21:4 46:12
protected 12:10 44:12,23,24
protection 10:24 13:9
proud 46:19
provide 3:20 9:9 9:10,13 11:25 15:23 17:8 19:14 23:7 25:8,19 28:4
provided 28:21
provides 30:19
providing 18:18 20:9 58:11
pruett 45:19,19
public 1:1 2:3,6,10 2:17 3:19,24 4:13 4:16,23,25 5:6,20 5:25 6:12,15 8:1,4 8:11,13,16 9:5 10:15,20 11:5 20:24 24:6 25:23 26:1,3,6,10,20,24 27:2,3 37:17 47:1 47:4,10,12,15,22 47:23,25 50:23 57:15,16
published 49:1
pulled 35:25
purchase 22:10 58:3
purpose 3:19 7:20 9:2 16:24
pursue 32:1
pursued 54:4
put 33:14,20 35:13 35:14 38:18 53:13
putting 56:6
pyramids 51:23

q

quality 7:7 8:8 10:10 11:8 13:3 46:1
quarry 15:19
question 45:12 48:22 49:6 52:5,7
questions 4:15,24 5:3 25:16 27:5,6 28:2 52:8,10
quick 33:24
quite 55:22

r

rage 30:4
rain 20:7
raise 27:20 54:13
raised 46:6
ramp 9:18
ramps 53:13
ran 35:4 42:4 51:16
ranch 2:13 14:9
range 12:1
ranging 45:25
ranked 7:8
ranks 6:14
rare 12:4
rate 13:19 30:6
raymond 54:3
reached 23:21 49:5
reaching 13:22
read 36:14 50:12 56:22
ready 27:8 52:24 53:5
real 23:4 24:24
reality 51:11
realize 51:9 57:14
realizes 57:11
really 45:5 56:7
reason 4:24 32:20
reasonable 15:13 16:2 24:19
rebuild 48:19
receive 3:24 4:3,23 11:15 22:23 25:12 26:25
received 4:18 5:21 8:6 22:19 25:22 26:23 57:16
receivers 16:1
receiving 4:12 27:4
recess 26:25 27:9 27:12
recharge 12:19 13:16
recognize 3:2,11 54:4
recognizing 46:14
recommend 16:23 22:9 44:10
recommended 14:13,15,18 15:11 16:21 36:23 37:10
recommending 45:23
reconstruction 58:6
reconvene 26:25 27:11
record 2:24 4:20 5:21 26:12,24 27:13,14 28:5,14 28:25 48:16 50:23 57:21 59:7
recorded 25:1 28:19
recording 24:23 28:14
records 11:9
red 35:4
redirection 16:17 17:5,6
reduce 13:21 14:24 20:3
reduced 7:7 30:18
reducing 13:19,19 18:8
reevaluation 39:2
referred 31:23
refined 8:21
reflect 9:5 49:19
reflects 21:4
regarding 11:5 25:16 40:8 52:10
regards 39:12
region 3:12
regional 19:24
registration 5:7 26:21
registry 14:14 24:13

regulations 47:2 47:19
reimbursed 24:19
reimbursement 24:22
reiterate 27:1 44:18 52:1
related 30:13 59:8
relative 59:11
relocation 21:23 22:2,5,11,18 25:7 25:8 58:3
relying 37:3
remained 54:11
remaining 12:15 15:25 23:6,16
remains 9:25
remind 44:7,21
reminder 26:18 27:15 28:2,19
removal 10:7,8 13:24,24
remove 10:25
removed 10:14 51:21
removing 13:13
replanting 34:16
report 5:24 26:1,2
reported 1:25
reporter 4:20 5:11 28:13,17 38:2 59:1,2
represent 24:9 39:13
representative 3:3 23:1
reptiles 12:1
request 22:25 46:25 47:16
require 21:18 31:25 47:19
required 6:16,18 10:10 13:25 24:23 24:25 25:3 38:6 48:5
requirement 51:4
research 14:4
residence 21:20
resident 40:23 43:16 56:18
residential 11:22 20:15 39:24 41:4
residents 43:22
resolution 45:22 45:23
resolve 24:17 40:18 46:9
resource 8:25 10:17
resources 10:6 12:8,21 14:5,6,11 47:10
respect 54:5
respecting 34:15
responded 26:1
response 5:24 7:24 11:5 35:9
responses 26:2
responsible 21:22
rest 29:6
restate 28:23
restaurant 17:9 19:16
result 10:6,14 15:9 15:15 16:20
resulted 3:23
results 13:14
retired 53:3,4,5
reutler 34:9
review 22:8 47:2 47:19 57:19,21
reviewed 5:23 11:9
reviewing 33:24
revise 49:18
revisit 49:11 51:3
richard 48:12
rick 32:7,7
rid 32:11
ride 36:25
ridgeview 15:17
riding 52:16
right 4:9 6:21 12:12,14,16 16:12 17:12 18:20 19:13 19:24 21:17,19,23 22:2,10 23:2 24:14 26:14 31:21 31:25 35:24 37:1 38:19 39:19 46:23 50:15 55:9,17 58:3
rights 22:8
rising 30:11
road 2:14 9:15 15:19,20,21 16:12 17:17,18 18:1,20 18:20 19:2,6 20:19 26:15 30:4 31:18 36:7,9,18 38:23 39:21 41:5 45:4,16 52:4,12,18 52:18 58:7
roads 6:13 9:12 16:9 33:13 43:25 49:22 50:1 53:24 56:6,10
roadway 6:14 7:13 10:9 13:1,21 17:3 51:7 55:1
roadways 7:9 41:13
rock 10:9 14:9 51:23
rod 26:12,12,13 57:22
rodriguez 7:1
rolling 41:19
room 24:7
route 7:4,19
routes 35:23
rtg 3:12 4:5 6:22
run 52:16 55:16
running 41:17
runoff 11:16 20:2
runs 56:9,14
rural 7:5

s

safe 52:13
safety 7:16,24 10:2 31:10 32:4 32:23 33:4 35:1 35:10 36:2 37:11 39:22 41:25 52:6 52:11
salamander 12:22 12:23
san 54:1,1
sandoval 34:4,5
save 33:18 46:22 50:22
saveoakhill.org 50:17
saying 40:14 49:2 50:12,24
says 49:3
scale 37:18
scaled 48:10
scary 52:14,21
scenic 15:18 19:23 29:23 41:23 55:16 55:17

schagen 41:21,21
scheduled 24:17
schematics 15:16
school 1:7 3:16,16 14:8 35:9 42:12
screen 28:9
seats 2:3
second 20:18 29:2 32:23
section 6:13
see 18:10 19:25 33:6 37:5,24 50:18,24 51:3,18 52:11 55:22 56:2
seeding 11:4
seek 58:1
seeking 6:5
seen 37:17 41:24 44:14
selected 57:24,25
send 23:11 47:16
sensitive 8:10 11:14 13:9 14:21 46:13 50:13 57:13
separate 39:3
separating 55:5,7 55:11
separation 16:14
sequentially 50:6
serves 7:4 9:23 43:20
service 7:15 13:5,6 33:13
services 21:23 25:9 30:20
serving 2:17
set 22:6
sets 22:1,4
seventy 39:18
severe 17:20
shame 42:6
share 54:25
shared 10:9 17:3 18:11,11,22 19:25 32:4
shift 50:1
shop 36:11 46:23
shopping 34:16 41:5
shops 8:7 15:22
short 13:14 47:23
shorthand 59:5
showed 15:13
showing 18:18 19:12,20
shown 4:1 6:11 15:16
shut 43:3
sic 52:1
side 18:13 20:11
sidewalks 18:13 52:20
sifuentes 29:6,7,7
sign 4:4 22:12,14 26:21 27:25
signal 18:15,25 19:5,15 33:1
signalized 17:8 18:4,8
signals 19:23 29:18 50:3
signature 59:20
signatures 50:23
signed 2:22
significant 38:9
signs 35:12
silver 2:14 20:14 20:22 57:8
silvermont 55:14
similar 55:6
similarly 24:23
simple 40:13 51:13
site 22:13 26:3 43:6
sitting 30:5,8 33:3 45:17
situation 32:10 36:10 48:16
six 8:5,20 11:12 31:12 32:2
size 10:22 55:1
skies 41:14,15
skip 31:9
slanted 34:11
slaughter 1:8 34:20
slightly 36:23
slow 29:14 56:19
small 53:7
smaller 52:7
smart 54:3
soans 43:15,15
social 8:13 10:5 16:25 30:3
software 15:2
solely 4:23 27:3
solicit 15:24
solids 13:14
solution 20:16 29:8 31:15,24 32:3 50:21 52:23 57:10,13
solutions 8:10 57:1
solve 54:18
somebody 52:17
somewhat 36:25
song 12:5
soon 33:12,16
sos 36:16
sound 6:19
sounds 31:12 44:16
source 32:15
southview 15:17
southwest 7:3 20:20
spaeth 40:22,22
spaghetti 57:12
span 18:12
speak 27:22 28:4 29:3 38:22 54:22
speaker 4:18 5:7 26:20 31:9,10 32:5
speaker's 27:17
speakers 5:9 54:23 56:5
speaking 45:1
special 14:2 18:5 23:24 24:1,3,4,10 24:16
specialist 37:14
species 12:2,4,9,10 12:24 13:8 44:22 44:24
specific 6:4 8:7
specifically 10:20
specifications 44:8 44:21
speed 15:4 33:2 35:2
speeds 33:9
spell 28:24
spent 30:10,11,15
spirit 47:24
spoke 42:5
spot 28:17
sprawling 41:4 42:14

springs 7:6 12:22 30:21,24 33:18 41:5 46:22
squiggly 15:16
stacy 3:5
staff 4:14 5:9 25:18
stage 23:23
stages 10:15
stagnant 54:11
stakeholder 8:7
stakeholders 45:5
stalls 12:8
stand 27:22
standard 5:22
standards 13:11 22:4 44:9
start 47:23 55:14
started 2:4 36:8 41:25 52:23
state 2:12,13 3:3 6:5 7:2 9:16 20:11 20:22 21:25 22:6 22:10 23:21 24:4 24:12,15,21 25:3,3 26:11,12 36:22 39:10 49:18 51:7 51:7 53:3 54:19 57:9 58:1 59:3
state's 7:9
statement 3:22 26:5,9 49:1,17 57:18
statements 28:4
states 40:1
statutes 21:25
step 20:14
steps 25:21 26:7
steve 48:13,14,14
stifling 45:15
stilted 6:19
stop 11:20 31:20 45:17
stoplights 55:7 56:6,9
stopped 35:8
stopping 19:23
store 14:9
stories 39:5
storm 11:16 13:20 13:23
story 38:18
stotzer 54:3
straight 33:3
strategies 38:16
strategy 41:11
streaming 43:4
streams 41:17
street 16:14 56:17 56:17
streets 16:19 29:24
stress 30:4,7 32:18
strictly 13:10
strikes 49:11
stripping 42:2,2 42:11
strive 9:4
strong 4:5 6:21,24 6:25
structure 17:11
structures 9:8
stuck 7:10 56:10
studied 10:4 49:15
studies 3:24 4:7 12:14 26:8,11
study 3:21 8:17 9:4 14:20
stuff 43:20
subdivision 15:17 32:25
subject 37:6 42:20
submit 5:10,14
submitted 25:24 47:18,22 57:18
substantive 33:20
suburban 7:5 11:22 12:2
suggest 55:23
suitability 12:16
suitable 11:25 12:11 41:7
suite 59:22
suits 3:5
summarized 25:25
summary 4:6 5:25
summer 42:1
sunny 41:15
supervisor 44:2
support 12:9 21:3 31:13 34:6 45:1 48:9
supposed 42:6
sure 26:20 38:2 39:25 44:4,17,20
surface 12:23 13:17
surround 7:8 15:6
survey 10:18 11:10 21:7 50:14
surveyed 50:15
surveys 21:9
survive 20:10
suspended 13:14
sustainable 56:20 57:4,10
system 16:9 54:2 56:21

t

table 4:4 5:9,17 22:12,15 26:21 27:25
tackling 48:21
tags 27:7
tail 49:9
take 2:3 3:1 4:12 26:18 27:9 46:14
taken 4:18 5:23 14:24 41:3 46:5 59:4,4,10
takes 43:20 51:10
talk 5:2 34:15 35:15 38:3,7
talking 38:24 49:22
talks 52:5
tall 38:18
taller 39:7
tanya 43:15,15
tardiness 30:10,18
targeted 12:6
tax 54:10,10
taxed 54:17
tceq 11:8 13:25 47:18,19
tceq's 13:11
team 5:1,18 8:17 10:23 13:4 14:20 27:7 28:1
teams 9:4 10:4
technical 4:11
technically 47:23
techniques 38:17
technologies 38:17
temporary 31:5 31:14 32:3
tend 55:20
term 7:22
terrain 15:6
terry 2:16
testimony 24:10 59:7

texas 1:2,9 2:7 3:11 6:13 11:7 12:5 22:6,7 25:3 39:10,15 40:1 41:2,16 45:15 54:20 59:3,20
thank 2:20 3:15 21:16 31:7 33:21 34:3,7 35:5 36:4,5 36:19 37:11,15,18 38:7 39:4,8,9 40:20 41:20 44:24 45:2,18 46:19 48:11 50:8 52:2 53:1 54:20,21 56:15 57:14 58:10
thanks 32:6
thayer 54:21
thing 31:11 49:9 54:5,15
things 39:16 44:3 48:22 53:15,21 58:12
think 31:24 32:2 33:6,11 34:2,24 37:8,23 38:22 45:4 48:22 49:4,8 50:5,21 51:12 52:25 55:2,5,8,11
third 40:9
thoroughly 36:14 37:10
thoughtful 45:3
three 4:17 18:2 19:3,9,23 20:9 28:8,11 38:18 39:5,6
throckmorton 59:22
thursday 1:5 2:9
tied 54:14
time 1:12 2:9 3:1 4:14 5:22 7:15 15:11 23:8 27:5 27:11 28:3 29:1 30:10,19 33:14,15 34:7 36:17 40:21 41:20 43:17,20 45:8,9 47:1 49:10 49:18 50:7 51:9 52:14 53:20 56:16 58:13 59:5
timeline 48:23
timely 29:5
timer 28:9
times 10:1 16:4,18 38:11,11
title 24:20
today 2:9 56:11,15
told 42:7 43:9 48:12
toll 6:2,3,10,11 34:13 39:3 43:25 48:22 49:5,20 51:5
tolled 6:7,7 34:11 34:12 43:24 48:7 49:17 51:3
tolling 49:8
tolls 48:4,5 49:2,3 57:9
tom 54:21
tonight 2:16,22,24 4:20 5:12 22:16 25:15 27:17,23 45:1 54:22
tonight's 2:20 5:6 57:15
tonights's 26:19
torn 34:25
total 13:14,24 20:2
totally 53:16
towing 34:20
town 53:7
toxins 32:15
tracy 41:21,21
traffic 7:11 9:19 14:20,22,25 15:1,3 15:8,11 17:19,21 19:22 29:18 30:5 30:8,11,18 31:4,5 31:19 33:1 36:10 37:3,8,20 38:12,13 41:1 42:21 45:11 45:18 50:1,2 55:8 55:12 56:15
trail 42:15
trails 20:20
transcribed 59:6
transcript 4:21 28:13
transference 11:11
transferring 24:20
transit 7:19
transparency 47:25
transportation 1:2 2:8 7:1 22:6 37:14 38:15 46:2 53:21 58:6
trashing 49:24
travel 7:15,24 9:21 10:1 16:4,8,13,18 19:1,14 29:17
travis 2:15 3:4,5 7:3,13 36:8 47:20
treacherous 37:1
tree 11:1,3 21:7,11 34:17,18 44:5 50:14,15
trees 9:6 10:8,13 10:16,19,24 11:1,6 20:9 21:2,6,9 34:15,16 38:24 39:19 40:16 41:20 42:3,11 44:4,14,15 44:22,24 49:24 50:18,22,24 54:24
treses 10:21
trickle 30:20
troxclaire 3:8
truck 35:4
trucks 29:16,17 30:19
true 59:7
trump 35:19
trust 34:24
try 32:25
trying 36:8 46:9 52:5,13
tss 13:14,19,24
turn 16:12 17:19 17:20 18:5 19:7 19:19 21:14 31:17 31:18,20,21,22,23 37:22 38:10 43:13 52:13
turned 27:17
turning 35:3
turns 29:18 50:2
twistflower 12:6 12:11
two 7:1 8:22 9:14 16:8 17:15,25 18:4,15,18 19:6,18 20:1 25:17 29:1 33:9 42:14 50:15 51:22 56:14
tx 59:23
txdot 2:16,19 3:11 6:5,12 16:21

21:21 22:17 25:2 25:7 32:20 37:15 39:5,9,25 42:5,25 44:9 45:2 46:3 47:16,25 50:13 51:6,9 53:3,12 57:11 58:1,2
txdot's 13:6 22:9 22:13 23:9 57:20
type 15:4

u

u 17:20 31:17,18 31:22,23
u.s. 13:5 17:15 35:18 58:8
ultimately 16:23 26:15
unbiased 40:9
uncomfortable 37:23
understandable 48:25
understandably 44:5
unfortunately 52:9
uniform 22:3
unique 46:14
united 40:1
unreliable 7:19
unusual 28:25
update 3:20
updates 3:1
upgrade 53:21
upgraded 11:15
upset 30:10
upside 43:13
upstream 20:1,18
urban 12:2 44:2
urge 46:11
use 3:17 10:10 14:22 17:3 18:11 18:22 19:25 27:23 42:14 54:9 56:25
usually 24:6
utility 58:3

v

valuation 40:9
value 10:21 23:3 23:14,14,19 24:12 24:18 40:8 50:24
variety 41:18
various 11:2
vegetation 10:7 11:24,25 12:8 21:13
vehicle 35:7
vehicles 7:20 15:4 29:17,21 33:8
velocity 13:19
verbal 1:15 4:16 4:23 5:5 26:19,22 27:1,16 28:3 58:9
verbally 5:12
veritext 59:21
version 48:10
vertebrates 12:5
vexing 48:24
viable 57:1
view 4:13 27:10
village 30:25
vineyard 15:18
vireo 41:8
visit 5:11 25:17 27:10 38:4
visited 52:18
visitors 43:22
voids 14:1
volume 15:11 51:21,22
votes 15:25

w

wade 4:5 6:21,23 6:24 21:16
wagged 49:9
wait 32:2,19 43:10 48:16 54:13
waiting 52:19,22 53:1
walk 36:24
walking 36:25 52:17
walls 15:15,25
want 2:19 31:11 32:18 33:11,21,22 35:17 37:15,18,20 38:3,4 45:2 46:4 51:25 52:16 53:8 53:9,15 54:25 57:13 58:10
wanted 43:16 44:3 46:25 48:2
wants 28:6
warbler 41:8
wasted 34:7
wasting 7:10
watching 38:2
water 8:8 10:10 11:16 12:8 13:2 13:18,20 17:12 43:2,4 45:25 47:17,21
watering 44:2
waters 20:8
watershed 13:23 50:25
watts 50:9,10
way 3:10 4:9 10:9 12:14,16 16:8,9 17:12 18:5 21:17 21:19,23 22:2,10 26:14 29:3 31:25 33:13 35:1 36:11 36:11,12,12 38:1 38:19 39:19 43:22 47:22 50:5,15 52:13 54:9,16,17 56:13 58:3
ways 5:19 37:2 57:4
we've 32:10 39:4 45:8 46:2 53:22 56:11
wearing 27:7
weather 43:10
weaving 17:21
web 22:13,14 26:3
website 6:1 8:11 51:6
week 35:3
weeks 50:16
welcome 2:19 26:22
went 30:25 42:9 50:14
west 2:12,13 17:20 18:14 29:10,25 33:9 51:21
westbound 9:17 17:15,22,24 18:1,2 18:20,21 19:11,13
wheelers 29:16
white 48:19
wide 49:23 55:9
width 50:7
wife 40:23
wildflowers 41:19
wildlife 13:5 35:19 41:20
william 9:6 17:16 17:25 18:3,7 29:11 31:16,17,20

51:13 55:6 56:12
williamson 9:7 18:22,23 20:4,8 21:5 50:25 58:7
wilt 34:22
windmill 55:16
wise 50:6,7
wish 5:5,12 26:19 27:16,22
wishing 31:20
wondered 51:9
wood 15:18
woodlands 12:12
words 51:10
work 8:7 14:15 15:22 21:10 30:8 30:13 39:10,13 46:12,22 52:13 56:2,3,7
worked 3:10 21:8 37:14 46:3,6 53:10
working 20:15 46:8,16,18 57:10
workman 3:4
worse 31:6 45:12
worth 59:21,23
worthy 42:23
writing 5:14 33:21
written 1:16 5:16 5:16 22:23 23:7 25:23 26:22 28:20
wrong 50:5

x

x 28:16

y

y 7:3 9:13,13,17 18:14 19:11 29:25 31:17 34:10 35:4 35:24 51:14,22 55:6,15,25 56:13 56:25
y'all 38:7
yard 43:5
year 7:10 40:23 56:18
years 26:18 29:9 31:12 32:2 34:5 36:6 37:14,17 42:19 48:23 53:4 54:11,12,13 56:19
younger 42:10
youngest 35:8

z

zone 12:19 13:16
zooming 33:1

F.
Comments Received

F-1

Written Comment Forms & Letters

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Eli del Angel

Comment:

WOULD WANT TO SEE A SIDE BY SIDE COMPARISON TO THE FIX290.ORG DESIGN.

WOULD WANT TO SEE AN OVERVIEW ROADMAP TO SEE HOW THIS PROJECT WOULD LOOK WITH OTHER PROJECTS.

WHY ISN'T THERE ANY HOV LANES.

WHY NOT INCREASE BY 2 LANES EACH WAY AND IMPROVE TRAFFIC LIGHTS W/ TECH LIKE LIDAR

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Pam Baggett

Comment: I moved to Travis County in 76 + Shady Hollow in '97. I supported fixing the Y starting in 84 + here we are, more than 30 yrs later with
1) larger population
2) more traffic
3) more unnecessary deaths
4) + the death of the Oak Hill community as all retail is moving west

I understand Fix 290 doesn't like this plan, but I don't like them + in fact, many are the same people who killed the previous plans

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
□ I am employed by TxDOT
□ I do business with TxDOT
□ I could benefit monetarily from this project

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Enough is enough. Build it + Build it now!

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Art Bedrosian

Comment: The at grade 71/290 Frontage Road crossover as proposed in Alt A is short-sighted. It is shown as a signal controlled intersection of three frontage roads. This is avoidable with additional grade separation. The proposed concept is a future problem and will function for local traffic virtually identically to what is there now. Poor Design that will only be a hazard needing costly upgrades even before the road opens in 20-25 years.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Shane Beeler

Comment: I live at 8400 lookout cliff pass and the proposed access road and bike lane will be 120 feet closer to my home and yet I dont see my house or my neighbors as having a noise wall behind our house. It would end prior to reaching my home and there is no way a noise study for my home did not meet the requirements. can someone please let me know how I can address that

[redacted] or [redacted]

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): JAMES CAIN

Comment: IF THIS PROJECT IS DONE, WE NEED TO HAVE A LAW TO KEEP THE HOMELESS OUT OF OAK HILL. THIS PROJECT WILL ATTRACT MANY HOMELESS PEOPLE

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
□ I am employed by TxDOT
□ I do business with TxDOT
□ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Linda Campion

Comment:

I support Alternative A and it's time to begin NOW on this project. The congestion is dangerous and only becoming worse every day. Sooner than later for all of us.

Over the last 30 years we have watched this congestion from Hays County become a continuing flow. The same for the traffic from Bee Cave.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Anthony (Tony) Catania

Comment:

Biggest concerns
- elevation of flyovers onto Hwy 71
  - generally, the flyovers seem to be lowest positive impact, least priority, and should be delayed as long as possible
- noise mitigation
  - don't trust process/timing for noise mitigation - want to see more commitments on noise abatement
- trees & creek
  - impact to williamson creek and multiple springs; floodplain impact
  - removal of heritage oaks
- duration of the project
  - impact to traffic flows during construction; for how long?
  - don't see any projections for duration of project
- why is the project the same without tolls?
  - fewer lanes are mandated, yet no changes are apparent
  - a true parkway with minimal elevation is a superior option

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Sandi Causey

Comment: I live in the OakPark Neighborhood. I love Building Optix A. We appreciate the turn around before William Cannon which allows us an easy way back to town. We like the sidewalks, paths connecting us (northside of 290) to southside).

Would like consideration of sound barriers on the elevated section the 290 that bypasses Oakclaire Drive.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): RICHARD COLLINS

Comment: - I SUPPORT THE OAK HILL PARKWAY PROJECT PROVIDED IT IS NOT A TOLL ROAD

- BIKE LANES ADJACENT TO THE FREEWAY WOULD ALSO BE GOOD

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
□ I am employed by TxDOT
□ I do business with TxDOT
□ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Michael Conner

Comment:

Please don't let a vocal few stop construction again.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
□ I am employed by TxDOT
□ I do business with TxDOT
□ I could benefit monetarily from this project

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): JOHN Doucet

Comment: We own 7401 Hwy 71 And Are concerned with right-of-way acquisition from our property. It appears from the sketch ~~the~~ our existing parking lot will remain intact. However, the scale is too small (and these Are only schematic plans) to really be able to tell exactly what the right-of-way needs are. Please clarify the right-of-way that will be acquired from our property.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): ANNE DiCARLO 78749

Comment: I am a proponent! I moved here in December 2016 from Minneapolis & sit in traffic wasting my time every day. It's maddening. Austin needs to correct this. They have stalled for too many years. Unfortunately, this correction cannot be built overnight, but I sure wish it could be!

Good Luck & I hope this is a success!

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
□ I am employed by TxDOT
□ I do business with TxDOT
□ I could benefit monetarily from this project

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): DEAN DREIER

Comment: IT IS PAST TIME TO MOVE THE COMMUNITY FORWARD BY EXECUTING THIS PROJECT FOR OAK HILL AND THE ENTIRE AUSTIN REGION.

THE PROPOSED PROJECT APPEARS TO BE A GOOD BALANCE OF MOBILITY, ENVIRONMENTAL, NOISE AND ACCESS CONCERNS.

THE ~~TE~~ NON-TOLLED CHANGE FOR THIS PROJECT IS WELCOME, CONSIDERING THE SEVERAL DECADES THIS PROJECT HAS STALLED.

SUPPORT OUR COMMUNITY BE GETTING THIS BUILT AS SOON AS POSSIBLE.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): LETICIA ESTAVILLO

Comment:

I completely support this project. It's been too long with bad traffic, Build it.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Kent Ewing

Comment:

Please, Please complete the Parkway (Freeway) Through Oak Hill as depicted.

After 30 years of on again, off again, it is Time to Make it happen! ☺

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING

May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749

US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Bradley Farias

Comment:

I am enthusiastic for the proposed expansion of our currently congested roads. The alleviation of traffic will reduce potential wait times as well as potentially dangerous merging. I frequently walk along this corridor and pedestrian plans are equally exciting. I hope that the building of the Oak Hill Parkway is successful and can alleviate concerns.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Sally Finan

Comment:

Recently 290 was widened from approximately ACC to west of Senic Brook. A center lane was added, that's all. ~~Both~~ NO turn lane was added at Senic Brook, why not? (Senic Brook) Anyway, all the trees on the ~~south~~ north side of the road were cut down. ~~or~~ The only thing added was a guard rail? Now the traffic sound is so loud it's unbearable. The traffic is soaring ☹. We need a sound wall put up, like on Mopac to deaden the loud roar. Please take this into consideration.

We need a Soundwall along 290 north side of the road, too. The south side ~~has~~ will have sound walls

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

Why does Jerry town get soundwall and we dont. Be fair.

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): MIREYA GALARZA - AUSTIN COMMUNITY

Comment:

Please go ahead with project. The area is so dangerous getting out to 290 to go to work and other travel that I end up sometimes going through the neighborhoods west traveling on old Bee Caves Rd. But old Beecaves Rd. is not safe for pedestrians and children waiting for the school bus so me & my neighbors using that exit alternative creates a dangerous situation for pedestrians & children. Please Build Parkway As Soon as possible

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): Elizabeth (Libby) Gibbs

Comment: (1) where will Public Transportation be located w/ people w/-o cars?
(2) where are bike paths?
(3) " " walking paths?

[redacted]

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

N/A

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Elizabeth (Libby) Gibbs

[redacted]

Comment:

Excited to see this plan. I live @ 7004 Scenic Brook Drive! Gonna be change, but its needed! my hope/prayer is that the landscaping that is shown in all schematics is true & will happen! And that the many retention ponds will be maintained & have water in them that is not sewer water. I would love an answer to the retention ponds regarding up-keep. They look beautiful in the schematics but will they actually look like that?!?

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project N/A

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING

May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749

US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Charlotte Gilpin

Comment: I live off RM 1826 & Drive the interchange at least twice a day. I support the project. I request the team look at requiring construction phasing / milestones that would require opening of U-turn movements for an intersection/ area prior to full reductions/ closures of the intersections for construction.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): PATRICK HAYS

Comment:

IM GLAD TO SEE THESE IMPROVEMENTS FINALLY MOVE FORWARD!

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Elise Michelle Hefferton [redacted]

Comment: [redacted] We are located behind the businesses on Hwy 71 (Sherwin Williams, PPG paints, Star Physical therapy). My concern is that our backyard directly back on these businesses therefore a sound wall would not be an option since it would have to be between a business + a residence. But the elevated portion of the newly proposed parkway will be directly in our backyard. In talking with David Herra + Wade Strong about my specific problem there is no solution offered. I find myself in a scenario that is directly physically impacted but do not qualify for a sound wall, and no other buffer/solution is offered. Not acceptable!!! Please direct me as to who I can contact to further discuss. Thank you
E. Michelle Hefferton

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): Robert F. Gray [redacted]

Comment:

THANKS FOR the INFO.
LOOK FORWARD TO IT's completion.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): Daniel Hutton

Comment: Thanks for your hard work. We look forward to our neighborhood in SW Austin having better access to downtown, and the surrounding area. Good luck with funding as this intersection is deplorable and the fix long awaited. DH

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): DICK KALLERMAN 6/2/18

Comment: There are six Edwards Aquifer recharge features in the OHP project area. Those that are not clogged during construction will feed dirty water into the aquifer during construction and during facility use. Dirty water in Williamson Creek will recharge downstream. All this will damage the aquifer. What quantity of water will be lost and what quantity tainted?

The long pedestrian tunnel under Wm. Cannon Street will be dark and scary and will probably receive little use.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): JAMES KENNEDY

Comment:

I HAVE BEEN DRIVING THROUGH THIS INTERSECTION - WILLIAMSON CANNON & U.S. 290 FOR ALMOST 55 YEARS AND IT HAS GOTTEN EXTREMLY WORSE OVER TIME. IT WAS ORIGINALLY A 2 LANE ROAD WITH MINIMAL TRAFFIC.

DON'T KNOW WHEN THE STUDY FOR THE UPGRADE WAS STARTED, BUT IT NEEDS TO BE COMPLETED ASAP. HOPEFULLY I WILL SEE IT COMPLETED BEFORE I DIE.

GALVESTON – HOUSTON – KATY - DRIPPING SPRINGS (BELTERRA)

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): LINDA KENNEDY

Comment:

I Like the plan —
Please get it started
ASAP —

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Tom Kolko

Comment: This is a very much needed project. Design Build delivery will speed up the process and it will be very much in the best interest of everyone

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): RALPH LAKE

Comment: SAVE more trees - Espeially the grand mother OAK & other ANCIENT OAKS near the WILLIAM CANNON intersection

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING

May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749

US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): RALPH LAKE

Comment:

- We will need SOUND WALLS on 290 (Northside) at Senic Brook on the North side of the Highway, even though the MAIN LANES will be below grade. NOISE went up DRAMATICALLY when the recent TXDOT work cut down the trees on North side of Highway.
- Reduce ROW now that we are non-tolled.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING

May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749

US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): RALPH LAKE

Comment: One LANE connectors between 71 & 290 at "Y" will be an instant bottleneck & back up traffic in 71 EAST BOUND into the 'Y'

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Brian S. Manning

Comment: Build Alternative "A".

Continued growth along the 290 corridor toward Dripping Springs will bottleneck the Y to the point traffic will spill over to neighboring roads and thoroughfares (Scenicbrook, 1826, Oak Meadow) to a greater degree than today. Already, living off Old Bee Caves Road, it can take me up to 20 minutes in rush hour (7am-8am and 5-6pm) traffic to cross WB bound 290 traffic to head East. Alternative routes such as Weir Hills Rd/ Terravista and Fletcher Rds require additional maintenance today (WHICH IS NOT BEING DONE) as well as SW Parkway — lack of funds and attention to these alternate means of travel will continue to congest going E into Austin.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Randy Massey [redacted]

Comment: Peggy Garrison [redacted]

Great Design! Love It -

Please Build It!

I'm a long term resident - 24 years!

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): SHAWN MASSOCK

Comment: I AM IN SUPPORT. PLEASE BUILD ASAP!

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
□ I am employed by TxDOT
□ I do business with TxDOT
□ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Erica McCauley I Support Concept A

Comment: * Please approve construction + funding for Oak Hill Pkwy
I live off of Old Bee Caves Road. Nearly every day, for the past 6 years, I've had to take an extremely dangerous unprotected left turn to get on Hwy 290. Sometimes the traffic backs up so far on Old Bee Caves Rd, that I've had to wait upwards of 10 minutes just to make one turn. This does not even take into account the bumper to bumper traffic going both east & west on Hwy 290. To make my turn ~~at this~~ is very dangerous because I have to cross 2 lanes of westbound traffic to get into a very short center lane, & many drivers do not allow anyone to merge easily. There's no timely detour. We need the Oakhill Pkwy!

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Linda McWhorter

Comment:

The plan is short-sighted and will not ease congestion into the future 40+ years from now. Development is continuing west of the Y both around Circle Drive and beyond into D.S. and even toward Johnson City! What about including space for a light rail line? Isn't that being talked about in Austin - extending the light rail east, south, west?

* Also — I am not happy about the frontage → highway transitions at the center of the existing Y where we will have to wait at a red light! How is that different than what we locals to the Y do now? — Fix the elevations of those transition lanes to be non-stop onto the Freeway

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

None of these

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): Stephanie Messerli

Comment: I live south of the project location along FM 1826 and look forward to the Oak Hill Parkway improvements. I am in full support of the improvements to improve mobility for multiple modes.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☒ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): John Miller I support Alt A!

Comment:

Very thoughtful design! I think it's impressive how you've been able to put us on a path to improving nearly every aspect of this area.

My one nitpick is the access roads. These make the project much more expensive, complex, etc. But if you can build it, I'll take it!

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): Janette Miskell

Comment:

(1) I am concerned that the increased/more efficient traffic through the "290 + 71 intersections will severely impact northbound Mopac at the ramp near Hwy 360. How will impact to that area be addressed?

(2) Are there any creative thinkers that have considered more futuristic options or do we continue doing the same thing and expect different results? We cannot build ourselves out of our traffic problems.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): John Patton Resident on Rialto Blvd east Oak Hill area

Comment:

Please Build Alternative A as quickly as possible.

Do not delay any more.

Do not pursue the No Build Alternative

good plan! Now please execute it

Thank you!

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): SANJAY RATHOD

Comment:

I suggest to move ahead rapidly with the recommended alternative (option A) to relieve traffic congestion at the 'Y'.

'No Build' is NOT an option at all in my opinion. This problem has been around for 30+ years and all residents in the Oak Hill Area are looking for meaningful solutions.

Thanks.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Laura Rice

Comment:

Please extend the 290 portion of the freeway to Fitzhugh Road to reroute the ever increasing Hayes country traffic back onto 290 and off Circle Drive and Thomas Springs Road.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): José M. Sandoval

Comment: Please proceed to build this facility as it is much-needed.

Thanks,

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Tracy Schagen

Comment:

My property is at [redacted]. I own a childcare center located at that address. My husband and I live at that address. The Greenwood School offers childcare for 34 children with an outdoor component of 3-4 hours outside each day. The construction will be directly in contact with our playground, dining area, gardens and livestock enclosures.

I am concerned about the well being of children during construction. When? How long? how loud?, Run off? Car wrecks? Busted water mains? Power outages? ect. etc

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Robert Schiff [redacted]

Comment:

Love the solution to the Y.
How can we help txDOT fund this project.
The existing traffic signals must be upgraded at the 290/71 William Cannon interchange.
Intelligence must be added to sense traffic requirements and automatically adjust signals to clear traffic + expidite the trip thru the "Y".
Please feel free to reach out to me, if you have any questions or any way I can help.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

This form may be used to provide written comments on this project. Any questions placed on this form will not be cons an open records request and will not be treated as such. If you have an open records request it must be submitte separate letter.

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
□ I am employed by TxDOT
□ I do business with TxDOT
□ I could benefit monetarily from this project

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): DAVID A. SHERBY (Granada Hills local OH)

Comment: In General I am for this plan but I would want any Heritage Oaks that must move be relocated to nearby Oak Hill (if possible) and the Williamson Creek aspect turned into an eco feature for enjoyment by OH friends & families. Unsure if plan accomodates this (as of 5-24-18) but two criteria I hear from the nay-sayers as reasons for stopping this. I say GO!

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): JANET STAKES

Comment: PLEASE build these roadways. I have lived in the Oak Hill area for 36 years. I was very dissaporited when it wasn't built before however, I was against it being a toll road.
I am pleased with the design & the Non-toll option & look forward to the completed project.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Kristi Stanley

Comment:

The Final Evaluation Criteria board 1 of 4: I don't understand. The travel time listed does not make sense to me. What peak travel time are you considering in these examples?

The benefit seems very weak.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Melissa Takamatsu

Comment:

The congestion at the "Y" has caused traffic to find alternative ways to get to work/school/etc. Therefore Circle Dr + Thomas Springs have become the new thru-ways for LOTS of traffic. Our traffic lights/intersections are not keeping up with demand. The light at Thomas Springs + Hwy 71 can be backed up for ½ mile or more EVERY MORNING. Please add a dedicated left turn signal to this light. The added dedicated right turn lane did nothing to ease congestion. This intersection needs a dedicated left turn lane + ~~light~~ arrow in each direction. It will only get worse during this construction.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): Tom Thayer

Comment: Big concerns about elevated flyovers on SH 71 - Suggest build 290 portion first, prioritize stoplights on SH 71, and only build flyovers if they are really needed later.

Phasing by building frontage roads first is a bad idea. The frontage roads would still have stoplights, so we would get construction and all of its problems but no real traffic relief.

Instead phase east to west - do William Cannon intersection first, then the Y, then other intersections as money allows. I think just William Cannon or the Y intersection would be a big improvement in traffic.

The road is too wide! Traffic counts don't support the traffic projections. We don't need 12+ lanes! The frontage roads don't need to be that wide if there are no tolls. The main lanes on US 290 don't need to be more than 6 lanes, frontage roads no more than two lanes each way.

Receipt untolled!

Concern about the amount of trees removed - slim the roadway down!

Concerns about noise from elevated flyovers affecting Scenic Brook neighborhood.

How will the elevated highway affect the shopping center @ the Y? Will businesses relocate?

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): Johnny Tijerina

Comment: Please build Plan A.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): Alicia C. Whitaker

Comment:

How does this plan benefit Scenic Brook neighborhood?
Are there convenient exits for Scenic Brook?
I couldn't see any & your floor rep couldn't answer my question.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): Alicia C. Whitaker

Comment:

No barrier sound for Scenic Brook neighborhood, yet the other side of the highway (290) gets one?? Does not make sense.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): _____

Comment:

→ Please address how COA WQ standard has been met?

→ Please address how Edwards Aquifer Recharge BS & WQ standard is being met

→ WQV needs to be retained and irrigated. and not released into creek !!

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING

May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749

US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): _____

Comment:

I don't see current COA WQ standard has been met. Specifically EA Recharge BSZ requires zero degreadation requiring Two SEMs in series (retention and irrigation) How captured WQV is being treated w/o being released into creek

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OAK HILL PARKWAY

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): _____

Comment:

TOO BIG!

TOO DESTRUCTIVE!

- FIX WILLIAM CANNON
- FIX TI @ OAK HILL
- FIX CONVICT HILL

STOP $HERE

WE IN OAK HILL ARE NOT CAUSING PROBLEM!

REROUTE DRIP, WIMB BELTERRA

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

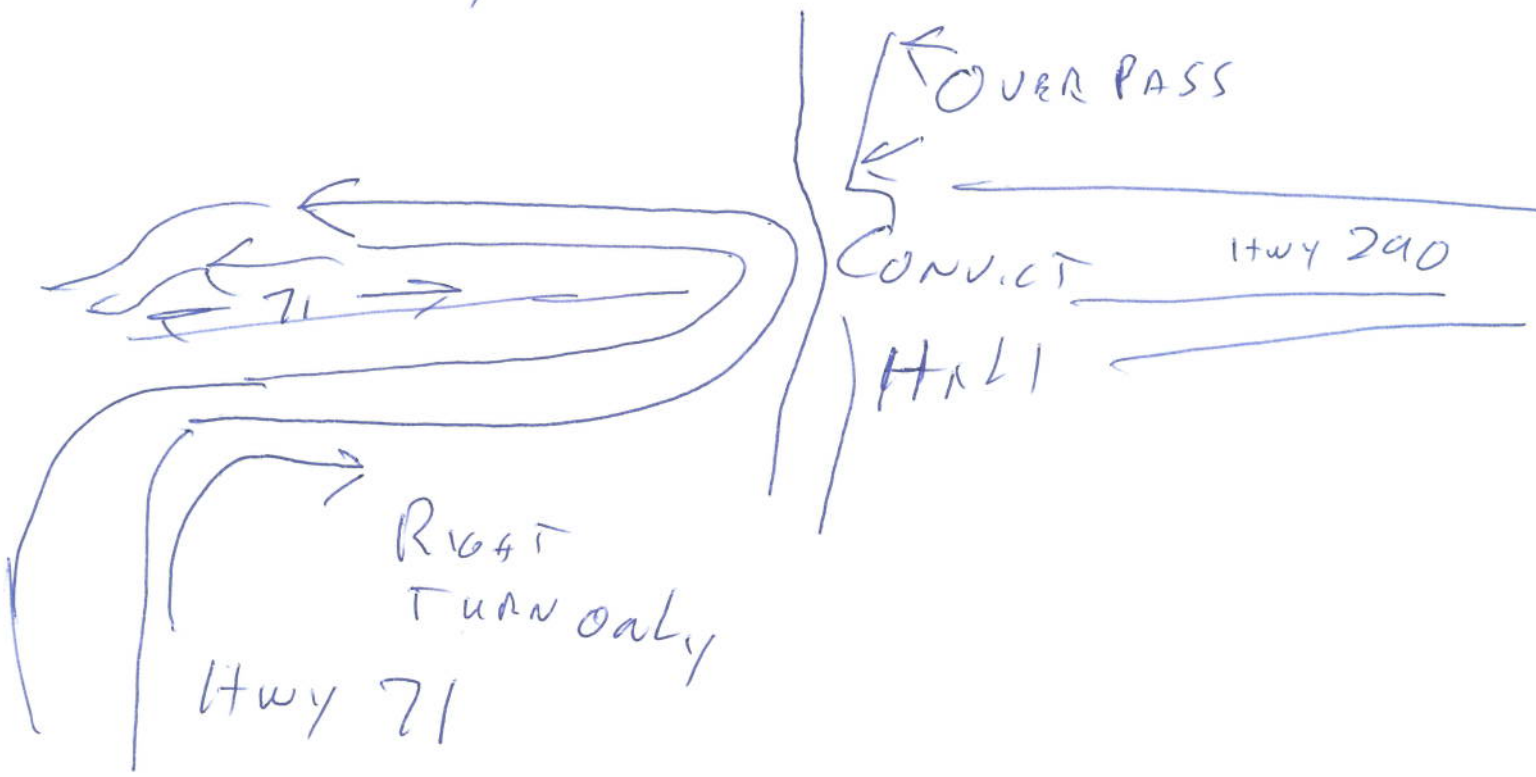
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

TURN OVER →

Seriously



DO NOT HAVE LIGHT

AT 71 + 290

SAME AT WILLIAM CANNO

PROBLEM SOLVED

RE DIRECT COMMUTER TRAFFIC

AROUND OAK HILL !

SAVE OAK HILL.ORG

Official Response to the "Oak Hill Parkway" Draft Environmental Impact Statement [DEIS]

Prepared by Alan Watts

[redacted]

May 24, 2018

The wrongs done to trees, wrongs of every sort, are done in the darkness of ignorance and unbelief, for when the light comes, the heart of the people is always right.

John Muir

SAVE OAK HILL.ORG

Save Oak Hill is a community organization founded in 2015 by neighbors concerned with the impact of TxDOT's proposed "Oak Hill Parkway" on the natural environment.

Even though planners and engineers touted the project as "context-sensitive", a tree and historical survey - Oak Hill's most treasured and sensitive assets - had yet been done even as the highway's design approached completion. Armed with handheld GPS units and digital cameras, volunteers with Save Oak Hill located and photographed all the trees and sites in the right-of-way. Data was geotagged and combined with TxDOT's schematic and we were shocked with what we saw: more than 250 trees were threatened by the highway expansion. Many of these trees are the iconic, old growth trees that gave Oak Hill its name. Since then, we have urged TxDOT to consider less impactful design alternatives.

While we are pleased that transportation planners have removed the tolling component of the Oak Hill Parkway, we see this as the prime opportunity to design a roadway without the requirement for the same number of free lanes as tolled lanes - resulting in a smaller footprint. And a smaller footprint means more affordable and faster relief for Oak Hill, while preserving more of these community assets.

Our petition now contains 992 signatories calling for a smaller footprint design[1]. Please take advantage of this unique situation to listen to the community.

TxDOT touts the "Oak Hill Parkway" as a "state-of-the-art roadway", but it is neither a parkway, nor state-of-the-art[2]. Less impactful solutions for Oak Hill's traffic problem exist and it truly could be a state-of-the-art parkway. It's time for TxDOT to realize it takes more than words to meet budget and community reality.

1 Attachment as of May 24, 2018 and http://www.saveoakhill.org/petition/
2 http://www.oakhillparkway.com/environmental/

Save Oak Hill petition

as of May 24, 2018

#	First Name	Last Name	Street Address	Comments?
1	Dick	Kallerman		A non-elevated, non-tolled EIS is not much to ask
2	ken	prestley		Apalling!
3	Alice	Hull	[redacted]	Austin is turning into a Concrete Jungle! Please STOP destroying this city, which has always been known for its beauty!
				Austin used to be a beautiful town to enter, but now, it seems that no matter which way you enter Austin, it is anything but beautiful. These ugly roadways and the stuff stored for them right out in plain sight beside the roadways is disgusting. Perhaps a roadway can be built off Southwest Parkway in and out of Austin, and be made in a more aesthetically pleasing way??
4	Dorothy	Petersen		Bad idea TexDot. Dont do it!
5	glenn	struzinski		Boston is another city that tore down the elevated highways downtown and relocated them underground to make way for green space, the result was incredible.
6	Eva	MacKay		Do Not Destroy our Neighborhood!!!!!
7	Terry	Gover		do not want this to happen
8	myra	vaught		do the right thing & don't destroy just because you can. There is always another way. Do not kill this area.
9	Pam	Thompson		Do the right thing, don't build a huge road! We need TRANSIT NOT MORE TOLL ROADS!
10	David	Orr		Don't cut them down
11	Andres	Orona Jr		Don't Dallas Austin
12	Ian	Webster-Graves		don't do this!!!
13	Karen	Gregory		Don't impact our creek!!
14	Patricia	Geisinger		Dont make us look like Lakeline!
15	Kellie	Mecham		Elevate Southwest Parkway instead. This will increase flooding along Williamson Creek.
16	Craig	Campbell		Eliminate the tolls reducing cost and footprint
17	Ralph	Lake		Enough! TX has split Oak Hill and this plan will destroy it and all the businesses along with it.
18	Linda	Kuykendall		figure out a better solution
19	Stephanie	Foreman		Figure something else out
20	Angelique	Foust		Find a better way to fix the road.
21	mary	foster		friends of Williamson creek member
22	tom	donovan		GET UT of Oak Hill and LEAVE US ALONE. You have already messed us up enough and more than enough.
23	Beverly	Olson		Going wes from south Austin means driving thru Oak Hill.....we need to save the history of this beautiful area!
24	Catherine	Weaver		Granada Hills resident
25	Evelina	Warren		Hate to see great trees cut down! Also, please remember they are oxygen factories!
26	MaryLee	Hicks		health hazards of vehicle emissions?
27	tim	miller		How is this going to effect flooding along Williamson Creek/
28	Kelly	Davis Burns		how many different times, how many different ways do we have to say no to this plan?
29	Deanna	Miesch		http://www.governing.com/columns/assessments/gov-charles-marohn-transportation-funding.html
30	Roger	Baker		I believe that the current TxDot plan is short sighted and not in allignment with the environmental concousness of Austin's gorwing population. We love our land and our heritage, and we do not want to spend our money to destroy those things in the name of the quickest and easiest relief for growing traffic congestion. Let us plan for the long term and look to how we can develop sustainably.
31	Dawn	Youngs		I do not want this monstrosity just outside my home! Noise levels to my house and the feel of Oak Hill will be severely affected.
32	Amanda	Brack		I don't even live in ATX and I'm signing this !!! 150+ year old trees! KEEP THEM!
33	Amanda	Johnson		I don't live directly in Oak Hill but use that intersection frequently. Elevated roads and toll roads are NOT my choice!
34	Bill	Brock		

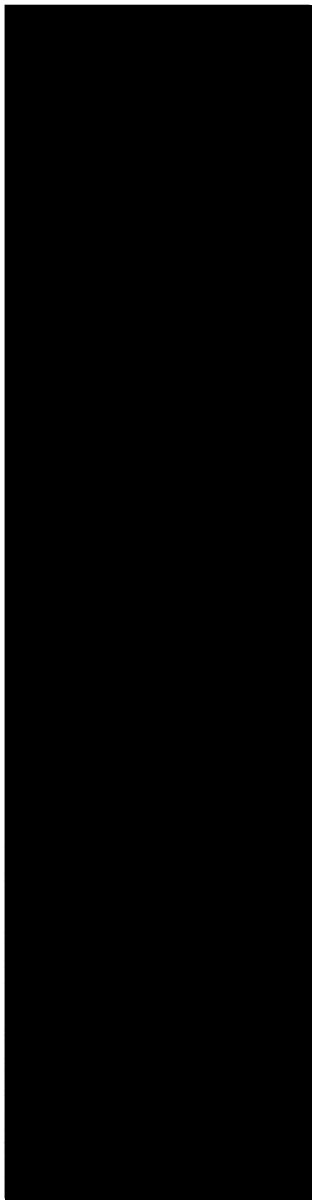
35	Jeremy	wahlberg		I grew up in oak hill and still enjoy the beatiful area. Lets try and envision non destructive solutions.
36	Renee	Manly	[redacted]	I grew up in Oak Hill, and my mother still lives there. Our heritage oak trees are my absolute favorite thing about Texas, and I am so proud of them. Please don't ruin Texas' beauty.
37	Meris	Watson		I grew up in Oak Hill, went to Oak Hill elementary & hate to see this happening to this beautiful area. I understand the need for improved infrastructure and traffic flow, but I think there are other ways to do this while saving the natural beauty of the area.
38	Beverly	Garland		I grew up in South Austin. I still live there in spirit. Please let's proceed with care for the character and ecosystem of the area!
39	David	Tucket		I have ideas that don't include an elevated tolled highway. Who can I share them with
40	Beth	Tarbell		I live right at the Y. More noise and pricy toll roads are not the answer.
41	Christina	Rogers		I lived in Oak Hill for over nine years and still miss that beautiful area. Please don't ruin it with this horrible idea. We need traffic relief but not at the expense of all that makes our area and Oak Hill so unique and beautiful. Scrap this terrible idea and go back to the drawing board!
42	Denise	Kelly		I lived in that area for decades. Traffic flow improvement and conservation must exist together or what we love about Austin will disappear so quickly that we'll not realize it has happened until it is too late.
43	Jessica	Jones		I was born and raised in oak hill. It's a special place and deserves to be preserved as best it can. Especially since the rest of Austin is becoming unrecognizable.
44	Carolyn	Elmore		I'd like to help, but I don't believe I can be out in this heat right now gathering signatures. What else can I do? I am a retired corporate communications executive.
45	CAROL	RILEY		IMO....it's ALL OVER if the majority of these majestic oaks are bulldozed in favor of more impervious cover. Simply put, I'm gone & Austin was a footprint.
46	Sharla	Ensle		It will be a travesty for nature and wildlife! As a life long resident of this city, its actions like this that make me question the ethics and standards of your chosen path to progres.
47	Cynthia	Wilcox		Just say no to the obsolete, divisive, elevated design.
48	Charlotte	Watts		Just think what you are losing by adopting the TxDOT's plan, and what you are gaining with Save Oak Hill's innovative forward/ environmentally/human/wildlife friendly
49	Al	st. Louis		Keep Oak Hill green! Freeways are destructive to the environment.
50	Beki	Halpin		Keep the Oak in Oak Hill!
51	Alvy	King		Let's not destroy so much of Oak Hill.
52	Richard	Maness		Living downstream along Williamson Creek I support your effort to save the greenspace.
53	Susan	Cook		Make driving through Oak Hill simple and sensible
54	Richardo	Halpin		make it a free parkway at grade no tools, thank you.
55	Christopher	Vestre		More green space!
56	Raymond	Mathews		Most of us agree that there has to be an improved highway 290 extension throught the Oak Hill Y, but we do not support an unnecessary elevated highway that causes considerable noise, larger than necessary development footprint, and aesthetic impacts to our community.
57	Mitzi	Jones		Move into the modern world of traffic planning TXDOT!
58	Matthew	Norcio		Nashville
59	Reutter	Claire		Never mind "Pave Paradise. Put up a parking lot." Austin's version is "Pave Paradise. Put up an elevated toll" so somebody (not us Oak Hillians) can make a heap of money.
60	Benjamin	Ludlow		no
61	Brian	Ashman		No elevated highways!
62	Rebecca	McGlothlin		No elevated or toll roads!
63	Alvin Dale	Henry		No elevated roads or tolls!!
64	audrey	schwartz		no elevated toll road cutting through oakhill. can't you people get it together! stop and think!
65	SANDRA	BANNISTER		no elevated toll road in Oak hill
66	hannah	struzinski		NO NO NO
67	Jené	Maroney		NO NO NO NO NO NO

68	Sarah	Bombardier	[redacted]	No to the "Oak Hill Parkway!" "2015-05-13 19:18:06
69	Lenell	Ripley		No toll for this beautiful part of the Hill Country. The heritage trees need to stay, and the creek should be protected.
70	Pat	Luna		NO Tolls and NO Elevated Roads!!
71	Diana	Hohmann		No Tolls and no massive elevated concert road ways are needed! Oak Hill Parkway!!
72	Coral	Friesner		None of thihs sounds productive at all, don't make a foolish decision that impacts everyone negatively.
73	Kay	Bryan		Oak Hill deserves to be heard! those who live here, love this place! 🖤
74	Albert & Gloria	Gonzales		Oak Hill is a quite family community area and not zoned for thru trucks monstrous concrete freeway,
75	Claudia	Corum		Oak Hill's historic character and unique environmental beauty are threatened by the proposed "improvements". There are alternative.
76	MaryBeth	Kenis		Our natural environment is what makes Austin such a gem. If we start to change/lose that, we are nothing but another San Antonio.
77	Alfred	Pulido		Parkway Only
78	Joyce	Droutsas		People who have moved to here from other states or country need to stop pushing us, native Texans!
79	Kaia	Tingley		Please come up with a better plan!
80	Angela Taylor	Rubottom		Please consider this.
81	Leah	Lucus		Please Design an alternative that is more considerate of our resources
82	Michelle	Sain		Please do not build a major freeway in OakHill. Please leave it with stoplight and don't put any tall roadways.
83	JessicA	rains		Please do not destroy Oak Hill
84	Andrea	Street		Please do not destroy Oak Hill by taking out all but two of the heritage oaks and squeeze willamson creek between to 30 elevated-tolled highways!
85	Kit	brooking		please do the right thing!!! The drought has already taken so many old growth trees!!!
86	Marisa	Morales		Please don't destroy Iconic Heritage Oak Trees, they have been here for centuries and in few months you will destroy them forever
87	amy	arnold		please don't destroy our neighborhood
88	Kim	Lane		Please don't elevate and toll the roadways through Oak Hill!
89	June	Alvarez-Fetzer		Please don't take twenty years to do it.
90	gloria	villeda		Please dont ruin Oakhill yes expand the roads but dont add what isnt affordable to us
91	Alicia	Sullivan		Please keep the Y at Oak Hill beautiful and intact
92	Pat	Alvarez		please leave the trees alone!!
93	Patty	Koeninger		Please make this road non-tolled, not elevated, save the trees, make Williamson Creek a park.
94	Mary	Tanzer		Please protect Oak Hill. Damaging the echosystem to surround it with more roads is not the answer to our tragic problems. No one wants to have to go to a "Tree Museum" to see trees. Keep the trees happy and healthy, don't miss with their environment. Thank you!
95	Linda	Jeffery		Please save Oak Hill from this blight on the community it is not needed.
96	Rhonda	Sparre		Please save our green space and heritage oaks, it has been proven time and time again that there are solutions that greatly reduce our environmental impact!
97	LeAnne	Schram		Please stop tearing up our community
98	R	Lively		Please think of some other way than elevated highways.
99	John and Joan	Borrello		Please, do the right thing soon, don't destroy our beautiful community.
100	Kerry	Kittrell		Preserve Oak Hill and the precious ancient oaks!
101	Elizabeth	Engle		Preserve the community nature of Oak Hill, the very local businesses that we treasure and the special environment. Do NOT take the "Austin" out of Austin.
102	Shani	Housewright		Projects like this have the potential to ruin the estetics of our city. Make better solutions for its future!

103	Charlie	Love	[redacted]	Protect are our trees with a true parkway solution!
104	Dorothy	Mankey		Revitalize the community! Don't cut it up with concrete tollroad!
105	Mary	Standifer		Roadways don't exist in a vacuum-- they have an immeasurable impact on the surrounding community, and planners need to be responsive to the concerns of that community. An elevated roadway and toll road through Oak Hill are objectionable in the extreme.
106	Damon	Brinson		Safer entry/exit. Less noise. More trees.
107	Vicki	Sanders		SAVE OAK HILL
108	Cathleen	Day		Save Oak Hill !!!!!!
109	David	Stallcup		Save Oak Hill!
110	Judith	Julian		Save Oak Hill!
111	Amy	verlander		save oak hill!!!!
112	Karen	OGrady		Save Our Community!!!!
113	Patricia	Bordie		save our trees, save us from light and noise pollution !
114	Morgan	Vierheller		Save the trees, please, There is enough cement and asphalt already.
115	Keely	Rizzato		save the trees!
116	Travis	Bryant		Save the trees! Its "oak" hill afterall!!!
117	Elizabeth	Lowell		save the trees. limit growth instead.
118	Meriam	Tummons		Sick of over blown over priced projects by the state.
119	Christi	Harper		so sick of Austin destroying soooo many of what makes Austin, Austin.
120	Colleen	Ramey		Solutions to traffic need to include better options than elevated roads. We don't want to become the next Dallas.
121	Brenda	Olfers		Spicewood
122	Elizabeth	McGreevy		Stop covering our natural beauty with concrete.
123	Tarya	Simo		Stop destroying in the name of commerce
124	Jamie	Corson		STOP DESTROYING THE AUSTIN WE LOVE. THOSE TREES ARE OLDER THEN YOUR GRANDPARENTS AND SHOULD BE ENJOYED BY YOUR GRANDCHILDREN. HELL NO!!
125	Susan	Cook		Stop this domination of design by those who favor costly solutions over simple and affordable ones. The people who live near that intersection and those who regularly drive it, need to be respected and listened to. Traffic design can be simple. So why these tolled and flyover solutions? Someone has a vested interest in making this more difficult than it needs to be.
126	jeff	Berry		Stop with the killing already or we'll be left with nothing but hackberries.
127	Jennifer	Butel		Terrible plan that would destroy my neighborhood. There are so many better solutions. We don't need another toll road, and we don't need an elevated road through the heart of Oak Hill. Appalled that this is still being considered.
128	Mason	Sims		Th e Oak trees are worth more than peoples time sitting in traffic
129	Beth	Campbell		Thank you for listening
130	Robert	YorK		The current footprint is way to big.
131	Lydia	Galvan		The current traffic lights at William Cannon and 290 and the Y have only increased back-up congestion. And, for those first encountering it at night.
132	Valerie	Brinkman		The damage that will be done by implementing the current plan for an elevated toll road cannot be undone. PLEASE consider the consequences of an action taken with no thought to the investment of the heritage of the trees in Oak Hill.
133	Andrew	Parks		the people of oak hill will not stand for this
134	Dee	Kincke		The trees are what Oak Hill was named for please save these trees.
135	Vivian	James		There have to be better options than an elevated highway that destroys heritage Live Oaks!
136	Cheryl	Stevens		There should not be any plans anywhere around Central Texas that involve removing heritage tress of ANY KIND. With the growth we need all the green spaces we can get so removing any of them should not even be a consideration. Figure out another way to do this or do it in a way that doesn't involve removing people from their homes.

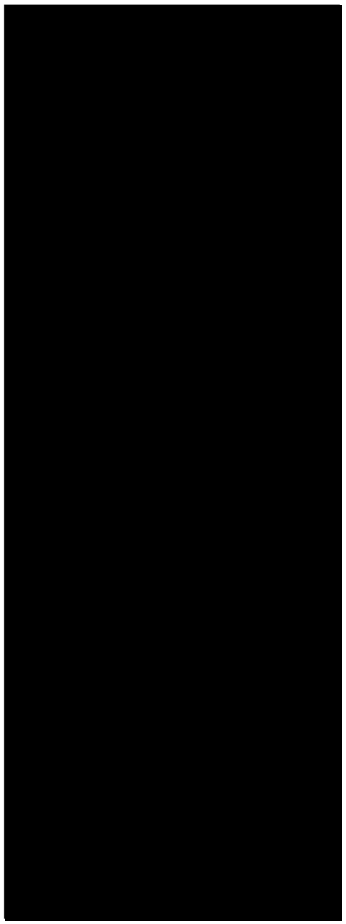
137	Benny	Cespedes	[redacted]	These trees gave the name of our community. We must save them.
138	Lenna	Hanna-O'Neill		This is a stupid plan. Who is getting the payoff for this? It will cost the community far more in the long run than any short term gain for the builders
139	Rolando	Piña		This project is not what Oakhill people want, and it is a money maker for a few in the political circle.
140	Deidre	Craft		This would result in a forced sale of my property to TxDot.
141	Elizabeth	Ketner		Traffic has improved and there are other solutions that dont require this massive change. We have to build smarter and better than we have before and learn from past mistakes. Please spare this community from destruction this tollway will cause.
142	Pearl	Lefevers		TxDOT - get wise
143	Mike	Schofield		TxDOT employee
144	Caroline	Homer		TxDOT widened I-10 in Houston ("Katy Freeway") to 23 lanes and the traffic is worse than ever. Elevated highways are completely ineffective!
145	Mary	Priddy		unacceptable!
146	Lori	Nyquist		Way too expensive and tragically destructive. Please find a better solution.
147	Kathy	rienstra		we do not need an elevated toll road that slices thru the heart of Oak Hill and wipes out multiple groves of heritage trees . Please consider a non- elevated, non-non toll road for US Highway 290 west (the Oak Hill Parkway)
148	Nancy	Mitchell		We DO NOT want our homes being put in between, under, around or through or anywhere near these fly overs!
149	Judith	Luna		We don't want our town turned into more traffic and more traffic noise.
150	Valinda	Brock		We have lost TOO much of Austin already!!!
151	Jennifer	Beard		we just bought our first house, don't make it drop by $100k!
152	Willie A	Trotty		We moved here in 1984, i've already seen changes I wish could be reversed.
153	B K	Browning		We need better roads but the elevated toll road is not a solution!
154	Samantha	Winners		We need good old Texas solutions to our roads while preserving our natural heritage. Please be mindful of our wild spaces, for our children, for the plants and animals living there, the ecosystem and the earth.
155	Tuesday	Ray		We need our trees we have enough roads!!!
156	Courtney	Rhodes		We need to stop this!!
157	DONNA L.	ESTES		What a shame that they would even consider cutting down these trees and ruin the land. STOP THIS NOW!
158	Kay	caviness		what are some other alternatives ?
159	Doug	Spaeth		Whenever their is a choice between saving natural settings as they are intended to exist, we the people ought to support that choice. These trees are the namesake of "Oak Hill" with its Willliamson Creek flowing through it. Help preserve this natural heritage of the south Austin landscape for future generations.
160	Shermakaye	Bass		Why do this?
161	Deborah	James		Will there be any oaks left in Oak Hill? And what about the fact we are already paying for roads out there?
162	Debbie	Schobey		You can not do that to the trees.
163	Roy	Mann		Your (TXDOT's current) plan for elevated viaducts will inflict serious and irreversible adverse environmental impact (biological-ecological, aesthetic, recreational, neighborhood quality, and property value impacts) on the Y and the Oak Hill community. Have you fully reported on these impacts in your environmental impact statement/assessment to TCEQ and FHwA?
164	Jamie	Estep		
165	Maureen	Light		
166	David	Tschoepe		
167	Charles	Clements		
168	James	Austin		

169	susan	Wolter	
170	Peggy	Faloon	
171	Linda	Lievens	
172	Erin	Lingo	
173	Janet	Rourke	
174	Kate	Mason-Murphy	
175	Dorothy	Browning	
176	Tim	Urano	
177	Travis	Guthrie	
178	Alfred	Nemecek	
179	Megan	Meisenbach	
180	Dorothy	Bentzin	
181	Kathryn	Ducker	
182	Steve	Kuykendall	
183	thomas	siler	
184	claire	mabry	
185	Denise	Veselka	
186	Rhonda	Long	
187	Sean	Martinez	
188	Kimberley	Oliver	
189	Lori	Daul	
190	Mary	Talley	
191	Carl	Schattenberg	
192	Lela	Perry	
193	k	doyle	
194	Bruce	Felder	
195	Matthew	Comer	
196	Jane	Deitz	
197	David	Rios	
198	Noel	Hooker	
199	Shannan	Butler	
200	Michael	Anderson	
201	Jon	Bass	
202	Jim	Gardner	
203	Kellie	Bledsoe	
204	Paula	Fracasso	
205	Deanna	Miesch	
206	Jill	Velez	
207	joseph	Stanfa	
208	Bobby	Levinski	
209	Deborah	Martin	
210	Elaine	Leggett	
211	Carrie	Armstrong	
212	Ron	DuBois	
213	Lisa	Seale	
214	Adam	Krueger	
215	Marisela	Smookler	



216	Grygoriy	Ensary	[redacted]
217	Jessica	Lenz	
218	Tracy Foshee	Schagen	
219	Jennifer	Jones	
220	Greg	Bell	
221	Judy	Stewart	
222	Lynne	Maphies	
223	Hugh	Woodard	
224	Sara	Mitchell	
225	Sandra	Dean	
226	Chris	Flatt	
227	P	Krystinik	
228	Geleeia	Brewer	
229	Mike	Bomer	
230	Lori	Barr	
231	Leticia	Quartucci	
232	Tammy	Washburn	
233	Marta	Hubbard	
234	Robin	Huneycutt	
235	Patricia	Knox	
236	Brandy	Benenate	
237	Wendy	Biro-Pollard	
238	Bill	Holland	
239	Pam	Lynn	
240	Katherine	Leopold	
241	Joanna	Sollinger	
242	Leigh	Brown	
243	Angela	Alsup	
244	Carol	Cardozo	
245	Lynsey	MAudlin	
246	Angela	Brubaker	
247	Whitney	Walsh	
248	Angie	Steadtler	
249	Jolie	Templer	
250	Laura	Orlando	
251	Julie	Graham	
252	Anne	Hjort	
253	Kim	Shraibati	
254	Theresa	Ellerbee	
255	Jillian	Bailey	
256	Teresa	Errington	
257	Martin	Evans	
258	Kelly	Bohl	
259	Candice	Doering	
260	Suzanne	Mudd	
261	Kim	Martin	
262	Katie	Doherty	

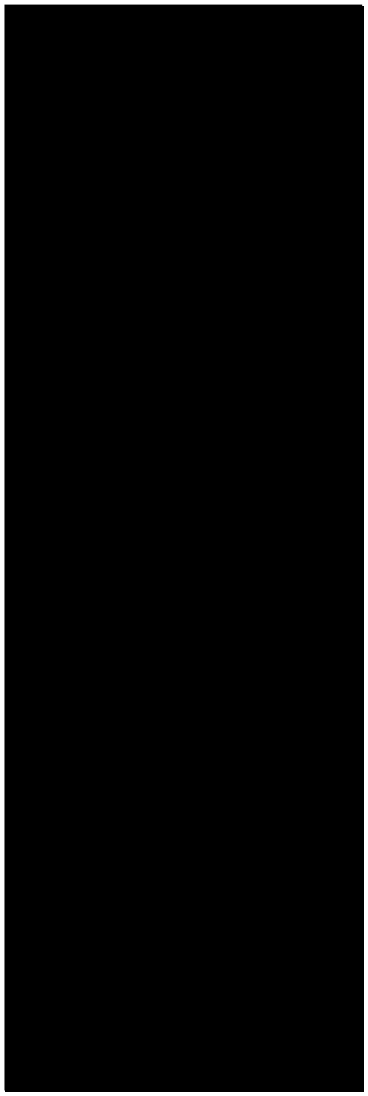
263	Mary	Van Sciver
264	Leah	Campos
265	Dana	Baker
266	Cassandra	Shouse
267	Shondee	Culpepper
268	Mary	Rowland
269	April	McGrew
270	Willie	Pipkin
271	Michael	Leppard
272	Nirupama	Kumar
273	Tamara	Young
274	Brenda	Nitcholas
275	Marie Renee	Kuhles
276	Jeanne	Epstein
277	elisabeth	smith
278	Valerie	McCabe
279	Carolyn	Lewis
280	Beth	Hamaty
281	Patricia	Foster
282	Fran	Long
283	Rochelle	Mixon
284	Lindsey	Cadden
285	Carol	Ahlgren
286	Adrianna	Dasilva
287	Seanna	Dunn
288	Lindsey	Ginko
289	Antonia	Martz
290	Leslie	Valentine
291	Katie	Ledbetter
292	Jenna	Sager
293	Julie	Cass
294	Codi	Brannan
295	Jan	May
296	Kathy	Overton
297	David	Gresch
298	Chad	Waggoner
299	Cathy	Riely
300	Wendi	Hundley
301	holly	shore
302	Andrea	Olfers
303	Lexy	Santillan
304	Aamer	Shaukat
305	Eric	Brown
306	D.	McKenzie
307	Jason	Lohn
308	Vince	Mendieta
309	Emmanuel	Gonzalez



310	Valerie	Daniels	
311	Blake	Matejowsky	
312	Daloma	Armentrout	
313	Max	Gonzales	
314	E. Michelle	Hefferton	
315	Alexander	Alvarez	
316	Jennifer	Tschoepe	
317	Tommy	Anderson	
318	Mary	Anderson	
319	holly	klemm	
320	Frank	Costenbader	
321	Deborah	Costenbader	
322	Joan	Mellies	
323	Jen	Lavoie	
324	Jacy	Shoener	
325	Janice	Hill	
326	Nicole	Fraga	
327	Paul	O'Keeffe	
328	Marian	Keyes	
329	Zach	Coombes	
330	travis	laake	
331	Keenan	Ripley	
332	Kat	Pier	
333	Jenni	Rotter Rabago	
334	Lucinda	Stolzenburg	
335	Jack	Clements	
336	Chloe	Seminet	
337	Lisa	Rhoden	
338	Corrina	Hart	
339	Eliza	May	
340	Tonya	Coley	
341	Christina	Bartolucci	
342	Robert	Watts	
343	Calla	Bordie	
344	James	Stewart	
345	sarah	gates	
346	kristen	weathers	
347	Tru	Wetherford	
348	Harideva	Luu	
349	Darrell	Tompkins	
350	Tania	Tompkins	
351	supriya	veeramachaneni	
352	Kate	Beard	
353	vickie	lukachik	
354	Kalyana	Prattipati	
355	Jacquelyn	Gudinas Prattipati	
356	Ana	Lois-Borzi	

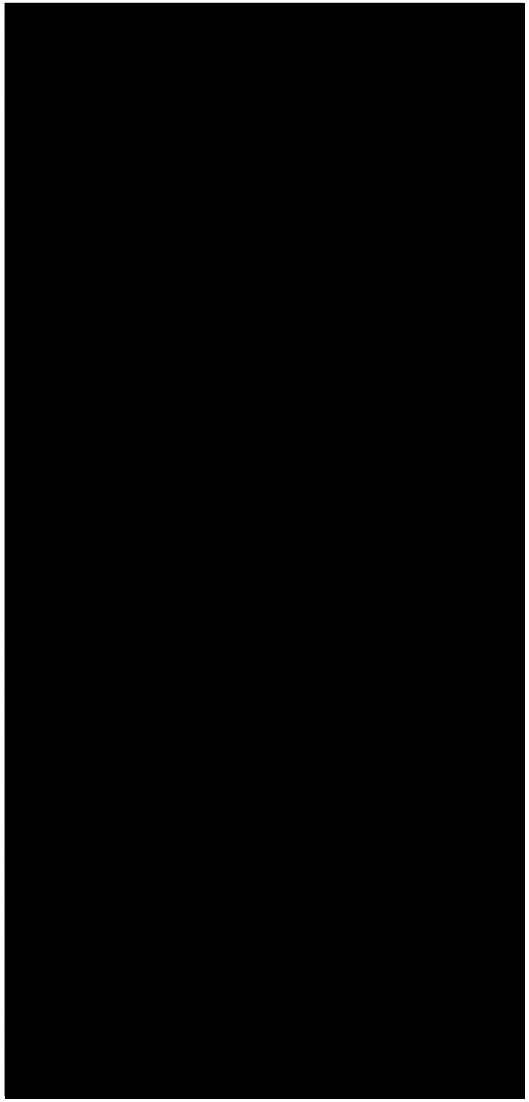
357	John	Terpstra	[redacted]
358	Joan	Quenan	
359	Joel	Martinez	
360	Thaddeus	Zaharas	
361	heinz	habeck	
362	Janelle	Fox	
363	Jeff	Helser	
364	Sharon	Black-Greene	
365	Gerry	Powell	
366	Susan	Robinson	
367	Aaron	Gore	
368	nell	hill	
369	Ira	Blanton	
370	Sissy	Brown	
371	Kyle	Wells	
372	James	Houser	
373	Jaclyn	Beisman	
374	Shelley	Trepanier	
375	Brandy	Stewart	
376	Ashley	Vasbinder	
377	Elizabeth	Gandy	
378	Leonard	Coffey	
379	Ben	Juarez	
380	Dan	Harper	
381	Andrew	Barger	
382	Erika	Barnhart	
383	Jeri Carol	Jaquith	
384	William	Foster	
385	Sharad	Kohli	
386	Daloma	Armentrout	
387	Carolyn	Swinnea	
388	Teri	Farris	
389	Jacque	Lustig	
390	Kim	Del Angel	
391	Marilyn	Lane	
392	Karyn	Janiak	
393	Sylvia	villejo	
394	Glen	Ferguson	
395	Diana	McManus	
396	Kim	Eerkes	
397	LINDA	SILVERSTEIN	
398	George	Adams	
399	Amelia	Shannon	
400	Ryan	Mire	
401	Jeff	Stinnett	
402	Christina	Moore	
403	Phyllis	Williams	

404	Melissa	Garner
405	Tom	Wise
406	Lynda	Schoppe
407	Jenny	Lyday
408	Dee Ann	Birdwell
409	Blanca	Urano
410	Miriam	Hamblett
411	Noel	Hoot
412	Sherry	Kliegman
413	Greg	Bard
414	Mikala	Schieve
415	Chelsea	Gomez
416	Deborah	Riverstar
417	James	Davis
418	malva	mcintosh
419	Nancy	Zoch
420	Erin	Kelbly
421	Kate	Smith
422	Sue	Duncan
423	dennis	lanning
424	Susan	Higley
425	Gene	Davis
426	gwen	sederholm
427	Andrew	Katsetos
428	Susan	Lefler
429	william	Barnes
430	Carol	Pennington
431	h. keith mephodie	sterzing
432	Gina	Obrien
433	Helen	Elkins
434	jinee	rizzo
435	Neil	Quarles
436	Sylvia	Newsom
437	SHARON	BROWN
438	Donald	Cadenhead
439	Liz	McGlasson
440	Claud	Bramblett
441	Tammy Lee	Benson
442	MaryJo	Zappone
443	Dawn	Reed
444	Phyllis	Gruver
445	Sharon	Bramblett
446	Christopher	Dowling
447	Ted	Tran
448	felix	alexander
449	Hope	Phillips
450	Erika	Siebeneicher



451	Cheryl	Owen	[redacted]
452	Candyce	Eskew	
453	Edward	Burdick	
454	Mayra	Arredondo-Lopez	
455	Antonio	Lopez	
456	Laura	Mangalindan	
457	Richard	Philpot	
458	Cindy	Pierce	
459	Jewel	Chewning	
460	Ruth	Fried	
461	Thomas	Delaney	
462	Alyson	Crowley	
463	Stormy	Burns	
464	Elizabeth	standifer	
465	Mark	Fleming	
466	kathleen	green	
467	Caitlyn	Harts	
468	christine	bennett	
469	Nancy	Fennell	
470	Douglas	Hanners	
471	Chris	Payeur	
472	Stephen	Reynolds	
473	Taylor	Hatch	
474	Maryh	Holland	
475	Jonathan	Matthews	
476	Liz	Morris	
477	Matthew	Lara	
478	Elizabeth	Stepp	
479	Paige	Sullivan	
480	Gary	basham	
481	Patricia	Bordie	
482	Jasmine	Sitton	
483	Crystal	Ramsey	
484	Destiny	McConnell	
485	Zora	Watters	
486	Debra	Crump-Toulet	
487	Lucinda	Martinez	
488	Micaela	Garcia-Baab	
489	T	Hitt	
490	Sandy	Parham	
491	cheryl	altemose	
492	Manuel	Garcia	
493	Cynthia	Ivey	
494	Lori	stevensen	
495	Virginia	Schoemann	
496	Dusty	Olson	
497	Cassandra	Camp	

498	Bryan	Teague
499	Corinne	Weisgerber
500	Sarah	Somera
501	Malia	Scott
502	shelby	boettcher
503	Leslie	Pearson
504	suzanne	sandbach
505	ewing	susan
506	Everitt	Allen
507	Kris	Rodriguez
508	Teresa	Rodgers
509	Mary Kay	Pfullman
510	Lin	Vietti
511	Julianna	Scruggs
512	Carolyn	Roberts
513	Susan	West
514	S R	SUTTON
515	Diane	Fattouh
516	nell	small
517	allen	small
518	Kelli	Starbird
519	Lauren	Ekrut
520	Veronica	Melcic
521	Emily	Ponzini
522	Paula	Ghiglieri
523	Jody	Hamilton
524	Ann	work
525	Naomi	Jacobsen
526	Ed	Reynolds
527	Tommy	Carlson
528	Ryan	Harden
529	Jill	Langston
530	Brett	Pasquarella
531	brenda	Chambers
532	Chaney	Cody
533	Randall	Peterson
534	claysel	cotham
535	Karen	Abraham
536	Christina	Fajardo
537	Diana	McManus
538	Kathy	Guidry
539	Mindy	Crowe
540	Chris	Stephan
541	Gwendolyn	Gates
542	Haley	Mack
543	Renzo	Rojas
544	bryan	sloane



545	Carri	carswell	[redacted]
546	Cynthia	Austria	
547	Louisa	Tomaio	
548	Jaye	Frazier	
549	Kelly	Reyes	
550	julia	Adcock	
551	andrew	rumelt	
552	Cheryl	Harrison	
553	Leaha	Jones	
554	Nancy Fly	Guenther	
555	Meaghan	Hill	
556	Fawn	Donald	
557	Christy	Rios	
558	Fran	Adams	
559	Renita	Bogard	
560	Amy	Price	
561	Cheyenne	Dai	
562	Caron	LaTouf	
563	ann	guest	
564	Dolores	garcia-Baab	
565	Aimee	Walden	
566	Lynn	Overdorff	
567	Marwa	zaatari	
568	Tracey	Crowe	
569	Kacie	Candell	
570	Danielle	Stanley	
571	Ekim	Stevens	
572	Janet	O'Pella	
573	Mita	Chakraborti	
574	rita	diamond	
575	Amy	Roath	
576	Gina	Brinskelle	
577	Katherine	gammone	
578	Lisa	Cornwell	
579	Ivonne	Leu	
580	Callie	Jones	
581	Judy	Thomas	
582	Vicki	Gigs	
583	Barbara	Hillock	
584	Victoria	Burgess	
585	Chavon	Davis	
586	Kristen	Powell	
587	Gail	albano	
588	Debbie	enriquez	
589	James	Cooper	
590	Christina	DeVito	
591	Elisa	barresi	

592	BARBARA	CARLSON	[redacted]
593	Joel	young	
594	Mike	young	
595	Maverick	Goodson	
596	Theresa	Mcnulty	
597	Nicole	Burke	
598	Kathy	Correa	
599	Deborah	Aker	
600	Debie	McFerrin	
601	Lauren	Drinkwater	
602	Jennifer	Ferrieri	
603	Toni	Wagner	
604	Anita	Molinoski	
605	Julia	Sweeney	
606	Matthew	Speer	
607	Janet	DeWitt	
608	Christine	Finkelstein	
609	Thomas	Kendall	
610	Megan	Cunningham	
611	Elizabeth	McNamara	
612	carla	jackson-williams	
613	Marybeth	Febus	
614	Ora	Richardson	
615	Amanda	Graham	
616	Julie	Hall	
617	Hannah	Hammack	
618	Sandy	Fried	
619	Ashleigh	Lowe	
620	Tom	Anderson	
621	Josh	Jakob	
622	Regina	Anderson	
623	Jordan	scott	
624	Michelle	Andrews	
625	Kristy	Lloyd	
626	Dawn	Fowler	
627	Kristin	Hamlin	
628	Meghan	Hammack	
629	Susan	Williams	
630	Joyce	culpepper	
631	Tami	Conner	
632	Lindsey Gail	Lewis	
633	Any	Wells	
634	Stacy	Botello	
635	Nicole	acosta	
636	Joyce	foster	
637	Vicki	Sanders	
638	Nicholas	Cancelliere	

639	Lisa	Dunks-Priest	[redacted]
640	Martha	Pisculli	
641	Kathryn	Baker	
642	Annaliese	Tassano	
643	Diana	Gray	
644	Majorie	Gray	
645	Vickie	Dodson	
646	Linda	Greathouse	
647	Jennifer	Selman	
648	kathleen	scrimgeour	
649	Dan	Grangaard	
650	Mark	Hamner	
651	Elizabeth	Stone	
652	Ron	DuBois	
653	Pam	Leal	
654	Diana	Vela	
655	Michelle	Smith	
656	Terry	Hedrick	
657	Laura	Jackson	
658	Lisa	Roberts	
659	Susan	Thorne	
660	Patricia	Rowan	
661	Brian	Van De Hoef	
662	Jodi	Adams	
663	Chad	Rhodes	
664	Jackie	Goodman	
665	Maria	Alvarez	
666	Jessie	greenwood	
667	Ashley	Crane	
668	James E	Koch	
669	Tracy	shannon	
670	Kathleen	Margiotta	
671	yolanda	jones	
672	Ashley	Haley	
673	Jeffrey	Haley	
674	Justin	Babineaux	
675	Kali	Alderson	
676	Diane	Arnold	
677	Andrea	rumbaut	
678	Heather	Clarke	
679	Claudia	Kendall	
680	Heather	Lloyd	
681	Sonia	DE LA Garza	
682	Tiffany	McMillan	
683	Isabel	Garcia	
684	Jacqueline	Thole	
685	Kim	Caperton	

686	Beth	self	[redacted]
687	Clarisa	Santos	
688	Walter	Dixon	
689	Christina	Hanson	
690	Ellen	Perkey	
691	Sara	Alvarado	
692	Sarah	muenchausen	
693	Sophia	Bastian	
694	Rodney	Campbell	
695	Margo	Mitchell	
696	Jill	Gignac	
697	Judi	lay	
698	Michelle	nartin	
699	Kim	Flint	
700	Rachelle	webb	
701	Shawn	Araguz	
702	lisa	Seale	
703	Jeffrey	Dollard	
704	Richard	Welch	
705	Jamie	Cibulka	
706	PAULA	NELSON	
707	Madeleine	Pate	
708	Susan	Steeg	
709	kathy	hudson	
710	Ami	Davis	
711	penny	Prosser	
712	Judith	Fox	
713	Tiffany	Wilson	
714	Bettina	Madison	
715	Karen	Mouton	
716	Aparna	Katragadda	
717	Mohit	Goyal	
718	Nick	Arnold	
719	Michele	Cole	
720	Dixie	Camp	
721	Karen	Serna	
722	Oliver	Gaines	
723	Monica	Hettenhausen	
724	Cindi	Bowman	
725	Nicole	Bovee	
726	Nicole	Romero	
727	justin	schramm	
728	margie	milstead	
729	Rosa	Downs	
730	Manjula	Lannan	
731	Judi	krant	
732	Maria	LeRoy	

733	Thomas	Thayer	[redacted]
734	Gabriel	Phoenix	
735	Morgan	Longford	
736	Amanda	ogletree	
737	Kari	cozzens	
738	Jenna	Sager	
739	Mitchell	haley	
740	guy	burton	
741	Stacey	Ybarra	
742	Deborah	Pfefferkorn	
743	John	Ybarra	
744	Stacey	Pfefferkorn	
745	Demetrius	Flint	
746	Autumn	Kippes	
747	Sally	Bradley	
748	Irina	Schell	
749	Pamela	Davis	
750	Sandra	frischen	
751	Autumn	Akins	
752	elly	fleegal	
753	Brittany	Courville	
754	Tista	kapoor	
755	Ashli	Thornton	
756	Jonathan	Jackson	
757	Joy	Downing	
758	Ashley	Thomas	
759	Marilyn	Maltby	
760	Kim	Schramm	
761	Allyson	Widlak	
762	Jennifer	brutsche	
763	celeste	bluhm	
764	Jana	Burns	
765	Chandra	Broat	
766	Kim	graham	
767	Lisa	dillard	
768	Amy	Wollenweber	
769	Kevin	Gray	
770	Tanya	yule	
771	Peter	Caponi	
772	Jerri	Ybarra	
773	Whitney	Schwab	
774	Jennifer	thrasher	
775	Austin	Johnson	
776	Ricki	Kerley	
777	Aitresse	Hernandez	
778	Gwen	Schurmann	
779	Vanessa	vessey	

780	Meaghan	Freeman	
781	Margarette	weaver	
782	Jennifer	Austin	
783	Connie	Justice	
784	Tanya	Wilson	
785	Martha	Beeney	
786	Niru	Kumar	
787	Diabrina	Earles	
788	Kelly	Bohart	
789	Leah	Howell	
790	Peggy	Maceo	
791	Rachel	Soto	
792	Jenna	Kurz	
793	Sasha	Walsh	
794	Judith	Scholl	
795	Heather	Bishop	
796	christie	bednat	
797	Krista	Scranton	
798	Tracy	Faw	
799	Amy	Degnan	
800	Stephanie	Panousis	
801	Susan	Black	
802	Margaret	Halpin	
803	Rebecca	Haralson	
804	Francis	Allcorn	
805	Gustavo	Nieto	
806	anna	mcdonald	
807	Anne	Clark	
808	William	Clark	
809	Diana	uribe	
810	Carol	Graham	
811	David	Phillips	
812	Dan	Eckam	
813	Julia	Turner	
814	B K	Browning	
815	Lacey	Robinson	
816	Patricia	McCabe	
817	Roni	Seemann	
818	Linda	Mullins	
819	Sandra	Oliver	
820	Amanda	Rodriguez	
821	Jeska	Crenek	
822	Ron	Lievens	
823	Michelle	Grona	
824	Gwendolyn	Cruchon	
825	scooter	sanders	
826	Jennifer	McBurnett	

827	Dawn	wing	[redacted]
828	Scott	Burton	
829	Lauren	Diebel	
830	Erin	Enochs	
831	Lindsay	mitchell	
832	katie	grant	
833	Mindy	Jones	
834	Maegan	King	
835	Christian	strong	
836	Courtney	sikes	
837	Sathya swathi	Mabbu	
838	Mark	Schulze	
839	Shirley	Lifsey	
840	Valerie	Cline	
841	Pierrette	Fitzgerald	
842	Melinda	Chenoweth	
843	Kimberly	Patterson	
844	Cynthia	Alvarado	
845	David	Mendoza	
846	Pamela	Chandler	
847	George	Vaught	
848	laurie	condrasky	
849	Terry	Condrasky	
850	Melinda	Kilian	
851	Tiffany	Roberts	
852	Mohammad Ali	Mahar	
853	Amy	Jackson	
854	John	Brady	
855	Wim	Wauters	
856	Daniel	Arciniega	
857	Ariel	Arciniega	
858	Neal	Howerton	
859	Kimberly	Boydston	
860	Monica	Howeth	
861	Joan	Slade	
862	Robert	Carr	
863	Olga	Nieto	
864	Ashley	Hanson	
865	Shelly	Branch	
866	carolyn	marchand	
867	Carol	Stephens	
868	Marco	Martinez	
869	Elizabeth	Willmore	
870	Joan	Beerman	
871	Mark	Barta	
872	Kristin	High	
873	Sharon	Price	

874	Elizabeth	Boyt	[redacted]
875	Nina	Gayheart	
876	Alicia	Pandya	
877	Sean	Johnson	
878	Joana	Andjelic	
879	Carol	Townsend	
880	Stephanie	Wilkerson	
881	Danielle	Jakob	
882	Catherine	Rainwater	
883	William	Scheick	
884	Jeff	brown	
885	Dana	Taylor	
886	michael	troiano	
887	Linda	Gibeaut	
888	Nate	Rosenberg	
889	William	Usry	
890	Ami	Mayfield	
891	Ruth	Lang	
892	Robin	Davidson	
893	David	Adcock	
894	Mike	Porter	
895	Bruce	Madry	
896	Richard	Horton	
897	Martha	Blackburn	
898	Julianne	eckert	
899	Kelly	Sykora	
900	Elaine	Branagh	
901	Ross	Pumfrey	
902	DeJean	Melton	
903	Marilyn	McCormick	
904	Patricia	knox	
905	Nicole	Riccioni	
906	Erin	Hoekstra	
907	Mark	Hastings	
908	Deborah	Dimitt	
909	Beki	Halpin	
910	Carol	Cespedes	
911	Catherine	DeWitt	
912	beverly	douglass	
913	Elena	Rivera	
914	John	Yarber	
915	Larry	Small	
916	Dean	Wolf	
917	Linda	Flint	
918	Dominique	Pierce	
919	Morgan	DiBona	
920	Robert	Rangel	

921	Ramsey	Jump	[redacted]
922	Lesly	Michals	
923	Tim	Myers	
924	Genaro	Lopez	
925	Myriam	Factor	
926	Lee	Lopez	
927	Bonnie	Cordova	
928	Tony Catania	Catania	
929	utahna	rayes	
930	Tracy	Smith	
931	Don	Emerson	
932	Judy	Richardson	
933	Katy	Roper	
934	Robin	Mayfield	
935	Susan	Monsees	
936	Terry	Shaw	
937	Jennifer	Voss	
938	Melea	Robertson	
939	Sarah	Chatham	
940	Irene	Lutz	
941	Lyman	Hardy	
942	Bruce	Melton	
943	Elaine	Christine	
944	Carley	Price	
945	Clair	Gunst	
946	Peggy	Maceo	
947	alison	cairns	
948	Roger	Kew	
949	Virginia	Arciniega	
950	Carol	Hutson	
951	Ross	Pumfrey	
952	Jacqueline	Campbell	
953	Robin	Russell	
954	Elayne	Lansford	
955	Mike	Bomer	
956	Paulette	Martinez	
957	Beth	Blanchard	
958	Kathi	Miller	
959	Helen	Nelson	
960	Marla	franz	
961	GEORGE	SWANSON	
962	Melissa	Fritz	
963	Kristan	Barber	
964	David	DeWitt	
965	Georgia	York	
966	Yvonne	Davis	
967	Jennie	Biles	

968	Darri	Cross	[redacted]
969	Lee	Caldwel	
970	Kevin	Rolfes	
971	Michelle	Erickson	
972	Carrie	Morales	
973	Jeffrey	Martinez	
974	Katie	Sinclair	
975	Rachel	Moede	
976	Crystal	Bomer	
977	Tracy	Schagen	
978	Bonnie	Tull	
979	Kim	Lane	
980	David	Macauley	
981	Mark	Coffey	
982	Leilani	Swafford	
983	winston	chapman	
984	Theresa	Bastian	
985	Sanns	Stevens	
986	Teresa	Garcia	
987	William	Foster	
988	al	stlouis	
989	Alan	Watts	
990	Beth	Babbitt	
991	Vivian	Caputo	
992	Ashley	Jackson	

OAK HILL PARKWAY

OAK HILL PARKWAY
PUBLIC HEARING
May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749
US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

COMMENT FORM

Name (please print): Terri Myers ~~SDZ~~ on behalf of Save OakHill

Comment:

Historic Resources Survey.

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

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

□ I am employed by TxDOT
□ I do business with TxDOT
□ I could benefit monetarily from this project

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Historic Resources Survey in Oak Hill, Austin, Travis County, Texas

Identification, Documentation, and Assessment of Cultural Resources

In the vicinity of 6200-7000 U.S. Highway 290 West

J. A. Patton Store in Oak Hill, built 1898

Save Oak Hill

Letter Report Prepared by

Preservation Central, Inc., Austin, Texas

May 2016

Table of Contents

Abstract page 1

Introduction page 2

Inventory of Properties page 3

Historic and Architectural Context of Oak Hill, Travis County, Texas page 5

Research and Survey Methodology page 17

Results page 19

- **High Priority Sites page 20**
- **Medium Priority Sites page 20**

Recommendations page 21

Selected Bibliography page 22

Figures pages 25-32

Appendix A: Individual Survey Forms for All Surveyed Properties (in separate binder)

Abstract

Save Oak Hill on behalf of Scenic Hill Country, Travis County contracted with Preservation Central, Inc. on December 1, 2015, to identify and document historic resources that might be adversely affected by proposed highway development and construction on U. S. Highway 290 West through Oak Hill. Terri Myers served as the Principal Investigator for Preservation Central. She had recently identified and documented six distinct historic cultural resources in the area as part of the Travis County Historical Commission's survey of cultural resources in Southwest Travis County (October 2015). In that effort, Ms. Myers recommended that several of the surveyed resources were potentially eligible for individual listing in the National Register of Historic Places and that together they might comprise a small historic district.

In the current project, Ms. Myers conducted more in-depth research on Oak Hill, its history, and cultural resources. She attempted to locate historic sites identified through research that she had not previously documented in the Southwest Travis County Historic Resources Survey. She then conducted a survey that included previously recorded properties as well as new sites identified through more intense research specific to Oak Hill.

The survey resulted in an inventory of twenty-four historic-age properties (50 years old or older) in Oak Hill. Texas Historical Sites Survey Forms were produced for all properties, regardless of priority or condition. Of these, five were assessed as High priority resources that may be individually eligible for National Register listing. Nine resources were assessed as Medium priorities and should be considered Contributing elements of any potential National Register district in the area. Of the twenty-four surveyed sites, ten were considered to be Low priorities due to integrity loss through demolition, redevelopment with new construction, or severe alterations since the close of the historic period (1966). Such resources no longer convey an accurate sense of history.

Introduction

This document is a letter report of the survey activity and results for a limited project area in Oak Hill, Travis County, Texas. The purpose of the survey was to identify and minimally document historic resources in the path of proposed highway development and construction. The project area extends roughly from the 6200 block through the 7000 block of U. S. Highway 290 West in Oak Hill. It includes historic resources in close proximity to the highway on the intersecting streets of McCarty Lane, Tanner Lane, Old Patton Ranch Road, Old Bee Cave Road, Convict Hill Road, and Highway 71 at its juncture with U.S. Highway 290 at the "Y".

This report begins with a narrative Historic Context developed for this project. It is within this context that historic resources were evaluated for National Register eligibility. Following the context is a discussion of the research and survey methodology used in the project and a brief historic overview of the Oak Hill region. It presents the survey results and offers recommendations for the preservation of significant historic resources found in the project area. It includes an inventory of properties, a map identifying the locations of surveyed properties, and a bibliography of sources used in the research and report preparation. Deliverables include this report, individual survey forms for each identified property, and labeled photographs for each resource. Deliverables are submitted in both hard copy and electronic format.

Inventory of Surveyed Properties – Oak Hill and Vicinity

Buildings, Structures, Objects, and Sites

Site #	Resource Name	Date	Description	Priority	Contributes
Site 1	Oak Hill School	1923	Rustic stone and wood rural school building; rooms added in 1933 and 1954	High	Yes
Site 2	Patton-Enoch House	c. 1895	Free Classic style stone-clad house with hip roof and cross gables, truncated Doric columns	High	Yes
Site 3	J. A. Patton Store	1898	2-part rusticated limestone commercial building	High	Yes
Site 4	State Highway Marker	1935	Small stone monument with metal plaque	Medium	Yes
Site 5	Patton Gas Station		New, temporary construction on former gas station site	Low	No
Site 6	Patton Farmstead	c. 1870	Frontier farm complex with log house and barn, outbuildings	High	Yes
Site 7	Oak Hill Downs		New construction, large business complex on former racetrack site	Low	No
Site 8	Williamson Creek Bridge	c. 1950	Concrete bridge on U.S. Highway 290 West	Medium	Yes
Site 9	State Park Site	c. 1935	Cannot determine – large trees, grass, no known improvements	None	Needs more research
Site 10	Beckett's Grove	NA	Stand of old Live Oaks and Pecans associated with pioneer	Medium	Yes
Site 11	Polk's Feed Store		Store gone. Grassy site vacant except for historical marker	Low	No
Site 12	Texas State Historical Marker	1969	Metal state historical plaque on metal standard	Medium	Yes
Site 13	Oak Hill Cemetery	c. 1877	Family plots w/ stone or concrete curbs, stone grave markers, grass & shrubs	High	Yes
Site 14	Bee Cave Rd. Low-water Crossing	c. 1935	Small, low concrete bridge over Williamson Creek branch	Medium	Yes
Site 15	Tanner's Grove	NA	Stand of large old trees on historic Tanner property	Medium	Yes
Site 16	Old School Site	c. 1900	No evidence of school. Site is grass-covered	Low	No
Site 17	Tanner Lane Low-water Crossing	c. 1935	Small concrete bridge over branch of Williamson Creek	Medium	Yes
Site 18	Joe Tanner's Blacksmith Shop	c. 1900	Shop gone, site is vacant, low grass and trees	Low	No
Site 19	Hampton Grove	NA	Stand of large old Live Oak trees, part of historic Beckett's Grove	Medium	Yes

Site 20	Gin Site	c. 1880	Site is vacant, grass-covered creek embankment	Low	No
Site 21	Quarry Bluffs	c. 1881	Limestone cliffs associated with quarry (later excavation)	Medium	Yes
Site 22	Convict Cave	c. 1882	Cave obliterated in excavation for new shopping center	Low	No
Site 23	Quarry Park	c. 1881	City park trails, largely natural setting, piles of quarried stone	Low	No
Site 24	Mowinkle Ranch	c. 1855	Ranch & grove replaced with new shopping center.	Low	No

Historic and Architectural Context of Oak Hill, Travis County, Texas

During the Spanish and Mexican colonization period in Texas, the area now known as Oak Hill remained largely unsettled because Native Americans, predominantly Comanches, commanded the creeks and deer paths along the eastern edge of the Hill Country where they found plentiful water and wild game. Their fierce opposition to European settlement dissuaded all but the most intrepid pioneers from homesteading in the region until after the Civil War. As late as the 1870s, in fact, Comanche raiding parties followed the craggy banks of Shoal Creek into the western outskirts of Austin where they plundered homes and made off with an occasional hostage. It is no wonder, then, that settlement came late to the isolated and unprotected environs of present Oak Hill, which lay about nine miles southwest of the Texas state capital.

Oak Hill was part of a Mexican land grant awarded to empresario Ben R. Milam for colonization purposes as part of a program started by the Spanish government, and continued by Mexico, to settle its northern frontier. Much of present Oak Hill was part of a 4,428.4-acre tract surveyed as the Thomas Anderson League (1826-1835)(Travis County deed records 5:98; 16:81).[1] On June 3, 1850, Anderson deeded about 500 acres of his land grant to his nephew, William D. Glascock, who may have been Oak Hill's first permanent resident (Travis County deed records D: 259-260; D:317)(Maps in Figures 1, 2, 6).

Early Settlement on Williamson Creek: 1846-1855

William D. Glascock was a Mississippi native who came to Travis County about 1846, just after the United States annexed Texas, instigating a war with Mexico. He reportedly took possession of his uncle's land shortly after his arrival in the county, possibly after a wagon road was cut through to Fort Martin Scott, near the Hill Country town of Fredericksburg, between 1846 and 1848. According to some accounts, he settled his family in a grove of pecan trees on the north bank of Williamson Creek (OHAN, accessed February 22, 2016).[2] Field notes and hand-drawn maps made by County Surveyor John Wallace in 1898 show that Glascock's property fronted onto the north side of the Austin-to-Fredericksburg Road (present US Highway 290 West), and lay on both sides of Old Bee Cave Road (Figures 1 and 2).[3] A comparison of Wallace's map with modern aerial photographs suggests that Glascock may have settled in a cluster of trees that has come to be known as Beckett's Grove.

A few years after Glascock came to live on the Fredericksburg Road, he sold a large parcel west of his homestead tract to Norwegian immigrant John E. Mowinkle. Mowinkle and his descendants operated a ranch in the crux of the "Y", where SH 71 diverges from US 290 West (Site 24) (See Figure 6).

---

[1] Some sources claim that present Oak Hill was part of a grant to William Cannon that extended stretched between Williamson and Slaughter creeks (OHAN, accessed February 22, 2016). Cannon did obtain land out of the nearby Freelove Woody League where the Hays County community of Driftwood now stands. About 1850, he platted the town of Cannonville on the Freelove Woody grant. It was a short-lived settlement of only three houses that were washed away in a flood on Onion Creek. If Cannon owned land in present Oak Hill, he did not occupy it. He was a long-time resident of Bastrop County but owned several large tracts of land in Williamson, Travis, and Hays County for speculative purposes.

[2] Glascock may have occupied his uncle's land before the actual deed transfer took place in 1850.

[3] Wallace labeled his maps with the names of property owners who fronted onto county roads.

The Austin-to-Fredericksburg Road: 1848-1860

The homesteaders' survival in Comanche territory may be attributed to an increased military presence along the Austin-to-Fredericksburg road in the 1840s. After the United States admitted Texas to the union and fought a war with Mexico (1846-1848) for the privilege, the federal government authorized a series of forts to be built along the Rio Grande to secure the border and along the western frontier to protect homesteaders from Indian attack. In 1848, a U. S. military expedition rode west from Austin to the German village of Fredericksburg and forged what became known as the Austin-to-Fredericksburg, or Fredericksburg Road, through present Oak Hill. On December 5, 1848, Fort Martin Scott, about two miles southeast of the German village of Fredericksburg, was commissioned as the first in a line of frontier forts to be built along the western edge of Texas' settlement.

From that time onward, federal troops regularly patrolled the road while guarding supply trains to Fort Martin Scott. Their constant presence may have prompted Comanches in the area to retreat from Oak Hill, as their numbers reportedly declined from an estimated population of 200, when Glascock moved there about 1848, to less than 30 by the time Mowinkle joined him in the mid-1850s. The road greatly facilitated settlement in the area and small communities emerged on its path, particularly at locations with abundant fresh water. "Live Oak Springs" (Oak Hill) and Dripping Springs, in Hays County, were two communities that sprang up at watering holes on the Fredericksburg Road.

As the Comanche threat diminished in the Oak Hill area, the number of settlers increased. In 1856, the population was large enough to support a school and residents erected a log school house called "Live Oak Springs." They hired J. A. Baker as its first teacher. The name "Live Oak Springs" came to define the community as a whole until after the Civil War (OHAN accessed February 22, 2016), when it was supplanted by "Shiloh", then "Oatmanville", and finally "Oak Hill". As more farmers were carved out of the large land grants, a network of rough, makeshift wagon trails linked farmsteads to one another. Most, like present Old Bee Cave Road, Old Patton Ranch Road, and McCarty Lane (Longview Road), veered off the Fredericksburg Road, taking advantage of natural fords on Williamson Creek and establishing road patterns that survive to the present.

From the mid-1850s through the early-1860s, development in "Live Oak Springs" was limited to a handful of farmsteads scattered across a largely natural, tree-studded landscape along Williamson Creek. Early residents typically lived in log houses chinked with limestone shards and mud. A log dwelling of this type survives in the area along with a log barn, a one-room auxiliary structure, and associated outbuildings (Site 6).[4] Though some residents owned large tracts of land, most of it remained in timber or unimproved pasture, with only a few acres devoted to field crops or garden plots. By and large, these pioneer settlers engaged primarily in subsistence-level farming and ranching, eking out a bare living from the rocky soil.

Civil War and Reconstruction in Southwest Travis County: 1861-1870

The Civil War and its immediate aftermath stymied growth throughout Travis County. In 1866, county property tax receipts had dropped nearly 50 percent from those collected in 1864; much of the decline

[4] Ibid, 56-57.

was due to the loss of slaves, but farm and livestock values decreased by 25 to 40 percent as well.[5] As the county began to recover in the 1870s, however, grant holders began to subdivide their large, heretofore undeveloped, tracts for sale as family farms or ranches. The western part of the county, in particular, became attractive more for its stock-raising potential than as farmland.[6]

Following the war, thousands of Southerners whose farms and homes had been ravaged by the war, flocked to Texas, including Travis County, which had survived the conflagration nearly unscathed. Among them were hundreds of farmers and planters whose late arrival and reduced circumstances left them with little money and few opportunities to buy good farmland in the eastern half of the county. Instead, they settled for thin topsoil and rocky terrain in the less expensive, relatively undeveloped southwestern section of the county, including Oak Hill. A clear sign of Southern influence in the postwar era was the renaming of "Live Oak Springs" to "Shiloh School", in honor of the Confederate victory in the Battle of Shiloh. Though the name lasted only a few years,[7] Southern culture and traditions persisted in southwestern Travis County for the rest of the 19th and into the 20th century.

Some Southern immigrants hailed from the Appalachian regions of Kentucky and Tennessee where they never had profitable farms or good soils in the first place. Attracted by the vast tracts of timber, clear streams, and abundance of game in the Hill Country, these mountaineers tended to "live off the land", hunting for game and felling trees to sell as firewood and shingles, or to burn for charcoal. They often hired on as "rock farmers" to clear fields and build stone fences for local property owners. Some made moonshine. Called "cedar choppers" or "charcoal burners" these Appalachian immigrants survived by their wits and hard labor, exploiting the region's natural resources and leaving their mark on Oak Hill (OHAN accessed February 22, 2016). With this significant Southern population infusion Oak Hill experienced its first wave of sustained development (U. S. Bureau of the Census, 1870, 1880).

At the same time, small community nodes began to appear in rural sections throughout the county. Such centers were generally located on a main road, at a crossroads, and/or a good watering place such as a spring or spring-fed creek where horses and passengers could get water and food. These little settlements featured only meager amenities, generally a store or trading post that also served as a post office, a blacksmith shop, and possibly a school that doubled as a church on Sundays.

In 1869, B. F. Oatman purchased a large tract of land a few miles west of present Oak Hill. Anticipating growth for the area, Oatman hired a surveyor to plat the townsite of "Oatmanville" on his parcel in 1870 (OHAN accessed February 22, 2016). Some used the term to describe the general area and confusion ensured as mail was sent to the wrong postal stations and maps were drawn that showed Oak Hill as "Oatmanville". In 1882, when a railway spur linked Oak Hill to Manchaca, in South Austin, it was erroneously named the "Austin and Oatmanville Railway" (https://tshaonline.org/handbook/online/articles/eqa13). As late as 1885, Oak Hill was depicted as Oatmanville on area maps (The Servant Girl Murders: http://www.servantgirlmurders.com/oatmanville accessed February 16, 2016).

---

[5]Smyrl, "Travis County" *Handbook of Texas online*.
[6] Boyd, et. al., 2015.
[7] The school was renamed "Live Oak Springs"

According to the 1870 census, however, settlement in the area now known as Oak Hill still remained exceedingly sparse. The record shows that the Glascock and Mowinkle families, the area's original settlers, still held forth on their homesteads along the Austin-to-Fredericksburg Road. Others families, including the Wade, Smith, and Nichols families, appear in the same census tract but research indicates that they lived closer to present Manchaca than Oak Hill. Five years after the Civil War, Oak Hill consisted of only a few scattered homesteads and a log school house. That situation was destined to improve after the James Madison Patton family arrived at the Mowinkle Ranch in December, 1870. Members of the family left an indelible mark on the community and Patton's son, seventeen-year-old James Andrew, became a leader in local commerce, education, and civic works. Other families followed the Pattons' lead as the decade progressed, and a small community coalesced at the low-water crossing on the Fredericksburg Road.

W. K. Beckett was among those who reportedly settled in Oak Hill during the 1870s. He bought a large tract of land out of the Glascock estate where he established a homestead and possibly a gin that appeared on his property in an 1898 map of the area (Site 20). Williamson Creek ran through the parcel and a substantial grove of Pecan and Live Oak trees lined its banks. Known as "Beckett's Grove" (Site 10), the tree-shaded site became a popular overnight camping spot for farmers and ranchers enroute to Austin, driving herds of cattle and horses to outside markets. There they rested, watered their stock, and likely took a dip in the cool waters of the creek.

Patton Family in Oak Hill: 1870-present

A young man who would grow to become one of the area's most prominent citizens, James Andrew Patton, arrived in Oak Hill with his parents and siblings on Christmas Eve, 1870. The family camped at John Mowinkle's ranch until they could find a more permanent place. At his mother's urging, the family had abandoned their home on the Texas frontier for the relatively peaceful environs of Oak Hill. It had been a hard-won fight on her part as her husband, James Madison Patton, was a Texas Ranger and Indian fighter of considerable repute who loved nothing more than a good battle and an untamed wilderness. Whenever civilization threatened to catch up to him, he moved his family farther into the frontier until an Indian's bullet nearly killed one of his son, Cicero Columbus. With that, Sarah Jane Patton had had enough, and Patton gathered his brood and headed back to Travis County and Oak Hill.

The elder James Patton had come to Texas from Mississippi[8] in 1836 to fight for Texas Independence. Once the Texas Republic was established, he took his fight to the Comanches and other Native American tribes who fought against increased Anglo settlement in their territory. From February to May 1839, Patton served in the Red River Rangers under the command of H. B. Stout. He later served under Captain Highsmith in a series of battles and skirmishes with the Comanches. One encounter took place at the Grumbles Place, south of Barton Springs and northeast of present Oak Hill. When asked his occupation, James M. Patton once responded "Indian hunter" (Mrs. James M. White, "Early Patton History", May, 1969).

In the 1840s, Patton interrupted his Indian-fighting career to start a family. Patton married Sarah Jane Smithson, a native of Alabama who had immigrated to Bastrop County. The couple lived in Bastrop for

[8] He may have been born in Alabama.

brief time but soon moved to Austin, where the first of their nine children, Cicero Columbus Patton, was born in January, 1848. From Austin, the family embarked on a series of moves throughout South-Central Texas. They first settled near Lockhart, in Caldwell County, where Patton served a term as County Sheriff from 1853-1854. In 1854, the family pulled up stakes for Comal County where he worked as a cattleman and rancher. In 1858, they moved to the Round Mountain settlement in present Blanco County, where Patton and his son, Samuel Boyd, helped organize the county government. The elder Patton was elected County Tax Collector and Samuel served as its Chief Justice (Mrs. James M. White).

When the Civil War broke out, Patton continued his service with the Texas Rangers to ward off renewed incursions by Indians who were emboldened by the removal of federal troops from the frontier. Though soldiers returned to Texas after the war, they weren't sufficient to turn back the remaining bands of Comanches determined to fight against the tide of new immigrants in the territory. By then, Patton's sons, James Andrew and Cicero Columbus, were old enough to join the Rangers under Captain Alexander "Buck" Roberts' Minute Company. In one of the last big battles with the Comanches, the Rangers encountered the enemy at Spring Valley, near Round Mountain, on November 2, 1870. In the midst of the battle, Cicero Columbus took a bullet in the chest. James Andrew rescued his brother and took him to safety in Round Mountain where Cicero recovered from his wound. He served with the Ranger company until 1879, but he carried the bullet to his death in 1936 (Mrs. James M. White).

Her son's close encounter with death was all the evidence that Sarah Jane Patton needed to convince her husband to move back to civilization. In just over a month after Cicero's close brush with a bullet, James Madison Patton led a party of 17, including his wife, brother-in-law Cicero Smithson, and all of their combined children and grandchildren, to Oatmanville. They arrived on Christmas Eve, 1870, and camped on the Mowinkle Ranch, near the old picnic grounds (site of Albertson's Store), until the elder Patton leased the Blocker farm early in 1871 (later site of Woodward Body Works). The following year, 1872-1873, they leased the Nichols farm on Slaughter Creek.

The Pattons soon returned to the Oak Hill area and lived in a house on the north side of the Fredricksburg Road (U. S. Highway 290). A log house, log barn, and related outbuildings dating to c. 1870 lie just east of Old Patton Ranch Road (Site 6), on land owned by James Andrew Patton and his descendants. The site is likely associated with the family's early settlement in the area. Patton later purchased a farm from a Mr. Blocker and the elder Pattons moved south of the main road through Oak Hill. By then, their sons had households of their own. James Madison Patton continued to

work on behalf of his community; he served as Deputy Sheriff under Sheriff Dennis Corwin and in 1879, he was appointed as a school trustee (Mrs. James M. White).[9]

James A. Patton, The "Mayor" of Oak Hill: 1870-1944

When the Patton clan returned to Travis County in 1870, James Andrew Patton was just a boy of seventeen, but he was industrious and soon took on the responsibilities of a man. Shortly after his arrival in the area, he bought a 285-acre ranch several miles west of what would become the center of Oak Hill, along present State Highway 71. Later, he bought about 800 acres of land along Williamson Creek and established his homestead just east of the low-water crossing on the Austin-to-Fredericksburg Road. From that time onward, his first ranch was known as the "Upper Place". In 1874, Patton made a deal with the county to haul limestone from the "Upper Place" for the construction of the second Travis County Courthouse, completed in 1876 (demolished 1964).

On January 29, 1874, Patton married Virginia Bishop. The couple may have lived in the log house (Site 6). Eventually, he built a fashionable family home with a high-pitched, hipped roof, intersecting gables, decorative shingles, and classical columns that fronted onto the Austin-to-Fredericksburg Road. On November 2, 1879, Patton opened a wood frame general store on the road. The site, at a major crossing on Williamson Creek and on the main road between Austin and the western Hill Country, was an auspicious one as all travelers to and from the west had to pass by the store where they purchased staple goods and essentials for their journey.

The Patton home and store formed the nucleus of a small settlement node where area residents met to exchange news, pick up supplies, and collect the mail. And, though listed as a "farmer" and "retail grocer" in various census records, Patton rose to become the acknowledged – if unofficial – "mayor" of Oak Hill. Patton and his wife ran their store together for 33 years, closing the business in 1912.

James Andrew Patton's commitment to Oak Hill was extraordinary. Soon after he moved to the area, he donated land for the Oak Hill Cemetery (Site 13) on Old Bee Cave Road.[10] Early settlers buried there include members of the Maddox (earliest burial, 1883), Smith (1880, Wheeler (1888), White (1890), and

[9] James Madison Patton died November 1900, and wife Sarah Jane Patton in February 1909. His property was deeded to Robert lee Patton. Robert Lee Patton's youngest daughter Nellie Patton Miller owned the property through the 1960s (Mrs. James M. White).

[10] The earliest grave is that of J. E. Cox, a baby born in 1876 and who died and was buried in 1877.

Patton (1894) families. Patton joined the Christian Church and became a member of the Onion Creek Masonic Lodge No. 220. A lifelong Democrat, he was active in politics and served on 66 juries in three different Austin courthouses. On October 1, 1886, when his store became the official post office, Patton naturally served as its postmaster. In fact, Patton is said to be responsible for naming the community "Oak Hill" when he sought to clear up confusion between his post office and the station at nearby Oatmanville. He supported his community throughout his life and was elected Travis County Tax Assessor in the 1920s and served as president of the Oak Hill-Cedar Valley Pioneer Association from 1941 to 1944.

Patton's dedication to education in Oak Hill was particularly noteworthy. When the Public or Free School Law went into effect in 1879, Patton was elected as a member of the Board of School Trustees, a position he held for nearly 40 years (http://www.pattonpta.org/home/get-to-know-patton/mrpatton accessed February 16, 2016). Other trustees for the area were S. R. Yates and D. U. Downing (Bureau of the Census, 1880). Patton's long years of service and reputation as a leader in education led to his appointment to the State Board of Trustees of the Deaf, Dumb, and Blind Institute for Negros, in 1915. In 1923, Patton donated the land next to his home for the construction of a new, modern school for his community. Oak Hill School (Site 1; Figure 4) opened for classes in 1924 and is now a designated Austin Historic Landmark.

In addition to his community service, Patton was a good businessman who seized opportunities to improve his personal economy. In 1882, after fire destroyed the state capitol in Austin, Patton offered to donate the limestone on his property (Site 23) for its replacement, a larger, grander edifice on the same site. His likely saw the gift as an investment in Oak Hill's development as it drew hundreds of contractors, railroad engineers, government officials, and laborers to his doorstep in Oak Hill. His business prospered in the 1880s and in 1898, he hired local stone mason Henry Marx to build a substantial new store under his supervision. The result was the 2-story, wood frame and hand-tooled limestone building known as the "Old Rock Store" at 6266 U.S. Highway 290 (Site 2: Figure 3). The stone used to build the 2' thick walls was quarried on his property in Oak Hill. Some have attributed the rock store's design and materials to Patton's early exposure to similar commercial buildings crafted by German stone masons throughout the Texas Hill Country.

Stone Quarries and Convict Labor: 1881-1888

According to the 1880 U. S. Census, most men in the Oak Hill area were occupied as farmers or farm laborers that year but other occupations were also represented, attesting to the area's growth and diversification in the 1870s. James A. Patton was listed as a retail grocer, though he owned several stock

ranches and farms in the vicinity. Henry Makey [Marx] who boarded with the Pattons and worked as a clerk in their store. Other men along the Fredericksburg Road were also identified as businessmen, including John White, a retail merchant; John Holtzman, George Alexander, and Charles Rose, all retail grocers; Colbert Maddox, a clerk; and Smith E. Echols, a saddlemaker (U.S. Bureau of the Census, 1880).

In 1882, the state of Texas embarked on a campaign to build a new capitol building to replace the one that burned the previous year. The Capitol Building Commission turned to Oak Hill, which lay over a large expanse of white limestone, as a potential quarry site for the new building. In addition to Patton's donation, W. K. Beckett leased 1,000 acres of his land to the state where a substantial rock quarry was established on the south/west side of Williamson Creek (Sites 21 and 23)(James Scott Bankston, "An Informal Look at Oak Hill History" http://oakhillgazette.com/history/2011/12/an-informal-look-at-oak-hill-history accessed February 6, 2016).

By 1883, the state completed a narrow-gauge Oatmanville-Austin Railway spur between Beckett's place and the capitol grounds in Austin. Originally, the state intended to hire laborers to quarry the immense amount of stone needed for the capitol but officials struck on the idea of using "free" labor in the form of prison convicts. In the fall of 1885, the state sent about 100 convicts to the quarry to pry the limestone from its beds. Ultimately, the state found the Oak Hill limestone to be unsuitable for the capitol's exterior as the stone was too soft to support the design and contained rust that stained the dressed stone. It was, however, used in the foundation and basement walls and as structural support for the dome. By the close of 1884, about 280,000 cubic feet of limestone had been cut from Oak Hill and delivered to the capitol grounds (Heidi Armstrong Smith, The Story of Convict Hill Quarry Park, Monday, August 21, 2006 in http://convicthillquarrypark.blogspot.com/2006/08/history-of-convict-hill-quarry-park accessed February 16, 20016).

Oak Hill experienced a flurry of development activity associated with the railroad and quarry operations. By 1884, the community reportedly boasted four saloons and Patton's store. The growth spurt was short-lived, however, as the quarry ceased operations when the new capitol was completed in 1888. The railroad spur was abandoned and the rails removed that year (Nancy Beck Young, Austin and Oatmanville Railway in https://tshaonline.org/handbook/online/articles/equa13 accessed February 13, 2016). Today, little evidence remains of the railroad or the quarry where hundreds of inmates once labored on behalf of the state (OHAN accessed February 22, 2016).

Throughout this period, J. A. Patton's business increased with state officials, quarry supervisors and workers frequenting the store. Likely as a result of increased activity in the area, the U. S. Government established a post office in the community; on September 25, 1886, J. A. Patton's store was officially designated as the post office with J. A. Patton as postmaster. He served in that capacity for 24 years until rural delivery was routed through Austin in 1910 (http://www.pattonpta.org/home/get-to-know-patton/mrpatton accessed February 16, 2016).

Life Returns to Normal in Oak Hill: 1889-1900

Life in Oak Hill resumed its slow pace once the quarry and its personnel vacated their posts. Nevertheless, the semi-rural community saw some improvements in the 1890s and early 1900s. In 1897, Travis County charged the Oatmanville school trustees with constructing a new school building for local children. Two acres of land off present McCarty Lane were donated for the construction and Columbus Patton, another son of James Madison Patton, supervised the building of the one-room frame school house on the site (Site 16). The frame building did double-duty, serving the community as a school house during the week and as a church on Sundays (OHAN accessed February 22, 2016).

Despite the quarry closure, James A. Patton's business continued to thrive and the grocer replaced his original wooden store with his now-famous limestone building in 1898. When completed, it was the largest, most ambitious structure in Oak Hill and a major landmark at the community's center. Like the former store, Patton's new building doubled as the post office, officially named "Oak Hill" in 1900. It continued its role as the local meeting place for the estimated 200 residents at the turn of the 20th century. Groups including the Woodmen of the World gathered on the building's second floor. As time passed and the building aged, it became known as the "old rock store" (Texas State Historical Commission, state subject marker "Old Rock Store", 1970).

About the same time, Patton built a new "homestead" house (Site 2) on the lot next to his store. It was of frame construction and adopted the Free Classic architectural style that was fashionable from the late 19th to the very early 20th century. It is defined by a high-pitched hipped roof with intersecting steeply-pitched gables with patterned wood shingles in the gable ends. The centered front porch is inset under the front gable and supported by truncated wood, Doric order columns set on rock-faced pedestals. The original wood cladding was sheathed in flagstone, possibly in the 1930s, at the same time the porch columns were shortened and the flagstone pedestals installed. The house retains

substantial integrity of design, materials, and workmanship to its original construction and the flagstone alterations have now achieved historic significance of their own. The house was assessed as a high priority for preservation in a survey conducted by the Travis County Historical Commission in 2015.

Oak Hill remained a major stopping point between Austin and the Texas Hill Country to the west at the turn of the 20th century. The old Austin-to-Fredericksburg was still the shortest route between the two cities and area ranchers continued to drive their wagons and cattle to market along its path. Travelers still stopped to rest and water their horses at low-water crossings on Williamson Creek and many still camped in Beckett's Grove (Site 10) when nightfall caught them before they reached their destinations.[11]

By 1900, a number of other families built homes and businesses along the Fredericksburg Road at its crossing with Williamson Creek. Among them were Eugene Roberts and the Eck [Enoch?} family who lived just east of Patton, on the north side of the road. Across the road to the east lay Oak Hill School (Site 16). Sam Johnson had a house and farm fronting onto the south side of the road. William A. Tanner, a blacksmith and farmer, owned land with a grove of Live Oaks (Site 15) on the east bank of Williamson Creek. It was directly across from Patton's house and store. His son, Joe, continued the blacksmith trade at the site well into the 20th century (Site 18). A gin (Site 20) was established on the west bank of the creek. Although it appears on W. K. Beckett's property in an 1898 map of Oak Hill, J. A. Patton was listed in a rural directory as the mill and gin operator. The Glascock family still owned property on both sides of the "Oak Hill and Bee Cave Road", present Old Bee Cave Road.

Automobile Tourism to the Hill Country: 1910s-1930s

Patton's store and other local retail venues and services such as Tanner's blacksmith shop probably did considerable business in the early 20th century as widespread automobile ownership brought increasing numbers of tourists to the Hill County west of Austin. A 1914 "Road Log Book" published by the Bexar County Highway League, showed the road through Oak Hill as the best route between Austin and Hill Country locales such as Blanco, Fredericksburg, and Kerrville. In the book's narrative route description, Oak Hill was still the only place between Austin and Dripping Springs where a traveler could stop for a cold drink or to buy a new tire. In the early years of automobile travel, Oak Hill provided much-needed goods and services to the vacationing public (OHAN accessed February 22, 2016).

Tourist travel to the Hill Country increased steadily in the 1910s wore on and the Texas State Highway Department attempted to meet the need for good roads. A road map drafted by the department showed that the Austin-to-Fredricksburg Road through Oak Hill was paved with gravel and considered to be an "all-weather highway" by 1917, though its crossing on Williamson Creek remained challenging during wet weather (State Highway Department, "Road Map of Travis County, Texas", November, 1917).[12]

---

[11] The once-continuous line of trees is now known separately as "Tanner's Grove" for its location on the historic Tanner property, "Beckett's Grove" for its historic association with W. K. Beckett, and "Hampton's Grove" for the nearby Hampton Inn hotel, although it, too, was part of the historic Beckett property.

[12] About that time, the highway department began plans to build a new highway that would divert traffic away from the little community node at Williamson Creek. In response, James A. Patton began a 15-year battle with the agency to ensure that the new highway would pass in front of his general store as well as the old picnic grove on the former

By 1923, the Fredericksburg Road was renamed State Highway 20 and was the major conduit for automobile travel from Austin to Dripping Springs and the Hill Country beyond (Leonard Offie, County Highway Engineer, "Map of Travis County Road" 1923). Seeing a good opportunity, James A. Patton added a filling station next to the rock store on October 1, 1925 (Site 5). The following year, the section of road between Austin and Blanco was designated as a national highway and renamed US 290. A 1932 State Highway Map depicted considerable growth in the Oak Hill region since 1917, with about 15 homes and businesses flanking the road between the Patton place and Old Bee Cave Road (Figure 5). It remained the only community of substance for miles in any direction.

After years of wrangling with James A. Patton over its alignment, the State Highway Department built a new road through Oak Hill in 1934, bypassing part of the old Austin-to-Fredericksburg Road. A small highway marker with the date 1937 stands at the entrance to the Patton Store (Site 4). According to their settlement with Patton, the agency agreed to build the new highway so that it continued to pass in front of his store and curved to access the old picnic grounds on the former Mowinkle Ranch at the "Y".[13] A 1936 Highway Map of Travis County showed that most of Oak Hill's houses and businesses still fronted onto the rerouted highway at its crossing on Williamson Creek. Interestingly, the map also identified a small "State Park" on the north side of the road, tucked between Williamson Creek and Old Bee Cave Road (Site 9)(Texas State Highway Department, "General Highway Map, Travis County, Texas", 1936).

Even in the midst of the Great Depression, Oak Hill saw a number of improvement projects including the addition of a new room at the Oak Hill School in 1933. Electricity came to Oak Hill for the first time in 1937. That year, the Baptist congregation built a new church and cancelled Sunday School classes that had been held in Peter Thompson's blacksmith shop where parishioners perched on nail kegs to hear their lessons (OHAN accessed February 22, 2016). As the Highland Lakes on the Colorado River were developed in the 1930s and 1940s, ever more tourists passed through Oak Hill on their way to Hill Country parks and recreation sites.

Postwar Development in Oak Hill: 1945-1980

Oak Hill development increased greatly in the post-World War II era. Just after the war, James A. Patton's son, Archie, opened a dirt racetrack (Site 7) on the north side of Williamson Creek, near the "old rock store". At first, races were held between plow horses, donkeys, and mules, but the track later expanded to include buggy races and roadsters. Eventually, Motorola purchased the property and built a plant on the site. In the 1950s, Oak Hill's reputation as a local recreation site increased with monthly rodeos and horse racing events. In 1953, Oak Hill and Cedar Valley schools consolidated and another stone addition was built onto the stone school building (OHAN accessed February 22, 2016).

As Austin's suburban growth expanded to the west of the city in the 1960s, new and enlarged highways were built through the area. In the early part of the decade, Southwestern Bell added new telephone lines in Oak Hill, freeing residents from their party lines for the first time. In 1961, Oak Hill and Manchaca formed a rural high school district and in 1968 Oak Hill's first volunteer fire department was launched.

Mowinkle Ranch (Site 24) where many regional groups held their outings. The quarrel was finally settled in 1933 when the highway department routed the road past Patton's store and paid him $1,250.00 for a slice of his property.

[13] "Interstate 35 in Texas" Wikipedia, accessed September 26, 2015.

The tourist industry continued to contribute to the local economy and in 1966, the area's first motel, the Heart of Texas Motel, was opened for business (OHAN accessed February 22, 2016).

Despite new technology and development in the area, Oak Hill retained its rural character well into the 1970s. According to the 1970 census, Oak Hill had a population of only 425 residents. At the time, the school was described as being in the middle of farmland "out in the country". Its staff, including nine teachers, had to shoo chickens and goats away to make way for the school buses. By the mid-1970s, however, the city of Austin had grown out to meet Oak Hill, and in 1975, it began an annexation program that eventually encompassed the community (OHAN accessed February 22, 2016).

Since the 1970s, major road construction and modification through the heart of Oak Hill, including the expansion of MOPAC, US Highway 290, and State Highway 71, have significantly altered the area's character from a largely rural landscape to a major suburban intersection. Remnants of the old Oak Hill survive in its historic buildings, low-water crossings, cemetery, and groves of landmark Live Oak and Pecan trees.

Research and Survey Methodology

Previous Cultural Resources Studies in Oak Hill

Preservation Central, which had recently completed a historic resources study of the area, was hired to conduct the new survey. The firm had previously documented historic resources and developed historic contexts for the area as part of the Travis County Historical Commission's effort to survey Southwest Travis County (Cultural Resources Survey and Assessment of Southwest Travis County, Report, October 2015). Four major contexts were identified and discussed in the Survey Report for Southwest Travis County: Early Settlement and Agricultural Development (1851-1880); Agriculture (1881-1965); Transportation (1848-1965); and Rural and Suburban Lifestyles in Travis County (1935-1965. A fifth context, Industry (1874-1888), should be developed to include the area's quarry and mill/gin works.

The Southwest Travis County Survey Report contained a historic narrative developed for the entire area. That narrative was substantially modified with new information and included in this report. In short, it discusses Oak Hill's origins in the 1840s and 1850s, its increased settlement in the 1870s, and its development as a small community node in the 1880s. The narrative provides a brief history of local quarry operations developed to supply limestone for the construction of the new state capitol (1881-1888). It outlines the importance of the Austin-to-Fredericksburg Road, now U. S. Highway 290 West, as a military route to western frontier forts and a cattle trail to Austin railyards in the 19th century, and as a stimulus to local commercial growth as automobile tourism to the Hill Country developed and increased in the early- to mid-20th century. The historical overview touches briefly on Austin's suburban expansion into Oak Hill in the mid- to late-20th century and its impact on the formerly rural character of Oak Hill.

The Southwest Travis County Survey Report identifies a variety of historic property types in the entire area. Building sub-types associated specifically with Oak Hill range from a c. 1870 log houses and barns, to fashionable turn-of-the-20th-century houses and commercial buildings, to a 3-room rural school built in 1923. Structures such as low-water crossings and a concrete bridge over Williamson Creek were surveyed. Objects included a highway marker and a state historical marker. Sites included natural features such as named tree groves and the limestone quarry bluffs along U.S. Highway 290 West. Some sites identified through the literature search have been stripped of their historic resources. Among them were an early school building, Joe Tanner's blacksmith shop, and a 19th century gin on Williamson Creek. Other historic sites including Convict Cave and Oak Hill Downs have been redeveloped with new construction like a shopping center and a business complex.

The Survey Report and research materials collected for the Travis County project were invaluable to the current Oak Hill Survey. They provided information relevant to the study of Oak Hill's history and cultural resources.

Research Methodology

Preservation Central undertook site-specific research to identify potential historic sites that may have been missed in the previous survey. Project director, Terri Myers, conducted a thorough internet search for articles on Oak Hill's history and cultural resources associated with it. She copied pertinent

information in the Recorded Texas Historic Landmark file at the Texas Historical Commission for the J. A. Patton Store. She reviewed historic maps on file at the Austin History Center that depicted Oak Hill's development from the late 19th century through the 1950s. Austin Historic Landmark files for the J. A. Patton Store and Oak Hill School were also available at the history center and provided substantial clues to other possible sites in the area. Of particular interest was a hand-drawn map and legend by James White, a direct descendant of James A. Patton, one of the most prominent Oak Hill pioneers (Figure 6). The c. 1976 map identified the locations of numerous historic properties in the area.

Survey Methodology

With this additional information in hand, Ms. Myers commenced with field investigations. Starting at Oak Hill School, she traveled the length of U. S. Highway 290 West from the 6200 block to its intersection with Highway 71, at the "Y", at approximately the 7000 block. Using James White's map and other recently found documents, she recorded and photographed additional sites along the way, first along the north side of the highway, then along the south side of the road. She documented extant properties along the highway, such as the bridge over Williamson Creek and the State Historical Marker for Oak Hill. She also documented sites identified through research as "historic" but which no longer contain historic resources. Among them are the site of Joe Tanner's blacksmith shop, Polk's Feed Store, and Convict Cave, all now vanished or completely obscured by new construction.

Ms. Myers repeated this process on intersecting side streets with reported historic sites in close proximity to the highway. Some new properties emerged on these streets, such as the low-water crossing on Tanner Lane, but most were either vacant, like the site of the old Oak Hill School, or redeveloped with modern resources, like Oak Hill Downs, a former racetrack now occupied by the NPX plant, and Mowinkle's Ranch and Picnic area now covered by a large shopping complex. Other sites identified through historic records were more obscure; a state park depicted on a 1932 map of Travis County roads could not be discerned from the dense vegetation along Williamson Creek.

The project director also recorded basic information on historic groves of Live Oak and Pecan trees along the highway. She minimally documented the quarry bluffs visible along the south side of U.S. Highway 290 West and Quarry Park, accessed from Convict Hill Road. Finally, she re-visited her previously documented sites to evaluate their present status and condition. She completed new site forms for each resource, recorded any additional historical information, and photographed each resource with multiple views. Ms. Myers prepared a hand-drawn map of surveyed properties and a legend for inclusion in this letter report (Figures 6 and 7). Site numbers on the map correspond to those in the inventory (pages 3-4).

Assessments

The project director considered each discrete resource in terms of its historic context. In the previous survey of Southwest Travis County, Ms. Myers identified four historic contexts that cover significant historic and architectural themes in that overall project area. These themes are relevant to historic properties in Oak Hill. They are Early Settlement and Agricultural Development (1851-1880), Agriculture (1881-1965), Transportation (1848-1965), and Rural and Suburban Lifestyles in Travis County (1935-1965). Each surveyed property was identified according to its appropriate context and period of significance. Not developed, but relevant to the current Oak Hill project, would be a fifth context focusing on Industrial development associated with quarry operations in the area (c. 1876-1888).

The project director also assigned preservation priorities to each surveyed property. These priorities were based on age, their architectural significance within one or more of the identified contexts in the project area, alterations if any, and known historic associations. Resources were labeled as High, Medium, or Low preservation priorities, according to their physical integrity and how well they conveyed a sense of history.

In general, High priority properties retain their historic architectural fabric to an exceptional degree and are often associated with significant historic events, people, or trends in the survey area. In some instances, High priorities may have been assigned to properties with only modest architectural integrity but with very significant historical associations. Medium priority properties are historic-age resources that are good or typical examples of an architectural type or style and retain sufficient historic physical attributes to be recognizable to the period of significance. Low priority properties have been significantly altered and no longer convey a good sense of history.

Properties assigned High preservation priorities in this survey effort may be good candidates for National Register listing. The consultants identified 24 High priority properties in the survey area. They range from early settlement-era archeological sites and log buildings to late-nineteenth and early-twentieth century farmhouses, and postwar Ranch Style houses. These are the most significant historic resources found in the project area. They are rare and excellent examples of their type or style, or possess substantial historic or archeological significance, and display high levels of integrity.

Results

Twenty-four known or reported historic sites were surveyed in the Oak Hill project area. Of these, five were identified as High preservation priorities based on their architectural merit and strong historic associations with significant historic people, events, or themes in Oak Hill. High priority properties are considered to be good candidates for individual listing in the National Register of Historic Places. Another nine properties were identified as Medium priorities. These resources are considered good or typical examples of their type and, while not individually eligible for National Register listing, they would be Contributing elements in a potential historic district. Finally, ten resources were assessed as Low preservation priorities. These properties were either demolished with the site cleared, redeveloped with new construction, or altered so severely that they no longer convey a good sense of history. One property could not be assessed due to extensive overgrowth.

High priority properties may be individual candidates for state, local or National Register designation. These resources are closely associated with the history of Oak Hill and retain their original historic fabric and character to a high degree. Among them are some of the earliest, rarest, and most important historic and architectural resources in Oak Hill. High priority properties are:

High Priority Properties in Oak Hill Project Area

Site	Resource Name	Date	Description	Priority	NR
1	Oak Hill School	1923	Rustic stone and wood 3-room rural school building	High	Yes
2	Patton-Enochs House	c.1895	Free Classic style stone house, hip w gables roof, classical columns	High	Yes
3	J. A. Patton Store	1898	2-part rusticated limestone commercial building	High	Yes
6	Patton Farmstead	c. 1870	Frontier farm complex with log house and barn, outbuildings	High	Yes
13	Oak Hill Cemetery	c. 1877	Pioneer cemetery, family plots outlined w/stone or concrete, stone grave markers	High	No but Contributes

Other properties in the project area were assessed as Medium preservation priorities. These buildings, structures, objects, and sites may not individually meet the criteria for National Register listing but they are good or typical examples of their type and should be considered Contributing elements in any potential historic district. Medium priorities identified in the survey are:

Medium Priority Properties in Oak Hill Project Area

Site	Resource Name	Date	Description	Priority	NR
4	State Highway Marker	1935	Small stone monument with metal plaque	Medium	No but Contributes
8	Williamson Creek Bridge	c. 1950	Concrete bridge on U.S. Highway 290 West	Medium	No but Contributes
10	Beckett's Grove	NA	Stand of large old Live Oak and Pecan trees	Medium	No but Contributes
12	Texas State Historical Marker	1969	Metal state historical plaque on metal post	Medium	No but Contributes
14	Bee Cave Rd. Low-water Crossing	c. 1935	Small concrete bridge over creek	Medium	No but Contributes
15	Tanner's Grove	NA	Stand of large old trees on historic Tanner ranch	Medium	No but Contributes
17	Tanner Lane Low-water Crossing	c. 1935	Small concrete bridge over creek	Medium	No but Contributes
19	Hampton Grove	NA	Stand of large old Live Oaks on historic Beckett ranch	Medium	No but Contributes
21	Quarry Bluffs	NA	Limestone cliffs, former quarry site for new state capitol	Medium	No but Contributes

Because these High and Medium priority properties are largely clustered together along U.S. Highway 290 West and intersecting side streets, they may be considered eligible for National Register or City of Austin historic district status. They have strong historic associations with the settlement and development

of the Oak Hill community and retain their historic fabric and/or character to a good degree. Properties assessed as High or Medium priorities would be considered Contributing resources in such a district.

Recommendations

To preserve and protect the remaining historic resources of Oak Hill, Preservation Central recommends that interested parties such as local residents, environmental organizations, and historical associations or commissions pursue official historical designations at the local, state, and/or national level to provide them some degree of protection or oversight. Properties may be eligible for local designation as Austin Historic Landmarks. They may obtain state recognition as Recorded Texas Historic Landmarks or Historic Cemeteries. They may achieve national recognition through listing in the National Register of Historic Places, either as individual properties or as Contributing resources in a designated historic district.

The J. A. Patton Store (old rock store) is already a designated Recorded Texas Historic Landmark and Austin Historic Landmark. Oak Hill School is an Austin Historic Landmark. Both properties may be eligible for individual listing in the National Register of Historic Places. Cemeteries are not typically eligible for individual listing in the National Register but Oak Hill Cemetery is recognized as a State Cemetery and should be considered a Contributing resource in any potential historic district.

Preservation Central further recommends that interested parties pursue historic district designation for a concentration of Medium and High priority properties in and around the 6200 block of U. S. Highway 290 West. At the core of the potential Oak Hill district are the J. A. Patton Store, Patton-Enochs House, Oak Hill School, and the 1935 Highway Marker. Associated properties in the vicinity include the Patton farmstead, Oak Hill Cemetery, Williamson Creek bridge, Oak Hill historical marker, the low-water crossings on Tanner Lane and Old Bee Cave Road, and the historic groves along the highway that passes through the area. This cluster of historic resources is closely associated with Oak Hill's agricultural and transportation-related development along the old Austin-to-Fredericksburg Road in the late nineteenth and early twentieth centuries.

Additional research and field work are needed to determine the boundaries of the potential district and the degree to which nonhistoric/noncontributing properties negatively affect its historic integrity. Advocates for the designation should meet with the Texas Historical Commission's National Register staff to obtain a preliminary determination of eligibility before commencing with a nomination. Oak Hill resources may be eligible for designation as a standard National Register Historic District, as a Rural Historic Landscape District, or as part of a Multiple Property listing. These different approaches should be presented to staff for their consideration and review.

Selected Bibliography

Austin Weekly Statesman. "Big Barbeque" July 10, 1890; 5.

Bankston, James Scott. "An Informal Look at Oak Hill History" online article of the Oak Hill Gazette http://oakhillgazett.com/history/2011/12/an-informal-look-at-oak-hill-history accessed january 2, 2016.

Barkley, Mary Starr. *History of Travis County and Austin: 1839-1899*. Waco: Texian Press, 1963.

Barnes, Michael. "We Built This City: Historic Austin Materials" (www.austin360.com) posted Thursday May 16, 2013.

Bexar County Highway League. *Road Log Book*. San Antonio, May 20, 1914.

Capitol Building Commission. "Report of the Capitol Building Commmissioners to the Governor of Texas", Austin, January 1, 1883.

Cascadia Courier. "Coming in from west towards Austin" n.d.

City of Austin H-Zoning Cases. "Oak Hill School" and "Patton Store". On file at the Austin History Center.

City of Austin. Minutes of the City Council Meeting July 19, 2001. On file at the Austin History Center.

"Convict Labor and the Texas State Capitol". Prints and Photographs Collection, 1965/68-7. https://www.tsl.texas.gov/exhibits/prisons/convictlease/capitol.html

Kirk Kite, "HIGHWAY DEVELOPMENT," *Handbook of Texas Online* (http://www.tshaonline.org/handbook/online/articles/erh02), accessed October 08, 2015. Uploaded on June 15, 2010.Published by the Texas State Historical Association.

Lewis, Miles. "Convict Hill Road" Anomoly Archives. Posted May 28, 2010.

Miller, Donna Marie's blog, "Oak Hill's old-timers tell tales about 'good 'ol days'" http://donnamariemillerblog.wordpress.com/2014/02/oakhill.jpg accessed January 18, 2016.

Myers, Terri and Douglas K. Boyd. *Rural Community Development in Southern Travis and Northern Hays Counties, Texas, 1865-1905: A Historic Context for the Ransom Williams Homestead (41TV1051)*. Manuscript by Prewitt and Associates, Inc. Submitted to the Archeological Studies Program, Environmental Affairs Division, Texas Department of Transportation, Austin, 2006.

Myers, Terri. "Dripping Springs Historic District" National Register Nomination (Hays County Historical Commission, August 4, 2012).

Oak Hill Association of Neighborhoods (OHAN). "Oak Hill History" www.ohan.org/#1history/clz3.

Oak Hill Gazette. "Oak Hill yesteryear: Honky-tonks and juke joints" March 20, 2012. http://oakhillgazette.com/hisstory/2012/03/oak-hill-yesteryear-honky-tonk-and-juke-joints accessed January 20, 2016.

"Oak Hill" vertical files. Austin History Center.

Offie, Leonard, County Highway Engineer. "Map of Travis County Roads" 1923. On file at the Austin History Center.

"Old Rock Store" Photograph of J. A. Patton Store. A976.40074 "Old Rock Store". On file at the Austin History Center.

Rural Directory Service of Central Texas. *Travis County Rural Directory*. 1954. On file at the Austin History Center.

Schutze, Albert. *Travis County Directory 1894-1895*. Austin, Texas. On file at the Austin History Center.

Schutze, Albert. *Travis County Directory for 1898-99*. Austin, Texas. On file at the Austin History Center.

Smith, Heidi Armstrong. "History of Convict Hill Quarry Park" Monday August 21, 2006. http://convicthillquarrypark.blogspot.com/2006/08/history-of-convict-hill-quarry-park accessesd January 18, 2016.

Smyrl, Vivian Elizabeth "OAK HILL, TX (TRAVIS COUNTY)," *Handbook of Texas Online* (http://www.tshaonline.org/handbook/online/articles/hlo02), accessed October 08, 2015. Uploaded June 15, 2010. Published by the Texas State Historical Association.

Smyrl, Vivian Elizabeth, "Travis County," *Handbook of Texas Online* (http://www.tshaonline.org/handbook'/online/articles/hct08, accessed September 03, 2015. Published by the Texas State Historical Association.

Students of Travis County. *The Defender1936: Rural Schools of Travis County.* Austin, Texas: 1936.

Texas State Highway Department. "General Highway Map, Travis County, Texas". 1936. On file at the Austin History Center.

Texas State Highway Department. "Road Map of Travis County, Texas" November 1917. On file at the Austin History Center.

"Texas State Highways: Highway Development" https://en.wikipedia.org/Texas_State_Highways, accessed September 16, 2015.

United States Bureau of the Census.

----- *Sixth Census of the United States, 1850.* Population Schedules: Travis County, Texas. Washington,

D.C.: Government Print Office.

----- *Seventh Census of the United States, 1860.* Population Schedules: Travis County, Texas.

Washington, D.C.: Government Print Office.

----- *Ninth Census of the United States, 1870.* Population Schedules: Travis County, Texas.

Washington, D.C.: Government Print Office.

----- *Tenth Census of the United States, 1880.* Population Schedules: Travis County, Texas. Washington, D.C.: Government Print Office.

----- *Twelfth Census of the United States, 1900.* Population Schedules: Travis County, Texas. Washington, D.C.: Government Print Office.

----- *Thirteenth Census of the United States, 1910.* Population Schedules: Travis County, Texas.

Washington, D.C.: Government Print Office.

----- *Fourteenth Census of the United States, 1920.* Population Schedules: Travis County, Texas. Washington, D.C.: Government Print Office.

----- *Fifteenth Census of the United States, 1930.* Population Schedules: Travis County, Texas.

Washington, D.C.: Government Print Office.

Von Boeckmann, Schutze & Co. *Travis County Directory for 1901.* Austin, Texas. On file at the Austin History Center.

Wallace, John E. and William R. McDonald. *Map of Travis County Roads* (retraced with school districts and school locations added by H.M. Bramlett, Superintendent of Travis County Schools, 1915). Originally surveyed and drawn by John E. Wallace, 1898-1902.

Wallace, John E. *Field Notes for Map of Travis County Roads.* Prepared 1898.

Wallace, John E. *Plot Plans of Sections of Travis and Surrounding Counties*, n.d., c. 1898.

White, Margaret Grunewald. "Short History of J. A. Patton's Life" written by the author for her Grandfather (J. A. Patton). n.d. On file at the Austin History Center.

White, James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000.

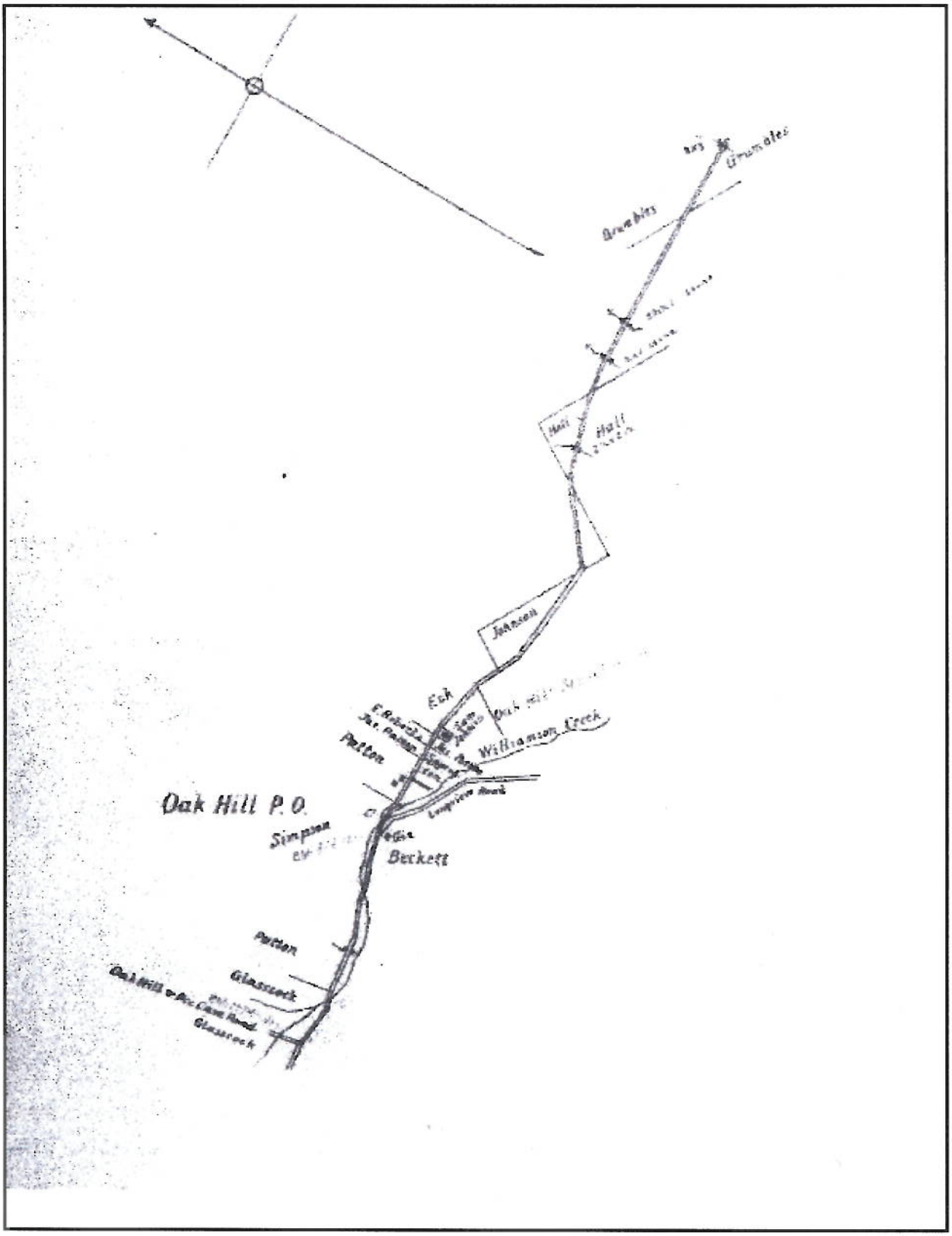


Figure 1: John Wallace Field Notes for Survey of Austin-to-Fredericksburg Road, 1898 (AHC)

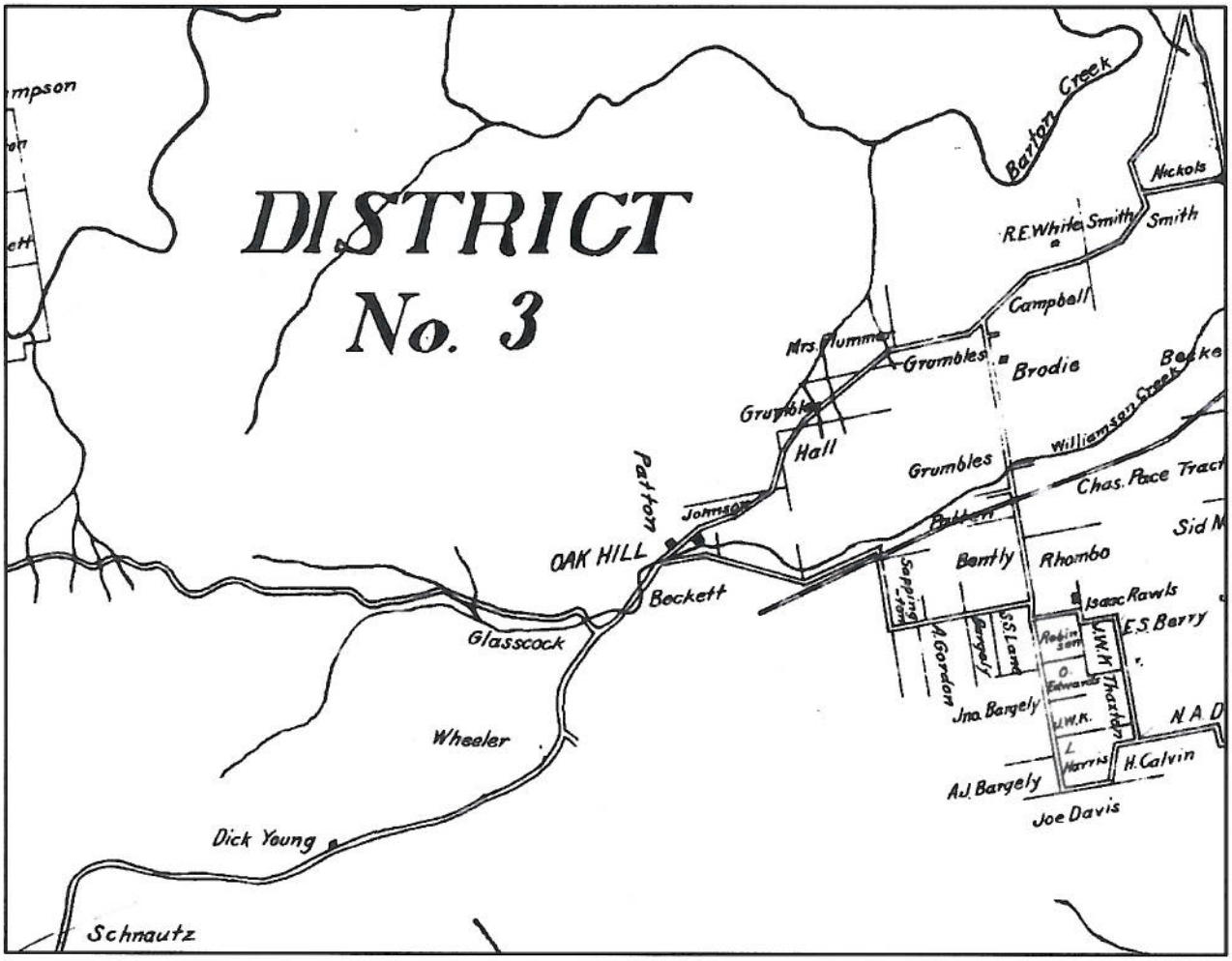


Figure 2: Travis County Road Map (cropped), John Wallace Surveyor, 1898-1902 (AHC)

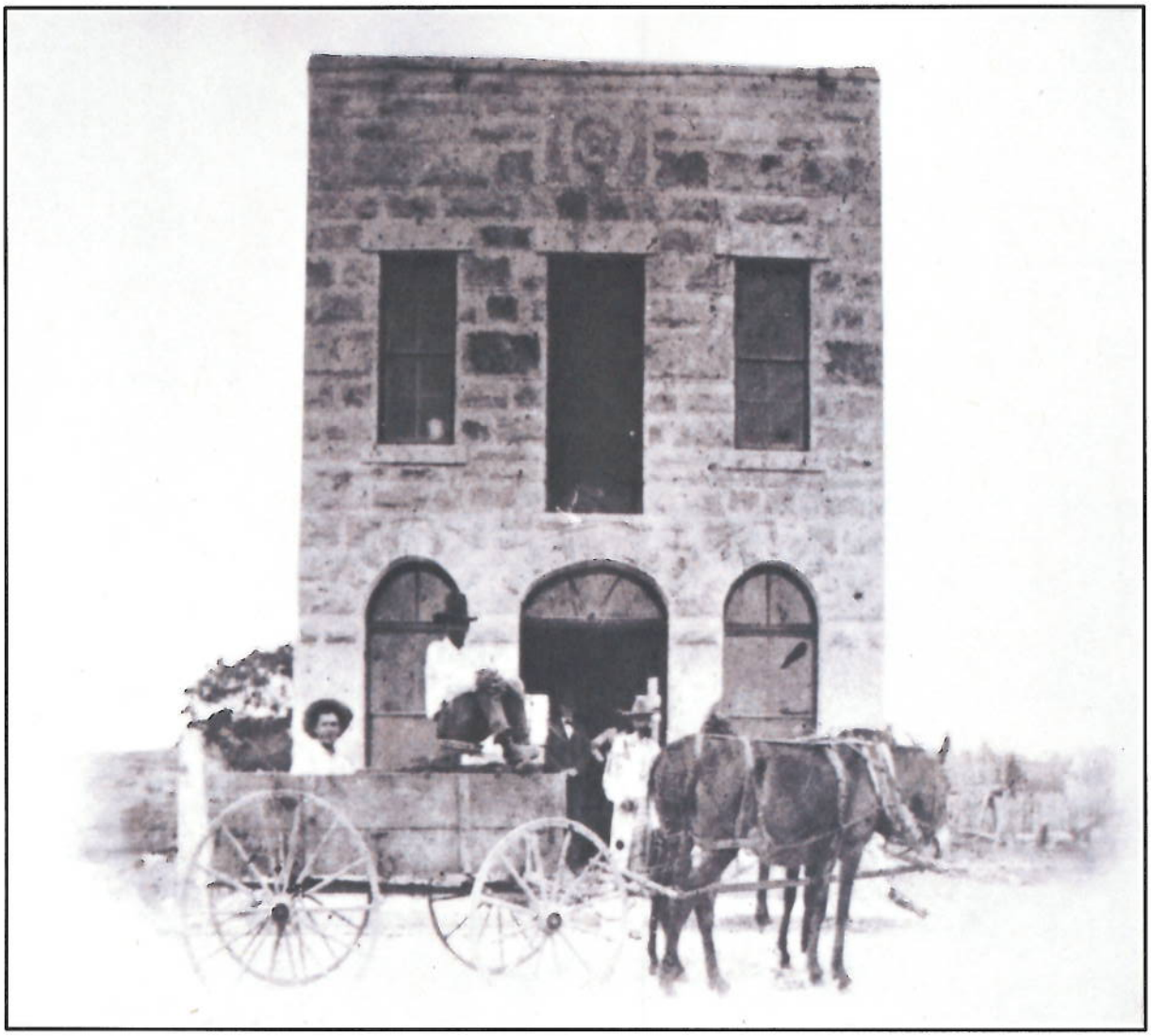


Figure 3: J. A. Patton Store built 1898, photo c. 1900 (AHC)

Figure 4: Oak Hill School built on Patton Homestead 1923, opened 1924 (photo 1936 in (Defender)

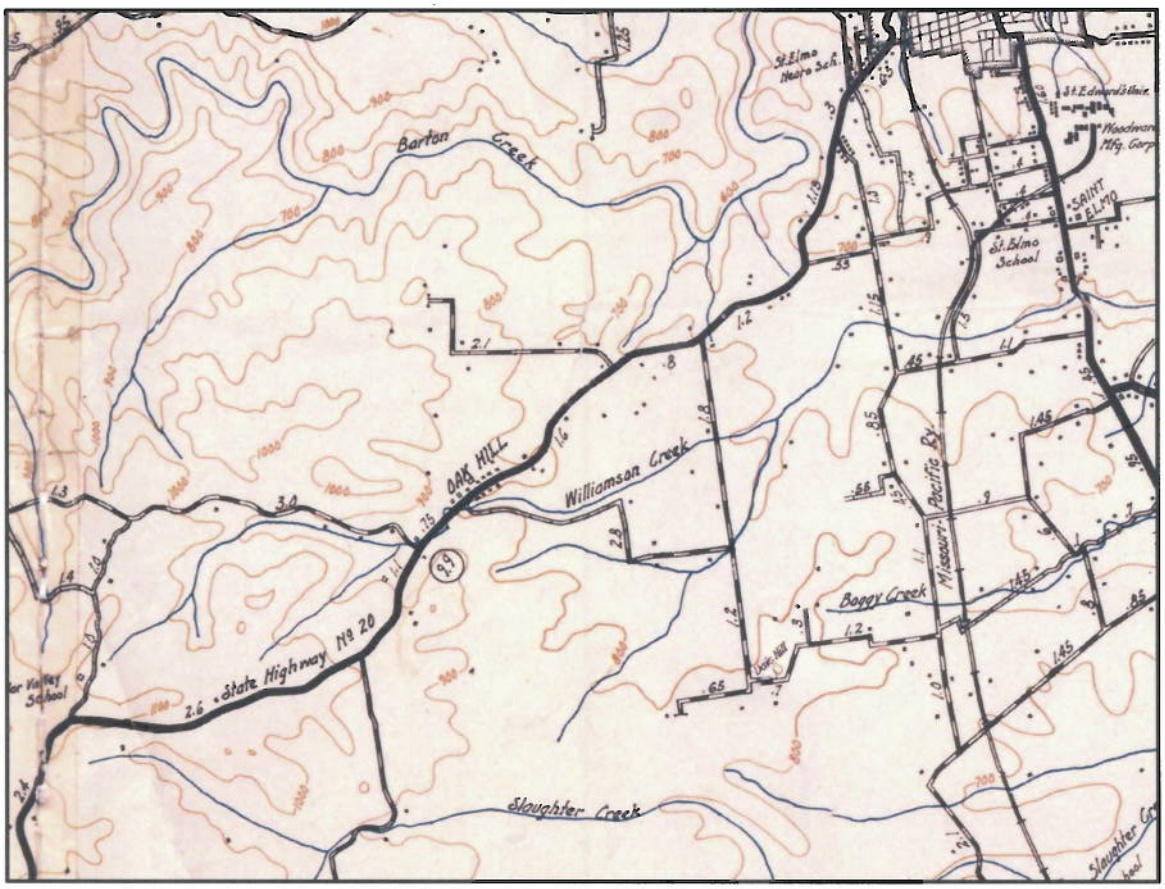
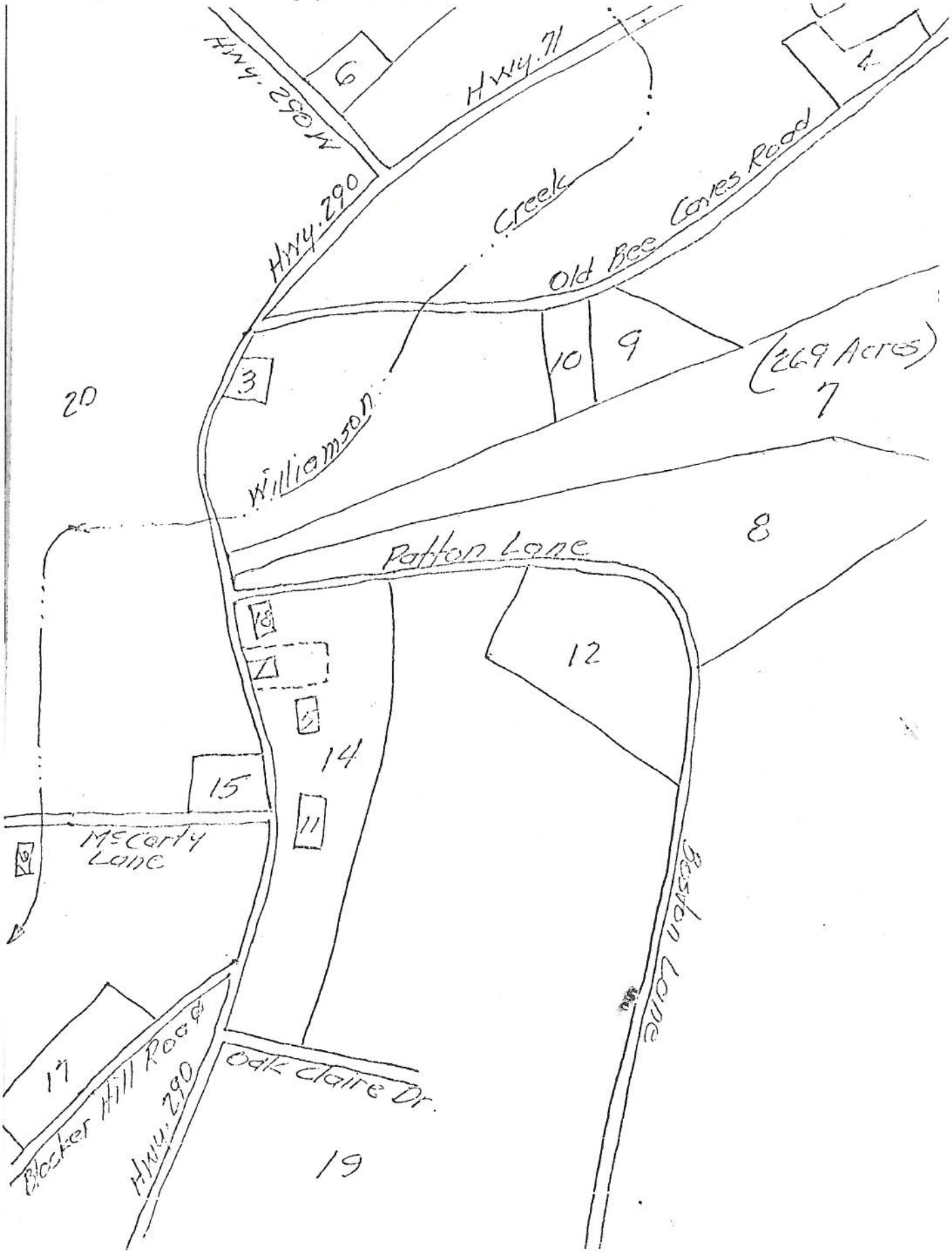


Figure 5: Topographic & Road Map of Travis County (cropped), by Travis County Engineer, 1932 (AHC)

Figure 6: James White's map of homesteads and other historic sites in Oak Hill, c. 1976 (AHC).



Legend for Oak Hill Historic Sites (Figure 7)

Based on James M. White's c. 1976 Map of Oak Hill

1. **Oak Hill School**
2. **Patton-Enochs House**
3. **J. A. Patton Store (Old Rock Store)**
4. **Highway Marker**
5. **Patton Filling Station Site**
6. **Patton Farmstead Site**
7. **Oak Hill Downs Site**
8. **Williamson Creek Bridge**
9. **State Park Site**
10. **Beckett's Grove**
11. **Polk's Feed Store Site**
12. **State Historical Marker**
13. **Oak Hill Cemetery**
14. **Bee cave Road Low-water Crossing**
15. **Tanner's Grove**
16. **Old School Site (1897-1923)**
17. **Tanner Lane Low-water Crossing**
18. **Joe Tanner's Blacksmith Shop Site**
19. **Hampton Grove**
20. **Gin Site**
21. **Quarry Bluffs**
22. **Convict Cave Site**
23. **Quarry Park**
24. **Picnic Grounds on Mowinkle Ranch**

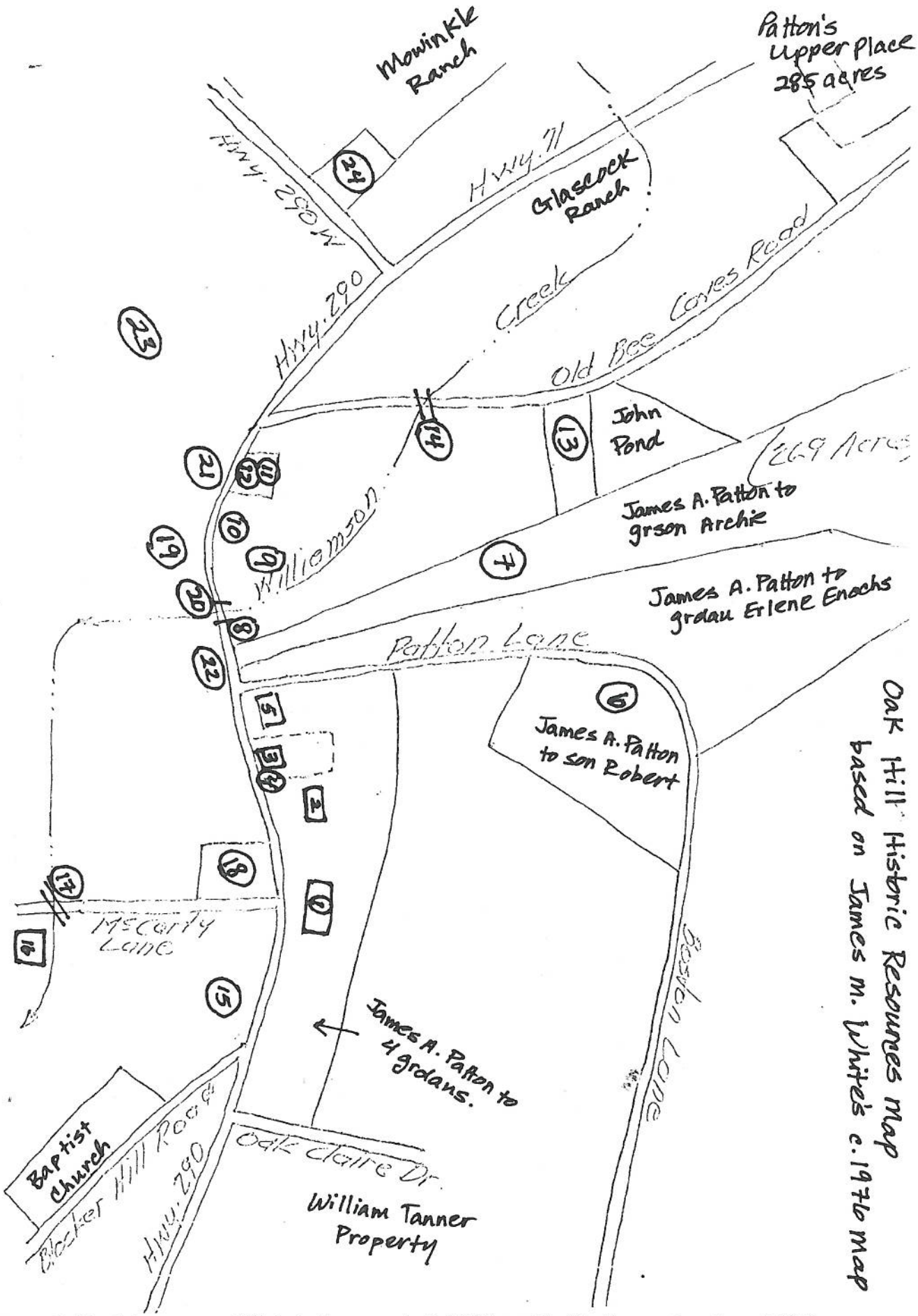


Figure 7: Hand-drawn map of Historic Resources in Oak Hill, revisited by Preservation Central, 2016.

Historic Resources Survey Form
Adapted from the Texas Historical Commission by Preservation Central, Inc.

Section 1: Basic Information **Site Number: 1**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Oak Hill School **Address:** 6240 U.S. Highway 290, Austin, TX

Property Type: Building **Designations:** Austin Historic Landmark; High priority in 2015 Survey

Architect: Unknown **Builder:** Henry Marx **Date of Construction:** 1923

Function – Current: Vacant **Function – Historic:** School

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Oak Hill School, Camera facing Northwest, Image is South Elevation

Section 3: Historical Information and Assessments

Associated Historic Context: Agriculture [in Southwest Travis County] (1881-1965); Rural and Suburban Lifestyles in Travis County 1935-1965) in Travis County Historical Commission, Cultural Resources Survey and Assessment of Southwest Travis County, Texas. 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria A and C

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Education; Architecture

Period of Significance: 1923-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Good

Location: X Setting: Association: X Design: X Materials: X Workmanship: X Feeling: X

Integrity Notes: Oak Hill School retains a significant level of historic integrity in all aspects excepting "setting" which has been somewhat adversely affected by highway and suburban development

Preservation Priority (High, Medium, Low): High

National Register Eligibility: Individually eligible for NR; Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: This is an important, intact, and rare resource type in Travis County that is associated with significant historic Texas settlement patterns and retains its historic integrity to an outstanding degree.

Other Information (Prior documentation for this resource):

Landmark application on file at Austin History Center; James M. and Annetta White. *They Came to Texas.* Austin: Self-published c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: A 1-story, 4-room limestone school building set back from U.S. Highway 290. Original building was a 2-room, L-plan school with a cross-hipped roof, exposed rafter tails, and multi-light double hung sash windows; rooms with multi-light casement windows and stone cladding added in 1931 and 1941. Limestone sills. Rare surviving rural school building in Travis County. Built by local stone mason Heinrich Marx, it retains its historic integrity to an excellent degree. Identified as a High preservation priority in 2015 survey of Southwest Travis County, it is an Austin Historic Landmark and may be individually eligible for National Register listing.

Alterations/Relocation: Historic period rooms added in 1931 and 1941. Similar limestone construction and compatible multi-light windows.

Stylistic Influences: Vernacular (Rustic)

Structural Details: ***Stories:*** 1 ***Plan Type:*** L-plan ***Basement:*** None apparent

Roof Form: Cross-hipped ***Roof Materials:*** Composition shingles

Wall Materials: Limestone

Window Type: 12/12 double hung sash and multi-light casements ***Materials:*** Wood; Metal

Doors (Primary entrance): Double, wood

Chimneys: None Visible ***Placement:*** ***Materials:***

Porches (Type and Placement): 1 front near full-façade shed-roofed porch supported by lally poles.

Ancillary Buildings: (Garages, Barns, Sheds, Other) Free-standing c. 1954 CMU bathroom building

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Vacant Building fronts onto busy highway but is set well back on 2-acre site with large parking lot as buffer. Concrete sidewalk under porch. Sparse vegetation with only a few thin trees and bushes.

Historic Resources Survey Form
Adapted from the Texas Historical Commission by Preservation Central, Inc.

Section 1: Basic Information **Site Number: 2**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Patton-Enochs House **Address:** 6254 U.S. Highway 290, Austin, TX

Property Type: Building **Designations:** High priority in 2015 Survey

Architect: Unknown **Builder:** Unknown **Date of Construction:** c. 1895

Function – Current: Domestic-Single family **Function – Historic:** Domestic-Single family

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Patton-Enochs House, Camera facing Northeast, Image of South and West Elevations

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: A 1-story, Free Classic dwelling with high-pitched hipped roof and lower intersecting high-pitched gables with patterned shingles. The center-passage house has a symmetrical primary façade and centered, front-gabled porch. The entry door is flanked by 1/1 double hung sash windows which are found throughout the house. A fixed-pane diamond-shaped leaded window is featured in the primary front gable. The building was originally clad in wood siding but was re-surfaced in with flagstone veneer in the 1930s. Its round Doric order columns were truncated and placed on the existing stone-clad pedestals at the same time. A shed-roofed addition extends from the east side of the house. The frame house was built by J. A. Patton in the late 19th century. Patton and his wife lived in the house until 1918 when they moved to live with their daughter Rosa Patton White. The house has remained in the family. The Patton-Enochs House is a unique example of its type and style in Oak Hill and is associated with its pioneer citizens and history. The 1930s alterations have achieved historic significance of their own. Identified as a High preservation priority in 2015 survey of Southwest Travis County, it may be individually eligible for National Register listing.

Alterations/Relocation: Stone veneer and pedestals added in 1930s; shed-roofed side addition.

Stylistic Influences: Free Classic (Rustic)

Structural Details: ***Stories:*** 1 ***Plan Type:*** Center Passage ***Basement:*** None apparent

Roof Form: Hipped with lower cross gables ***Roof Materials:*** Composition shingles

Wall Materials: Flagstone; Wood (patterned shingles)

Window Type: 1/1 double hung sash; Diamond-patterned attic window ***Materials:*** Wood

Doors (Primary entrance): Single door with transom

Chimneys: None Visible ***Placement:*** ***Materials:***

Porches (Type and Placement): 1 centered front-gabled porch supported by truncated Doric columns on flagstone-clad pedestals.

Ancillary Buildings: (Garages, Barns, Sheds, Other) Free-standing historic period barns at rear of site

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Dwelling fronts onto busy U.S. Highway 290, set back slightly from the road on a grass-covered site with perimeter trees. Limestone cistern with concrete cap on west side of house. Wood equipment and vehicle barns at rear of long site.

Section 3: Historical Information

Associated Historic Context: Early Settlement and Agricultural Development (1851-1880); Agriculture (1881-1965) in Travis County Historical Commission. *Cultural Resources Survey of Southwest Travis County, Texas*. 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria A and C

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Community Planning and Development; Architecture

Period of Significance: c. 1895-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Good

Location: X Setting: Association: X Design: X Materials: X Workmanship: X Feeling: X

Integrity Notes: The Patton-Enochs House retains a high level of historic integrity in all aspects excepting "setting" which has been somewhat adversely affected by highway and suburban development. Integrity of design and materials are moderate-to-good; the addition of stone cladding and alterations to the porch posts are historic-period but the side addition detracts somewhat.

Preservation Priority (High, Medium, Low): High

National Register Eligibility: Individually eligible for NR; Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Although the original Free Classic style of the house has been altered, both in the historic period and more recently, it is significant as a rare and unique example of historic domestic architecture in Oak Hill and for its associations with the pioneering Patton and Enochs families of the area.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas*. Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 3**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: J. A. Patton Store (Old Rock Store) **Address:** 6266 U.S. Highway 290, Austin, TX

Property Type: Building **Designations:** Recorded Texas Historic Landmark, Austin Landmark

Architect: James A. Patton (attributed to) **Builder:** Henry Marx **Date of Construction:** 1898

Function – Current: Commercial: Restaurant **Function – Historic:** Commercial: General Store

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: J. A. Patton Store (Old Rock Store), Camera facing Northwest, Image South Elevation

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: A 2-story, 2-part rusticated limestone commercial building with symmetrical facades, dressed corners, a limestone parapet wall with date plate, and limestone coping along the roofline. Primary façade consists of three bays with round-arched door and window openings trimmed in limestone on the first floor. The upper floor has three identical rectangular windows; the center window was once a door, since filled with matching limestone. The east façade is windowless on the first floor and has two evenly-spaced windows and a door on the upper story. All windows are shaded by fabric awnings. An exterior limestone staircase on the east elevation accesses a door on the second floor. Built by local stone mason Heinrich Marx under the supervision of owner J. A. Patton, the building is a physical and cultural landmark in the Oak Hill community. Patton was a Texas Ranger and had the community's name established as "Oak Hill". He was considered the "unofficial mayor of Oak Hill". The building is a Recorded Texas Historic Landmark, an Austin Historic Landmark, a High preservation priority in the 2015 survey of Southwest Travis County, and may be individually eligible for National Register listing.

Alterations/Relocation: Historic period alteration of an original door on upper story of primary façade to match the two existing, flanking windows; replacement of wooden staircase along east wall with stone.

Stylistic Influences: 2-part Commercial Vernacular (Rustic)

Structural Details: ***Stories:*** 2 ***Plan Type:*** Open ***Basement:*** None apparent

Roof Form: Flat with parapet wall ***Roof Materials:*** Built-up tar and gravel

Wall Materials: Limestone with dressed corners, coping

Window Type: 4/4 double-hung sash ***Materials:*** Wood

Doors (Primary entrance): Double, wood

Chimneys: 2 Visible ***Placement:*** Exterior walls ***Materials:*** Limestone

Porches (Type and Placement): *Round-arched inset porch to double door entry.* Fabric awnings over second floor windows

Ancillary Buildings: (Garages, Barns, Sheds, Other) Attached limestone clad dining room and kitchen to rear. A third limestone building is attached to the rear of the dining/kitchen wing.

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Pizza restaurant surrounded by concrete aggregate sidewalk, concrete pavement; fronts onto U.S. Highway 290 with a paved parking area along its east side. Trees at rear of property.

Section 3: Historical Information

Associated Historic Context: Agriculture [Industry] (1881-1965) (Travis County Historical Commission, Cultural Resources Survey and Assessment of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria A and C

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): State level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Commerce; Architecture

Period of Significance: 1898-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Excellent

Location: X Setting: X Association: X Design: X Materials: X Workmanship: X Feeling: X

Integrity Notes: The J. A. Patton Store retains a significant level of all aspects of historic integrity, especially design, materials, and workmanship. An original door on the second floor was infilled for use as a window during the historic period. It has always fronted onto the main road through the community to attract business; thus, it retains integrity of setting. The building conveys a strong sense of history.

Preservation Priority (High, Medium, Low): High

National Register Eligibility: Individually eligible for NR; Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: This building is an exceptional example of a limestone commercial architecture in Oak Hill and has deep historic associations with the community and its most prominent citizen, J. A. Patton. It is closely associated with significant Texas settlement patterns and retains its historic integrity to an outstanding degree.

Other Information (Prior documentation for this resource):

Landmark application on file at Austin History Center; James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission, *Historic Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 4**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: State Highway Marker **Address:** 6266 U.S. Highway 290, Austin, TX

Property Type: **Object** **Designations:** Medium priority in 2015 Survey

Architect: Unknown **Builder:** TxDOT? **Date of Construction:** 1937

Function – Current: Highway Identification **Function –Historic:** Highway Identification

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Highway Marker, Camera facing North, Image is South Elevation

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Approximately 3' high concrete monument with chamfered edges and clipped corners with bronze U.S. Highway insignia with affixed to the upper front portion. The words, letters and numbers read: "Texas"; "F.A.P.: 301A"; "STA.: 0 62"; "Length: 0.714 MI" and "Built: 1937". The monument is set in the ground at the entrance (eastern edge of driveway) to the Pizza Garden restaurant (J. A. Patton Store) parking lot, close to U.S. Highway 290. This monument appears to have been erected after U.S. Highway 290 was rebuilt, bypassing part of the Old Fredericksburg Road but adhering to the alignment in front of the Patton Store in the 1930s. Its full history is unknown but it was identified as a Medium priority in the 2015 survey of Southwest Travis County as a rare remnant of the highway's early 20th century history through Oak Hill.

Alterations/Relocation: Loss of a small letter plate

Stylistic Influences: NA

Structural Details: ***Stories:*** ***Plan Type:*** *Obelisk* ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials: Concrete, Metal

Window Type: ***Materials:***

Doors (Primary entrance): NA

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Positioned on the north side of the westbound lane of U.S. Highway 290, at the entrance to the Pizza Garden restaurant gravel parking lot at 6266 U.S. Highway 290.

Section 3: Historical Information

Associated Historic Context: Transportation [in Southwest Travis County]: 1848-1965 (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Transportation

Period of Significance: 1937-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Good

Location: X Setting: X Association: X Design: X Materials: X Workmanship: X Feeling: X

Integrity Notes: May be missing a letter plate but otherwise appears authentic to 1937 with no apparent modifications.

Preservation Priority (High, Medium, Low): Medium

National Register Eligibility: Contributing object in potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: This monument is a rare 1937 highway marker identifying the construction of the new section of U.S. Highway 290 through Oak Hill in 1937. It retains its historic integrity to a good degree and commemorates a significant event in the life of the Oak Hill community.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County*. 2015.

Section 1: Basic Information **Site Number: 5**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Patton Gas Station **Address:** 6200 block U.S. Highway 290, Austin, TX

Property Type: Site **Designations:**

Architect: Unknown **Builder:** James Andrew Patton **Date of Construction:** c. 1925

Function – Current: Unknown **Function – Historic:** Gas Station

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Temporary structure, Camera facing Northeast, Image: West & South Elevations

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Temporary rectangular structure staked on bare ground and made of wood lattice panels topped with plastic netting and enclosing an area about 100' x 80'. Possibly a sun shelter for flea market or other outdoor sales/exhibit venue. James A. Patton built a filling station on this site in 1925. He ran the filling station for several years before moving in to South Austin.

Alterations/Relocation: *c. 1925 filling station demolished; replaced with temporary construction*

Stylistic Influences: NA

Structural Details: ***Stories: 1*** ***Plan Type: Open*** ***Basement:***

Roof Form: Flat ***Roof Materials:*** Plastic or fabric

Wall Materials: Wood, plastic

Window Type: NA ***Materials:***

Doors (Primary entrance): Covered with lattice panels

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement): NA

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Bare earth at northeast corner of U.S. Highway 290 West and Old Patton Ranch Road. Busy highway.

Section 3: Historical Information

Associated Historic Context: Transportation [in Southwest Travis County] (1848-1951) - (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Does not meets the following National Register Criteria

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Commerce; Transportation

Period of Significance: c. 1925-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Lacks historic integrity

Location: ***Setting:*** ***Association:*** ***Design:*** ***Materials:*** ***Workmanship:*** ***Feeling:***

Integrity Notes: Historic resource gone. Site lacks integrity.

Preservation Priority (High, Medium, Low): Low

National Register Eligibility: Not eligible for NR

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Original historic resource is gone. Filling station built by James A. Patton in 1925 has been demolished. Site has nonhistoric temporary or semi-permanent structure. Site is not related to associated historic context.

Other Information (Prior documentation for this resource):

James M. White and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Preservation Central. *Historic Resources Survey of Southwest Travis County.* Austin: Travis County Historical Commission, 2015.

Historic Resources Survey Form
Adapted from the Texas Historical Commission by Preservation Central, Inc.

Section 1: Basic Information **Site Number: 6**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Patton Ranch Complex **Address:** 5612 Old Patton Ranch Road

Property Type: Site **Designations:** High priority in 2015 Survey

Architect: Unknown **Builder:** James Andrew Patton? **Date of Construction:** c. 1870

Function – Current: Vacant **Function – Historic:** Farmstead - log dwellings, barn

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Patton Ranch log house, Camera facing Northeast, Image is West Elevation

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Site 6 is a farmstead with a 1-story, side-gabled log house (with later additions), a smaller front-gabled log building, a log animal barn, a frame tenant (?) house, and a frame privy. The main house has exposed log construction on its west and parts of its north and south walls; the remaining walls appear to be enclosed within later additions dating to c. 1900 (ship lap siding) and c. 1935 (rooms with asbestos siding; porch). A large, intact limestone chimney with a stone cap dominates the west wall. The additions detract from the log dwelling but the original construction is readily apparent and the additions can be removed. The animal shelter is a side-gabled pole barn built of stacked timbers chinked with small stones, with one side open to the farm. It has historic wood and metal additions on both ends. A secondary front-gabled log building lies at the rear of the main house. A frame privy and tenant dwelling (?) lie at the far side of the central barnyard.

Associated with pioneer settler James A. Patton who came to Oak Hill in 1870. Patton deeded the land to his son Robert, who left it to his daughter, Nellie Patton Miller. The farmstead is a rare assemblage of domestic and agricultural buildings and structures associated with early settlement in Oak Hill. A High priority site in the 2015 Travis County Historical Commission's Survey of Southwest Travis County.

Alterations/Relocation: A c. 1900 frame addition incorporated the log house. House remodeled c. 1935-1950 with inset porch and asbestos shingles. However, log construction is clearly evident on three sides.

Stylistic Influences: Main dwelling: Vernacular (Rustic)

Structural Details: Main dwelling ***Stories:*** 1 ***Plan Type:*** Massed (additions) ***Basement:*** None

Roof Form: Side-gabled ***Roof Materials:*** Metal

Wall Materials: Raw timbers chinked with stones and Portland cement; Asbestos; Wood

Window Type: Boarded ***Materials:*** Unknown

Doors (Primary entrance): Single, boarded

Chimneys: Yes ***Placement:*** Exterior wall, west elevation ***Materials:*** Limestone

Porches (Type and Placement): Inset porch on c. 1900 addition; Porch inset under c. 1950 remodel roof.

Ancillary Buildings: (Garages, Barns, Sheds, Other) Log barn, log outbuilding, frame privy & dwelling.

Landscape/Site Features: **Type (Sidewalk, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Site lies to the south of a small cut-off road off Old Patton Ranch Road above Williamson Creek. A path leads through the overgrown yard to the building complex. Trails link the main house to other buildings set around an open barnyard. Trees shelter site from road. Grass-covered site slopes toward tree line marking branch of Williamson Creek to the south.

Section 3: Historical Information

Associated Historic Context: *Rural and Suburban Development in Southwest Travis County: 1850-1965* (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets National Register Criteria A, C, and possibly D

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Settlement; Agriculture; Architecture

Period of Significance: c. 1870-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Good

Location: X Setting: X Association: X Design: Materials: X Workmanship: X Feeling: X

Integrity Notes: The Patton Ranch complex retains its historic appearance and fabric to a good degree. The design of the log house is compromised somewhat by its additions but they, too, date to the historic period. Overall the site retains a high level of historic integrity, especially in the aspects of setting, association, materials, and feeling. It conveys a strong sense of its historic origins and use.

Preservation Priority (High, Medium, Low): High

National Register Eligibility: Individually eligible for NR; Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: This is a rare and important example of an intact pioneer farmstead associated with Texas frontier settlement patterns in Travis County. Dating to c. 1870, it is the oldest extant building site in Oak Hill with the only known log buildings identified in the 2015 Southwest Travis County Historic Resources Survey. It is important not only for the primary log dwelling, but also for the associated agricultural features which are often missing from other early sites of this type and era.

Other Information (Prior documentation for this resource):

James M. White and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Preservation Central. *Historic Resources Survey of Southwest Travis County.* Austin: Travis County Historical Commission, 2015.

Section 1: Basic Information **Site Number: 7**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Oak Hill Downs Racetrack **Address:** William Cannon Dr. @ U.S. Hwy 290

Property Type: Site **Designations:**

Architect: Unknown **Builder:** Archie Patton **Date of Construction:** 1940s

Function – Current: Manufacturing Plant **Function – Historic:** Racetrack: Horse and Auto

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: NXP Plant, Camera facing North, Image is South Elevation of main building

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Complex of large, multi-story manufacturing and office buildings with incumbent expanses of paved surface parking with grassy areas around periphery. This was the site of "Oak Hill Downs", a dirt racetrack opened in the 1940s by Archie Patton, descendant of pioneer settler James A. Patton. Ultimately, three racetracks operated on this site after World War II. One was a horse track, one was a "straight away" auto track; one was an oval car track called the "round around". No evidence of these racetracks survives as a large manufacturing plant lies across the site.

Alterations/Relocation: Replacement of racetracks with manufacturing plant.

Stylistic Influences: NA

Structural Details: ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Site is entirely modern with large offices or manufacturing buildings on landscaped grounds with vast swaths of paved surface parking.

Section 3: Historical Information

Associated Historic Context: *Rural and Suburban Lifestyles in Southwest Travis County: 1935-1965* (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Does not meet the following NR criteria

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance

Areas of Significance (Agriculture, Architecture, Landscape): Recreation

Period of Significance: 1940s-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Lacks historic integrity

Location: ***Setting:*** ***Association:*** ***Design:*** ***Materials:*** ***Workmanship:*** ***Feeling:***

Integrity Notes: Racetracks are gone. Site lacks historic integrity.

Preservation Priority (High, Medium, Low): Low

National Register Eligibility: Ineligible

Potential Historic District: NR, Multiple Property, or Rural Historic Landscape District

Justification: May lie in potential historic district but the historic resource is gone, replaced on site with a large manufacturing/business complex.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 8**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Williamson Creek Bridge **Address:** 6300 block U.S. Highway 290, Austin

Property Type: Structure **Designations:**

Architect: Unknown **Builder:** TxDOT ? **Date of Construction:** c. 1955

Function – Current: Bridge **Function – Historic:** Bridge

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Bridge on Williamson Creek @ U.S. 290, Camera facing South, Image is North Elevation

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Concrete bridge on U.S. Highway 290 West over Williamson Creek at a historic low-water crossing. Possibly built by TxDOT in the 1950s. It is a typical small-scale mid-20th century concrete bridge over an all-weather creek in Southwest Travis County. The asphalt-paved concrete bed is supported by four spans of reinforced concrete pedestals. It has metal sidewalls between treated wood posts.

Alterations/Relocation: Metal sidewalls and wood posts are a later addition.

Stylistic Influences: Infrastructure

Structural Details: ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials: Concrete

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Bridge spans natural creek. Is part of multi-lane highway through historic Oak Hill and surrounding commercial development.

Section 3: Historical Information

Associated Historic Context: Transportation (1848-1965); Rural and Suburban Lifestyles in Southwest Travis County: 1850-1965 (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria: A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Transportation

Period of Significance: c. 1955-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Good

Location: X Setting: X Association: X Design: X Materials: X Workmanship: X Feeling: X

Integrity Notes: The Williamson Creek Bridge in Oak Hill retains good levels of historic integrity in all aspects. It appears to have been built during a period of postwar growth in the area and relates to the suburbanization of Southwest Travis County in the mid-to late-20th century.

Preservation Priority (High, Medium, Low): Medium

National Register Eligibility: Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: This is an intact example of a typical mid-20th century concrete bridge in Southwest Travis County. It is associated with significant Texas settlement and development patterns and retains its historic integrity to a good degree.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 9**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: State Park **Address:** U.S. Highway 290, Austin, TX

Property Type: Site **Designations:**

Architect: Unknown **Builder:** Unknown **Date of Construction:** 1930s?

Function – Current: Tree-lined Williamson Creek **Function – Historic:** State Park?

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: State Park Site?, Camera facing Northwest, Image is South Bank of Williamson Creek

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: A 1936 map of Travis County Roads shows this as the site of a State Park (labeled SP on the map). Today there is a swath of trees with grassy areas along Williamson Creek in the same area. Due to brush, debris, and lack of access, close inspection was not possible.

Alterations/Relocation: Unknown

Stylistic Influences: Landscape

Structural Details: ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Former park lies behind and/or west of an automobile lube shop on the north side of U.S. Highway 290 West in Oak Hill. Despite the presence of modern commercial businesses, the area is heavily wooded along Williamson Creek.

Section 3: Historical Information

Associated Historic Context: *Rural and Suburban Lifestyles in Southwest Travis County: 1935-1965* (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Does not meet the following National Register Criteria

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Recreation

Period of Significance: c. 1935-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Cannot fully assess

Location: X Setting: X Association: Design: Materials: X Workmanship: Feeling:

Integrity Notes: No evidence of the site's use as a designated park exists. It appears to be a wholly natural site.

Preservation Priority (High, Medium, Low): Low

National Register Eligibility: Not eligible for NR

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Further research and field investigations may reveal undiscovered park elements but at this time the site appears entirely natural and does not convey a sense of its history as a park.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 10**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Beckett's Grove **Address:** North side 6700 block U.S. Highway 290

Property Type: Site **Designations:** Unknown

Architect: NA **Builder:** **Date of Construction:** Occupation 1870s

Function – Current: Landscape **Function – Historic:** Campsite

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Beckett's Grove, Camera facing Northeast, Image is Live Oak Trees at Historical Marker

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: The cluster of trees on the north side of U.S. Highway 290 known as Beckett's Grove is part of a larger grove of Pecan and Live Oak trees associated with W. K. Beckett, a pioneer landowner who settled along Williamson Creek in Oak Hill in the 1870s. Beckett owned more than 1,000 acres of land along the old Austin-to-Fredericksburg Road, most of which lay on the south side of the highway extending from present McCarty Lane westward past Old Bee Cave Road. Late 19th and early 20th century travelers, including ranchers herding cattle to Austin's rail yards, often stopped in the grove to rest in the shade or take a dip in the creek before moving on. Some camped overnight. The section now identified as Beckett's Grove consists of scattered Pecan and Live Oak trees in the 6600-6700 blocks of U.S. Highway 290, and in more dense concentrations along Williamson Creek.

Alterations/Relocation: Successive highway construction and suburban, largely commercial, development along U.S. Highway 290 has undoubtedly resulted in the loss of many trees over the years. One large tree formerly known as "Taco Bell Tree" was recently moved to the north side of the highway and is now known as Beckett Tree.

Stylistic Influences: Natural Landscape

Structural Details: ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

The grove lies on the north side of the multi-lane highway amid commercial development and along Williamson Creek.

Section 3: Historical Information

Associated Historic Context: Early Settlement and Agricultural Development (1851-1880); Rural and Suburban Lifestyles in Southwest Travis County: 1935-1965 (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria: A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Settlement; Landscape; Recreation

Period of Significance: c. 1870-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Fair

Location: X Setting: X Association: Design: NA Materials: X Workmanship: NA Feeling: X

Integrity Notes: Beckett's Grove has a number of large, mature Live Oaks and Pecans but some appear to be distressed, possibly due to modern development and road construction on U.S. Highway 290 West. Those along the creek fare better. Intensive development detracts from Integrity of setting and association somewhat but the trees still convey a sense of the historic rural landscape to a fair degree.

Preservation Priority (High, Medium, Low): Medium

National Register Eligibility: Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Beckett's Grove is a significant landscape element in Oak Hill that conveys a sense of the area's rural origins.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas*. Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number:** 11

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Polk's Feed Store **Address:** ~ 6750 U.S. Highway 290, Austin, TX

Property Type: Site **Designations:**

Architect: Unknown **Builder:** Unknown **Date of Construction:** c. 1940s

Function – Current: Vacant **Function – Historic:** Feed Store

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Site of former Polk's Feed Store, Camera facing Southwest, Image: Turn-out Walkway

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Original site of Polk's Feed Store, a historic business located on the north side of the ~6700-6800 block of U.S. Highway 290 West, just east of Old Bee Cave Road. The feed store moved to the south side of the road at an unknown time, but no evidence of either building remains. Today a concrete walkway about 25' long extends from the curb of a highway turn-out to the "Oak Hill" historical marker through a stand of trees. It is not known if the walkway was associated with the feed store or if it was built to access the marker.

Alterations/Relocation: Building demolished

Stylistic Influences: NA

Structural Details: NA ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

The walkway extends through high grass from the edge of the turn-out into a small stand of trees with Williamson Creek at its back (to the north).

Section 3: Historical Information

Associated Historic Context: Agriculture (1881-1965); Rural and Suburban Lifestyles in Southwest Travis County: 1850-1965 (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Does not meet the following National Register Criteria

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Commerce; Agriculture

Period of Significance: c. 1940-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Lacks integrity

Location: ***Setting:*** ***Association:*** ***Design:*** ***Materials:*** ***Workmanship:*** ***Feeling:***

Integrity Notes: No evidence of the historic feed store survives, with the possible exception of the walkway.

Preservation Priority (High, Medium, Low): Low

National Register Eligibility: Not eligible for NR

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: The resource was removed

Other Information (Prior documentation for this resource):

James M. and Annetta White *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 12**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Oak Hill State Historical Marker **Address:** ~ 6700 block U.S. Highway 290, Austin

Property Type: Object **Designations:** Official Texas Historical Marker

Architect: NA **Builder:** THC **Date of Construction:** 1969

Function – Current: Historical Marker **Function – Historic:** Historical Marker

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Oak Hill Official State Historical Marker, Camera facing North, Image is South Face

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Standing approximately 6' in height, this metal plaque is an Official Texas Historical Marker erected in 1969 to commemorate Oak Hill as a historic place. It lies in a grove of trees on or near the former site of Polk's Feed Store trees on the north side of U.S. Highway 290. It is set back slightly from the road and is accessed by a turn-out just east of Old Bee Cave Road.

The plaque is mounted on a metal pole. It is basically rectangular with a round head that partially circumscribes the Seal of Texas. It has a black background with pewter-colored edging and raised letters, starting with "Oak Hill". The text identifies Oak Hill and gives a basic history of the area. It is dated 1969, the date it was set in place. The marker is in good condition and retains its historic integrity to a good degree.

Alterations/Relocation: None

Stylistic Influences: Official Texas Historical Marker

Structural Details: ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials: Metal

Window Type: Materials:

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Plaque is mounted on a metal pole accessed by a short concrete walkway leading from a paved highway turn-out. It rests on a previously occupied building site as evidenced by remnants of a concrete sidewalk and foundation. It is shaded by trees in a grove that follows the route of Williamson Creek to the north.

Section 3: Historical Information

Associated Historic Context: *Rural and Suburban Lifestyles in Southwest Travis County: 1935-1965[1969]* (Travis County Historical Commission, Cultural Resources Survey and Assessment of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria: A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Culture

Period of Significance: 1969

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Excellent

Location: X Setting: Association: X Design: X Materials: X Workmanship: X Feeling: X

Integrity Notes: The Oak Hill historical marker retains a good level of historic integrity in all aspects with the possible exception of "setting". When erected, the plaque likely stood in front of a semi-rural feed store, which is now gone. Today it lies on a busy, traffic-choked stretch of U.S. Highway 290 that detracts from its historic setting.

Preservation Priority (High, Medium, Low): Medium

National Register Eligibility: Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: The historical marker appears exactly as it did when installed in 1969 and retains an overall good level of integrity. It is associated with the state's program to identify people, places, and events that played significant roles in Texas history.

Other Information (Prior documentation for this resource):

Oak Hill Official Texas Historical Marker files located at the Texas Historical Commission; James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Historic Resources Survey Form
Adapted from the Texas Historical Commission by Preservation Central, Inc.

Section 1: Basic Information **Site Number: 13**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Oak Hill Cemetery **Address:** Old Bee Cave Road, Austin, TX

Property Type: Site **Designations:** Medium priority in 2015 Survey

Architect: NA **Builder:** NA **Date of Construction:** c. 1877

Function – Current: Cemetery **Function – Historic:** Cemetery

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Oak Hill Cemetery, Camera facing East, Image is Entrance View, West Elevation

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Rural cemetery with the earliest known burial, that of infant J. E. Cox, dating to 1877. Gravel and dirt road leads under an arched metal sign bearing name "Oak Hill Cemetery". Sign mounted on metal poles atop large square pedestals made of limestone blocks. Cemetery composed of numerous family plots and single graves with limestone or granite monuments and headstones. Some family plots are lined with molded concrete pavers, others marked by stones. The site is largely grass-covered with some small trees and bushes interspersed among the graves. The road encircles the cemetery. James A. Patton donated the land out of his ranch for the cemetery.

Alterations/Relocation: Still in use with both historic and modern headstones.

Stylistic Influences: Rural cemetery

Structural Details: ***Stories:*** NA ***Plan Type:*** *NA* ***Basement:*** *NA*

Roof Form: *NA* ***Roof Materials: NA***

Wall Materials: Limestone, granite, concrete

Window Type: ***Materials:***

Doors (Primary entrance): Metal entry gates with metal words; limestone pedestals flank road

Chimneys: *NA* ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks Terracing, Drives, Well/cistern, Gardens) and Materials:**

Active cemetery on several acres of grassy land in rural setting. Hard-packed dirt/gravel road encircles cemetery. Heavy tree canopy at entrance. Family plots identified by concrete and stone curbing.

Section 3: Historical Information

Associated Historic Context: Early Settlement and Agricultural Development (1851-1880); Agriculture (1880-1965); Rural and Suburban Lifestyles in Southwest Travis County: 1935-1965 (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets National Register Criterion Consideration D for cemeteries.

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Religion; Culture

Period of Significance: 1877-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Good

Location: X Setting: X Association: X Design: X Materials: X Workmanship: X Feeling: X

Integrity Notes: Oak Hill Cemetery retains its historic appearance and fabric to a good degree. It has strong historic associations with pioneer settlement in Oak Hill and conveys a strong sense of history. Its integrity of setting and feeling are particularly noteworthy as it lies near a busy highway and major suburban development but retains its sense of place due to its secluded setting in a grove of trees off a rural country road.

Preservation Priority (High, Medium, Low): High

National Register Eligibility: Strong historic associations with the Oak Hill community dating to the 1870s. Cemeteries are rarely eligible for NR but can be Contributing to a potential historic district. Oak Hill Cemetery contributes to a potential historic district in the area.

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Typical rural cemetery associated with historic Texas settlement patterns and retains its historic integrity to a good degree.

Other Information (Prior documentation for this resource):

Travis County Cemetery Inventory; James M. and Annetta White. *They Came to Texas*. Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 14**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Bee Cave Rd. Low-water Crossing **Address:** 6800 Old Bee Cave Rd., Austin, TX

Property Type: Structure **Designations:**

Architect: Unknown **Builder:** TxDOT ? **Date of Construction:** c. 1935

Function – Current: Low-water Crossing **Function – Historic:** Low-water crossing

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Bee Cave Rd. Low-water Crossing, Camera facing Southwest, Image is West side

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Low c. 1935 concrete bridge on Old Bee Cave Road. One of several historic crossing sites on Williamson Creek in Oak Hill. Original crossing likely paved with gravel and stone and in place on the "Oak Hill and Bee Cave Road" (Old Bee Cave Road) by 1898. Current bridge may have been built as part of area road construction and improvement efforts from the 1930s-1950s. Bee Cave Road low-water crossing bridge retains its historic design, materials, rural setting, and association to a good degree. Tree-covered bridge conveys a good sense of history.

Alterations/Relocation: Maintenance and repair over life of the bridge.

Stylistic Influences: Small scale infrastructure

Structural Details: ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials: Concrete

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Dense tree canopy shades small concrete bridge over a branch of Williamson Creek. Heavily wooded rural site.

Section 3: Historical Information

Associated Historic Context: Transportation [in Southwest Travis County] 1848-1965; (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria: A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Transportation

Period of Significance: c. 1935-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Good

Location: X Setting: X Association: X Design: X Materials: X Workmanship: X Feeling: X

Integrity Notes: Typical historic-age low-water crossing on Old Bee Cave Road retains its historic appearance and sense of place to a good degree. It conveys a strong sense of rural history.

Preservation Priority (High, Medium, Low): Medium

National Register Eligibility: Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: An important transportation resource for travelers between Oak Hill and Bee Cave communities and for access to the Austin-to-Fredericksburg Road (U.S. Highway 290 West) leading to Austin and the Hill Country.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 15**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Tanner's Grove **Address:** 6200 block U.S. Highway 290, Austin, TX

Property Type: Site **Designations:**

Architect: **Builder:** **Date of Construction:** NA

Function – Current: Landscape **Function – Historic:** Landscape; Recreation

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Tanner's Grove from south side of US 290, Camera facing Northeast

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Associated with early settler William Tanner and his son, Joe Tanner. The family lived on a ranch that contained this grove by 1900. William was a blacksmith and farmer and his son continued working as a blacksmith through the early 20th century. The grove is comprised of a stand of Live Oak trees confined to the median along the ~6200 block of U. S. Highway 290 West.

***Alterations/Relocation*:** Highway construction

Stylistic Influences: Natural Landscape

Structural Details: NA ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

***Landscape/Site Features:* Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

"Captive" landscape, remnant of long stand of Live Oak and Pecan trees along Williamston Creek in Oak Hill. Surrounded by low metal guard rails and busy traffic lanes.

Section 3: Historical Information

Associated Historic Context: Early Settlement and Agricultural Development (1851-1965); Rural and Suburban Lifestyles in Southwest Travis County: 1935-1965 (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria: A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Landscape; Recreation

Period of Significance: 1870s-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Fair

Location: X Setting: Association: X Design: NA Materials: X Workmanship: NA Feeling:

Integrity Notes: Integrity of historic setting and setting are compromised as once-rural grove is bounded by busy traffic lanes.

Preservation Priority (High, Medium, Low): Medium

National Register Eligibility: Not Individually eligible for NR; Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Tanner's Grove is part of the larger swath of Live Oak and Pecan trees in the area. Associated with the pioneering William Tanner family that settled here by 1900

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas*. Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 16**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Old School Site **Address:** U.S. Highway 290, Austin, TX

Property Type: Site **Designations:**

Architect: Columbus Patton, supervisor **Builder:** Area residents **Date of Construction**: 1897

Function – Current: Vacant **Function – Historic:** Rural school

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Old School Site off McCarty Road, Camera facing North, Image of grassy, vacant site

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Site of 1897 "Oak Hill School", a one-room frame building constructed in 1897. Peter Thompson donated two acres of land for the building and Columbus Patton supervised its construction. In 1907, two teachers were employed and a curtain was hung to divide the room into two classrooms. In 1923, a new school was built next to the James A. Patton complex on the Austin-to-Fredericksburg Road and this school was abandoned. No evidence of a school survives on this wheel-rutted grassy site.

Alterations/Relocation: Building is gone

Stylistic Influences: NA

Structural Details: ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials: The site is in a semi-rural setting off McCarty Lane. Scattered houses on large grass-covered lots dot the roadside.

Section 3: Historical Information

- **Associated Historic Context:** Agriculture (1881-1965) (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Does not meet the following National Register Criteria

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Education

Period of Significance: 1897-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Lacks historic integrity

Location: ***Setting:*** ***Association:*** ***Design:*** ***Materials:*** ***Workmanship:*** ***Feeling:***

Integrity Notes: No resource exists; no historic integrity

Preservation Priority (High, Medium, Low): Low

National Register Eligibility: Not eligible for NR

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: No historic resource survives on this site.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Historic Resources Survey of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 17**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Low-Water Crossing **Address:** Tanner Lane @ McCarty Lane, south of Highway 290

Property Type: Structure **Designations:**

Architect: Unknown **Builder:** Unknown **Date of Construction:** c. 1935

Function – Current: Low-water crossing **Function – Historic:** Low-water crossing

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Tanner Lane Low-water crossing, Camera facing West on Williamson Creek from Tanner Lane

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Concrete paved low-water crossing over Williamson Creek as it flows from west to east under Tanner Lane. Low concrete curbing. One of several historic low-water creek crossings in the area, including one in the 6800 block of Old Bee Cave Road. Site of small commercial node in Oak Hill from c. 1850s to the present. May have been paved in the 1930s; likely improved in the 1950s and since.

Alterations/Relocation: Maintenance and repair over life of the bridge

Stylistic Influences: Small scale infrastructure

Structural Details: ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials: Concrete

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Natural creek with rocky shores, high grasses, and trees lining its banks. Rural, country setting.

Section 3: Historical Information

Associated Historic Context: *Early Settlement and Agricultural Development (1851-1880); Agriculture (1881-1965); Rural and Suburban Lifestyles in Southwest Travis County: 1935-1965* (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria: A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Transportation

Period of Significance: c. 1935-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Good

Location: X Setting: X Association: X Design: X Materials: X Workmanship: X Feeling: X

Integrity Notes: The site conveys a good sense of the area's rural origins. Typical historic-age low-water crossing retains its historic appearance and sense of place to a good degree.

Preservation Priority (High, Medium, Low): Medium

National Register Eligibility: Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: This is an important historic transportation-related resource for Oak Hill area farmers and ranchers to access the Austin-to-Fredericksburg Road. It was likely built by 1900 to access William Tanner's ranch and the local school on the south side of Williamson Creek. It may have been improved in 1926 when the road was designated as a federal highway or during 1930s as part of area road construction and improvement efforts. It retains its historic location, materials, design, association, setting, and workmanship to a good degree and conveys a strong sense of the rural past.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas*. Austin: Self-published, c. 2000; Travis County Historical Commission. *Historic Resources Survey of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 18**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Hampton Grove **Address:** ~ 63-6400 block U.S. Highway 290, Austin, TX

Property Type: Site **Designations:**

Architect: NA **Builder:** NA **Date of Construction:** NA (occupation 1870s)

Function – Current: Landscape **Function – Historic:** Campground

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Hampton Grove, Camera facing South, Image from north side of U.S. Highway 290

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Substantial grove of Live Oak trees along the south side of the ~6300-6400 blocks of U.S. Highway 290 West in Oak Hill. This grove – named for the Hampton Inn – is part of Beckett's Grove, a historic grove of trees used as a campground especially for ranchers in the 1870s and 1880s who herded cattle to railyards in Austin. W. K. Beckett reportedly settled in Oak Hill in the 1870s. He owned a large tract of land along Williamson Creek and leased 1000 acres of it to the state for a quarry. A gin once lay on Beckett's property on the west side of the Williamson Creek crossing on the old Austin-to-Fredericksburg Road.

Alterations/Relocation: Intensive highway and suburban development through the grove.

Stylistic Influences: NA

Structural Details: ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Hampton Grove is part of the larger tree-lined landscape along Williamson Creek through Oak Hill associated with pioneer settler W. K. Beckett. This part of the grove has large, healthy-appearing Live Oak trees. Busy U. S. Highway 290 passes by the grove on the north.

Section 3: Historical Information

Associated Historic Context: Early Settlement and Agricultural Development (1851-1880); Agriculture (1881-1965); Rural and Suburban Lifestyles in Southwest Travis County: 1935-1965 (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria: A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Landscape; Recreation

Period of Significance: 1870s-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Good, despite intrusion of highway

Location: X Setting: X Association: X Design: NA Materials: X Workmanship: NA Feeling: X

Integrity Notes: Hampton Grove retains a good sense of its historic associations as a shady haven near the crossing of Williamson Creek with the old Austin-to-Fredericksburg Road

Preservation Priority (High, Medium, Low): Medium

National Register Eligibility: Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Hampton Grove is an important historic landscape feature associated with cattle drives through Oak Hill in the late 19th and early 20th centuries and with the historic W. K. Beckett ranch.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Historic Resources Survey of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 19**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Tanner's Blacksmith Shop **Address:** SW corner Tanner Lane and U.S. Highway 290

Property Type: Site **Designations:**

Architect: Unknown **Builder:** William or Joe Tanner **Date of Construction:** c. 1900

Function – Current: Vacant **Function – Historic:** Blacksmith shop; Sunday School

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Former site of Joe Tanner Blacksmith Shop, Camera facing West, Image is from East

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Vacant lot at southwest corner of Tanner Lane and U.S. Highway 290 West; bare earth, low grass, scrub trees. William Tanner and his family occupied a farm on this site by 1900. William Tanner was listed as a farmer in the 1900 census and as a blacksmith in the 1910 census. His son Joe either assumed the blacksmith business or established his own shop at the corner of Joe Tanner Lane and U.S. Highway 290. The blacksmith shop remained open until Tanner sold the property in the early 1970s. There is no evidence of the blacksmith shop.

Alterations/Relocation: Resource is gone

Stylistic Influences: NA

Structural Details: NA ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

On south side of busy U.S. Highway 290 West, just west of Joe Tanner Lane. It is a vacant lot with tree-lined Williamson Creek and a low-water crossing at its back (south).

Section 3: Historical Information

Associated Historic Context: Agriculture [in Southwest Travis County] (1881-1965); Rural and Suburban Lifestyles in Southwest Travis County: 1935-1965 (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Does not meet the following National Register Criteria

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Commerce; Transportation

Period of Significance: c. 1900-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Lacks historic integrity

Location: Setting: Association: Design: Materials: Workmanship: Feeling:

Integrity Notes: No resource survives on the site except for some electrical poles and a telephone pole.

Preservation Priority (High, Medium, Low): Low

National Register Eligibility: Not eligible for NR

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Resource is gone. No other evidence of Tanner family occupation.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 20**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Gin Site **Address:** U.S. Highway 290, Austin, TX

Property Type: Site **Designations:**

Architect: Unknown **Builder:** J. A. Patton **Date of Construction:** by 1898

Function – Current: Vacant **Function – Historic:** Gin and mill

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Gin site in Hampton Grove SW cor McCarty Lane & U.S. Highway 290 West, Camera facing Southwest, Image is gin/mill site on West side of McArty Lane

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: A gin (and possibly a mill) existed on this site by 1898. A gin was identified at this site, on the south side of the Austin-to-Fredericksburg Road and the west side of Longview Road (now McCarty Lane), by County Surveyor John E. Wallace in 1898. He depicted the gin on his Travis County Road Map published in 1902. According to Travis County Rural Directories (1898-99; 1901), J. A. Patton was listed as a mechanic, and mill and gin (operator). He was the only gin operator in the postal district and likely owned or leased the property which lay adjacent to his homestead. No evidence of the gin was found in the area which is also the site of Hampton Grove.

Alterations/Relocation: Returned to natural state

Stylistic Influences: NA

Structural Details: NA ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

According to the 1898 field notes and survey map of the area, a gin lay on this site by at least 1898. Today no evidence of the gin survives. The site is covered by mowed grass and a substantial grove of Live Oak trees on south side of U.S. Highway 290 West and the west side of McCarty Lane.

Section 3: Historical Information

Associated Historic Context: Early Settlement and Agricultural Development (1851-1880); Agriculture (1881-1965) (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Does not meet the following National Register Criteria

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Industry

Period of Significance: c. 1898 -1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Lacks historic integrity as a gin site

Location: ***Setting:*** ***Association:*** ***Design:*** ***Materials:*** ***Workmanship:*** ***Feeling:***

Integrity Notes: No evidence of the gin (or mill) exist at the site therefore it is lacking in historic integrity.

Preservation Priority (High, Medium, Low): Low

National Register Eligibility: Not eligible for NR

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: No resource exists, therefore no preservation priority can be assigned to the gin/mill site.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015;* John E. Wallace, *Field Notes: Travis County Roads,* 1898.

Historic Resources Survey Form
Adapted from the Texas Historical Commission by Preservation Central, Inc.

Section 1: Basic Information **Site Number: 21**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Convict Cave **Address:** U.S. Highway 290, Austin, TX

Property Type: Site **Designations:**

Architect: Unknown **Builder:** Natural/State of Texas **Date of Construction:** c. 1882

Function – Current: Shopping center **Function – Historic:** Living quarters for quarry workers

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Marquee Oak Hill Centre (site of "Convict Cave"), Camera facing Southeast

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: According to several local sources, a large cave at this site served as shelter for convicts who quarried limestone for the construction of the new State capitol building. This may also have been the location of James A. Patton's quarry. The cave was reportedly eradicated when the site was excavated about 50'-60' into the limestone bluffs for development of the present Oak Hill Centre shopping center, a curved strip-shopping venue with attached storefronts and asphalt-paved surface parking.

Alterations/Relocation: Site destroyed c. 1975

Stylistic Influences: Strip shopping center

Structural Details: NA ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Steeply cut quarry bluffs at rear of shopping center and along the south side of U.S. Highway 290 West. Attached storefronts set back from busy highway with an expanse of asphalt-paved surface parking as a buffer. Busy suburban shopping complex.

Section 3: Historical Information

Associated Historic Context: Industry in Southwest Travis County (1874-1888)

Applicable National Register (NR) Criteria: Does not meet the following National Register Criteria

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Industry

Period of Significance: 1882-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Site eradicated

Location: ***Setting:*** ***Association:*** ***Design:*** ***Materials:*** ***Workmanship:*** ***Feeling:***

Integrity Notes: Lacks historic integrity.

Preservation Priority (High, Medium, Low): Low

National Register Eligibility: Not eligible for NR

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Site no longer possesses historic integrity. Cave destroyed in construction of present shopping center.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Historic Resources Survey of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 22**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Quarry Bluffs **Address:** ~6753 U.S. Highway 290, Austin, TX

Property Type: Site **Designations:** None known

Architect: Unknown **Builder:** James A. Patton; Texas Convicts **Date of Construction:** 1874;1882

Function – Current: Vacant **Function – Historic:** Quarry

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Oak Hill Quarry Bluffs, Camera facing Southeast; Image is North Side fronting highway

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Oak Hill's quarry bluffs are represented by a steeply cut limestone wall rising about 100' and extending along the south side of the 6200-6800 blocks of U.S. Highway 290 in Oak Hill. This may be the quarry site established by James A. Patton in 1874 to dig limestone for the construction of the County Courthouse (completed 1876; demolished 1967). James A. Patton quarried stone on his property for personal and commercial use before the demand for limestone in the construction of the new state capitol beginning in 1882. According to local informants, the quarry remained in operation into the 1960s. Road construction or modern development may be responsible for the deep steep bluffs and deep cut back from the highway. Further research is needed to determine the historic appearance of the quarry bluffs.

Alterations/Relocation: Alterations associated with road construction and development may be responsible for current, cliff-like appearance.

Stylistic Influences: NA

Structural Details: Steeply cut limestone cliffs ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials: Limestone cliffs

Window Type: Materials:

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other)

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Sharply cut limestone cliffs covered with trees and shrubbery along the south side of busy U.S. Highway 290. Bluffs are obscured by commercial buildings for part of their length and by multi-lane asphalt-paved highway and concrete curbing for their entire length.

Section 3: Historical Information

Associated Historic Context: Industry in Southwest Travis County (1874-1888)

Applicable National Register (NR) Criteria: Meets the following National Register Criteria: A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance.

Areas of Significance (Agriculture, Architecture, Landscape): Industry

Period of Significance: 1874-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Cannot determine without further research

Location: X Setting: ? Association: X Design: ? Materials: X Workmanship: Feeling:X

Integrity Notes: The Oak Hill Quarry Bluffs may be associated with James A. Patton's c. 1874 quarry site or the state's quarry operations in the 1880s but their current appearance may be the result of road construction or modern development. Further research is needed to determine to what extent their condition is the result of historic period or modern era construction/development.

Preservation Priority (High, Medium, Low): Medium to Low

National Register Eligibility: Not eligible for NR; May be Contributing to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: The quarry bluffs are an important landscape element in Oak Hill but their historic significance cannot be determined without further research to establish their association with quarry operations and/or highway construction and the dates of these activities.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Historic Resources Survey of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 23**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Quarry Park **Address:** 6511 Convict Hill Road, Austin

Property Type: Site **Designations:** City Park

Architect: Unknown **Builder:** State of Texas **Date of Construction:** c. 1882; c. 2005

Function – Current: City Park **Function – Historic:** Limestone Quarry

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Trailhead Quarry Park, Camera facing Southwest, Image: Entrance on Convict Hill Rd.

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Site of historic quarry where limestone was extracted for the construction of the new Texas State Capitol building, starting about 1882. By the end of 1884, nearly 280,000 cubic feet of limestone had been quarried and delivered to the capitol grounds. It was used for the foundation and basement walls, cross walls, and backing for exterior walls in the construction of the new capitol building. The site has recently been redeveloped (2005) with bark-paved walking trails, stone embankments, benches, way-finding kiosks, and other park furniture. Remnants of quarried stone are piled at various places along the trails and throughout the park. Information taken from Heidi Armstrong Smith's blog (see bibliography).

Alterations/Relocation: Conversion to public park c. 2005

Stylistic Influences: NA

Structural Details: NA ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other) Free-standing kiosk in park interior.

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Entry to the park is marked with signs on Convict Hill Rd. A trailhead leads from the street through a largely natural landscape of trees, shrubs, and grasses interspersed with remnants of quarried stone, some in piles or pushed to sides of bark-paved trails that course through the park. Maps and information about the site are posted on a kiosk in the park interior.

Section 3: Historical Information

Associated Historic Context: Industry in Southwest Travis County (1874-1888).

Applicable National Register (NR) Criteria: May meet the following National Register Criteria: A

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local level of significance

Areas of Significance (Agriculture, Architecture, Landscape): Industry

Period of Significance: 1882-1965

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): May lack integrity as quarry site

Location: X Setting: Association: X Design: Materials: X Workmanship: Feeling: ?

Integrity Notes: The quarry site has been significantly redeveloped as a park with trails through a largely natural landscape but remnants of broken stone survive attesting to its use as a quarry. Photographs of the quarry from the 1880s depict it as a fairly barren work site so the quarry setting appears to be somewhat compromised. Its design and workmanship are not discernable.

Preservation Priority (High, Medium, Low): Further research is needed to assess

National Register Eligibility: Not eligible for NR; May contribute to potential historic district

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: This site has important associations with historic land use in Oak Hill and with the construction of the Texas State Capitol building. Its integrity of setting, design, and workmanship are compromised by its redevelopment as a park and its abandonment as a quarry but it retains integrity of location, association, and materials to a fair degree. Integrity of historic feeling is compromised.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Section 1: Basic Information **Site Number: 24**

Project Name: Oak Hill Historic Resources Survey **City:** Austin **County:** Travis

Property Name: Mowinkle Ranch & Picnic Grounds **Address:** "Y" U.S. Hwy 290 @ Hwy 71 Austin

Property Type: Site **Designations:**

Architect: Unknown **Builder:** John E. Mowinkle **Date of Construction:** c. 1855

Function – Current: Shopping Center **Function – Historic:** Pioneer Ranch & picnic grounds

Recorded by: Terri Myers, Preservation Central, Inc. **Date Recorded:** January 2016

Primary Image: Mowinkle Ranch picnic grounds (now Planet Fitness), Camera facing West, East El

Section 2: Architectural Components

Narrative Architectural Description/Historic Associations: Site of historic Mowinkle Ranch and picnic grounds where locals gathered to celebrate community events. John E. Mowinkle, a Norwegian immigrant, his wife and children, were among the first two families to establish a permanent homestead in present Oak Hill. He purchased a large ranch from William Glascock (the first settler) about 1855. A grove of trees at the "Y" was the site of local picnics and celebrations.

Alterations/Relocation: Redevelopment as a shopping center.

Stylistic Influences: NA

Structural Details: NA ***Stories:*** ***Plan Type:*** ***Basement:***

Roof Form: ***Roof Materials:***

Wall Materials:

Window Type: ***Materials:***

Doors (Primary entrance):

Chimneys: ***Placement:*** ***Materials:***

Porches (Type and Placement):

Ancillary Buildings: (Garages, Barns, Sheds, Other) NA

Landscape/Site Features: **Type (Sidewalks, Terracing, Drives, Well/cistern, Gardens) and Materials:**

Site at the "Y" has been entirely redeveloped as a suburban shopping center with numerous buildings, large expanses of parking, busy traffic along U.S. 290 West and U.S. 71.

Section 3: Historical Information

Associated Historic Context: Early Settlement and Agricultural Development in Southwest Travis County (1851-1880). (Travis County Historical Commission, Cultural Resources Survey of Southwest Travis County, Texas, 2015)

Applicable National Register (NR) Criteria: Meets none of the following National Register Criteria:

A: Associated with events that have made significant contributions to the broad patterns of our history; or

B: Associated with the lives of persons significant in our past; or

C: Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinctions; or

D: Has yielded, or is likely to yield, information important in prehistory or history.

Level of Significance (National, State, Local): Local

Areas of Significance (Agriculture, Architecture, Landscape): Agriculture; Recreation

Period of Significance: 1855-?

Historic Integrity (Excellent, Good, Fair, Poor, Ruin): Lacks historic integrity

Location: Setting: Association: Design: Materials: Workmanship: Feeling:

Integrity Notes: Lacks historic integrity

Preservation Priority (High, Medium, Low): Low

National Register Eligibility: Not eligible for National Register listing.

Potential Historic District: Potential NR, Multiple Property, or Rural Historic Landscape District

Justification: Historic site has been entirely redeveloped as modern shopping center. No historic integrity.

Other Information (Prior documentation for this resource):

James M. and Annetta White. *They Came to Texas.* Austin: Self-published, c. 2000; Travis County Historical Commission. *Cultural Resources Survey and Assessment of Southwest Travis County, 2015.*

Comment on the OAK HILL PARKWAY

David Richardson

May 2, 2018

Oak Hill has been plagued by traffic congestion for years. A lack of consensus among the community has thwarted all prior efforts to address the traffic. But that doesn't mean residents or elected leaders were not seeking improvements to the Oak Hill area. I chaired the citizen Oak Hill Neighborhood Planning Contact Team overseeing the completion of that effort. Austin City Council adopted the Oak Hill Combined Neighborhood Plan (OHCNP) December 11, 2008 completing a 2.5 year effort.

Just four years later TxDOT and the CTRMA initiated the Oak Hill Parkway study and Draft EIS now under consideration. For the record, I am in favor of improving congestion at the Y and in Oak Hill. That said, I assert "Schematic A" fails to address neither the long term interests of Oak Hill residents nor the interests of those that transit the 290 corridor in Central Texas. I can not support the construction of Schematic "A"

The EIS articulated the purpose of the proposed improvements:

1. Improve [highway] mobility and operational efficiency
2. Promote long-term congestion management
3. Increase multimodal travel options for people and goods
4. Improve [highway] safety
5. Improve [highway] emergency response

That list is like using a shovel to understand an ant hill. It focuses only traffic without addressing the causes of traffic congestion. More importantly, the list above does not include goals articulated in the OHCNP Chapter 6 regarding Land Use and Development.

The OHCNP state the commercial properties at the Y are a "Town Center" should become, "a multi-functional public gathering space" [p. 67 OHCNP]. The OHCNP further states "Oak Hill stakeholders desire more small-scale businesses with less strip commercial establishments." (ibid) A proper highway schematic would help restore local businesses condemned and razed along US 290 in 2004 - 2005 by TxDOT.

Environmentally, Austin's effort to improve traffic and business access in Oak Hill is complicated by Austin Land Development Code, specifically the Save Our Springs (SOS) part of the Code. That much is acknowledged.

But equally important are air quality impacts of transportation. The "Cool Climate Map" [http://coolclimate.berkeley.edu/maps] created by UC Berkely reports the generation of green house gasses by county and ZIP code. Oak Hill ZIP codes are the largest contributors to greenhouse gasses in Central Texas (78739 is 79.5 metric tons).

Greenhouse gasses and air pollution are of course exacerbated by traffic congestion. The causes of congestion at the Y in Oak Hill deserve closer look.

1. Gridlock at the Y is caused by the proximity of the traffic signal at the Y (US 290 / SH 71) and the traffic signal at William Cannon and US 290 (0.6 miles). Most times of the day it takes for, five or six signal changes to traverse this section of the highway.
2. Alternative routes for traffic between Hays County and Austin are limited to:

- Nutty Brown Road → SH 45 W → MOPAC
- Circle Drive → Travis Cook Rd → Barton Creek Blvd → Loop 360.

These routes are also congested according to a TxDOT study generated by TxDOT during the Oak Hill Parkway EIS.

3. The Greenhouse Gas study points to a local condition - commercial services serving Oak Hill residents are further away than other parts of Austin. Shopping centers serving Oak Hill include Sunset Valley (3.4 miles), Bee Cave (6.7 miles), Belterra (6.6 miles), Dripping Springs (13 miles), Barton Creek Mall (5.2 miles) and of course Austin CBD (9 or 10 miles).

The consensus of the OHCNP is to improve our quality of life and support the redevelopment of the Y shopping centers. Redevelopment would reduce vehicle miles driven by providing **local** commercial services. Reducing vehicle miles driven reduces the need for lane miles constructed and of course lane miles requiring long term maintenance. It would also improve air quality by reducing greenhouse gases generated by cars stuck in gridlock between the Y and William Cannon and westbound traffic on 290 in the evening.

The failure of CAMPO to consider the OHCNP at the inception of the Oak Hill Parkway EIS is significant flaw in the EIS. The Oak Hill Association of Neighborhoods (OHAN) did find consensus among local interested citizens but failed to convince TxDOT, the EIS team of engineers or elected leaders at the City or County level to consider alternative or additional community interests to the "Purpose and Needs" statement.

We spoke to County Commissioner Daugherty regarding alternatives that would cost less and do more to address our long term interests to no avail. Specifically:

1. Construct an overpass at William Cannon for 290 to connect directly to 290 at Joe Tanner
2. Construct a less elaborate overpass at the Y for 290 traffic with no direct connects for SH 71 keeping SH 71 at grade
3. Extend SH 45 from the intersection of SH 45 and FM 1826 to US 290 near the Travis Hays County line and US 290

The Oak Hill Parkway EIS was nearly complete when State officials decided not to pursue toll funding on new roads or road improvements in Texas. The CTRMA toll policy mandated un-tolled frontage lanes shall be equal to tolled lanes. That design criteria was baked into the EIS team schematics even though the project was no longer going to be tolled

When new traffic studies projected increased traffic demand, the CTRMA toll road mandate provided a rationale to increase the size of the project – specifically the addition of two more traffic lanes west of the Y. The projected traffic increases came late in the EIS process and may have been mandated because CAMPO was heading into a different projection cycle. But maybe there is a better way to address these changes.

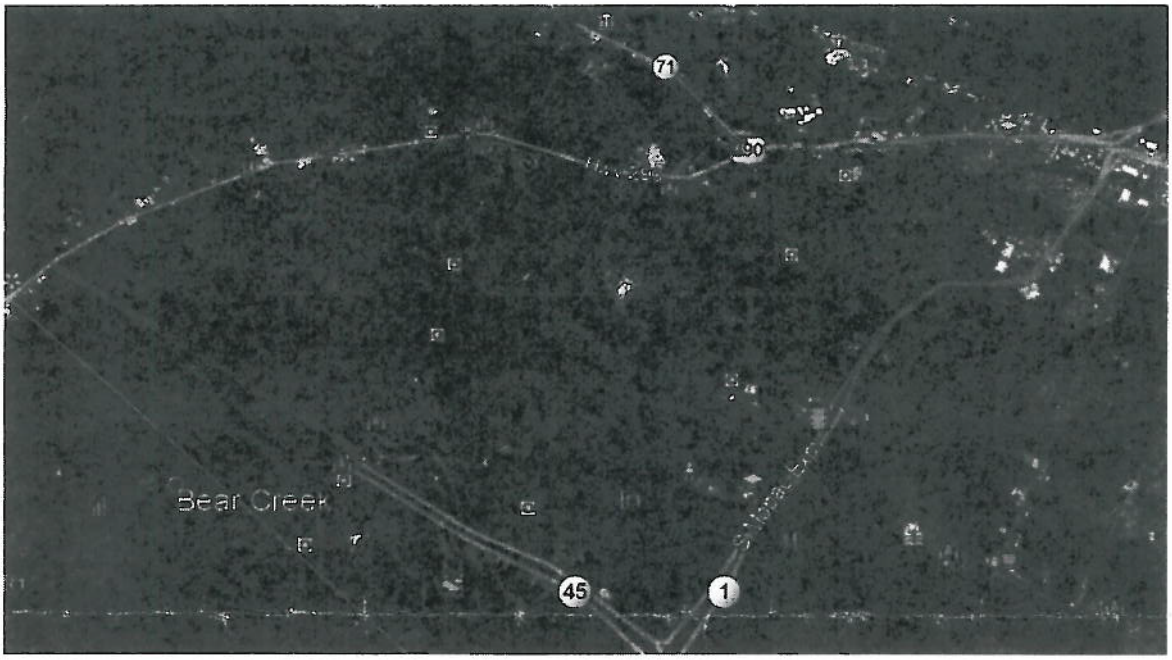
Consider the following:

1. The overpass at William Cannon and 290 at the Y would be cost less than Schematic "A" with all the excavation.
2. The extension of SH 45 west of FM 1826 eliminates cut-through traffic along alternative routes Nutty Brown Road and Barton Creek Blvd

3. The extension of SH 45 west of FM 1826 (3 miles) reduces travel time between Hays County and Loop 1 / MOPAC - eliminating three miles and avoiding three traffic signals.
4. The extension of SH 45 west of FM 1826 reduces travel time between Hays County and IH 35 South @ 130 via FM 1626 (12 miles vs. 21 miles via 290 to IH 35 at 130)
5. The extension of SH 45 west of FM 1826 reduces the traffic demand at the Y creating conditions conducive to redevelopment at the Y. Redevelopment would reduce DVMT of Oak Hill residents and Oak Hill traffic congestion.

The extension of SH 45 to US 290 near the western Travis County line was first proposed in the early 1980 as part of "The Outer Loop". "The Outer Loop" concept was abandoned in the mid 1980s with the creation of the Balcones Canyonland Preserve northwest of Oak Hill out SH 71 to protect water resources and wildlife species. However SH 45 between MOPAC and FM 1626 is now under construction.

The extension of SH 45 from FM 1826 to US 290 (bright green line in map below) has a lower cost (probably far less than $230 Million including land acquisition) and a lower environmental impact than Schematic "A" as proposed.



The vision created by CAMPO was flawed at the beginning. The scope of the Oak Hill Parkway EIS was not big enough nor broad enough at its inception. If it were bigger and broader, the SH 45 alternative would have been more evident. It does not reflect the broader context of the Oak Hill Combined Neighborhood Plan nor strategies that would foster development at the Y. If broader concerns were included, reducing DVMT with local shopping would have reduced the need for this overblown project. This project, Schematic "A", if built would irreparably harm the Oak Hill community, Oak Hills historical heritage and Williamson Creek.

[redacted]

TxDOT Austin District Environmental Coordinator
c/o Jon Geiselbrecht
Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas, 78761-5426

Fax (512) 832-7157

Re: Oakhill Parkway Project
H-E-B Property at Southeast Corner of FM 1826 and US 290

Mr. Geiselbrecht,

H-E-B owns 30.4 acres at the southeast corner of FM 1826 and US 290. As such, we are interested in the design and progress of the Oakhill Parkway project. We have reviewed the schematics available on the website for Alternative A dated April 23, 2018. Although excited about the project, we take exception to the "Control of Access" reflected on the schematic for the entire frontage of H-E-B's property. H-E-B has roughly 740 feet of frontage on US 290 and should not be prohibited from having access to the frontage road. If denied access to US 290 frontage road, this will significantly impact H-E-B's ability to utilize the property for a new store development. Funneling all of H-E-B's customer traffic to FM 1826 will result in an unacceptable level of service.

Therefore, we hereby request the removal of the proposed "Control of Access" reflected on the current schematics. We would be happy to schedule a meeting to discuss and review our situation in person. I can be reached at (512) 646-8583 to help facilitate a meeting or discuss our situation.

Sincerely,

Jared O'Brien

Director of Real Estate

646 S Main St
San Antonio, Texas 78204

(512) 646-8583
[redacted]

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

T.X.D.O.T.
RECEIVED
JUN 21 2018
DISTRICT 14 - MAIL ROOM
T.X.D.O.T.
RECEIVED
JUN 21 2018
DISTRICT 14 - MAIL ROOM
AUSTIN, TX

June 15, 2018

Jon Geiselbrecht
Texas Department of Transportation
P.O. Drawer 15426
Austin, TX 78761-5426

Dear Mr. Geiselbrecht:

In accordance with our responsibilities under Section 309 of the Clean Air Act (CAA), the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) regulations for implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Draft Environmental Impact Statement (DEIS) prepared by the Texas Department of Transportation (TXDOT) and the Central Texas Regional Mobility Authority, on behalf of the Federal Highway Administration (FHWA), for the proposed Oak Hill Parkway within Travis County, Texas. The project provides improvements for U.S. Highway 290/State Highway 71 through Oak Hill to address ongoing traffic congestion and safety problems south of the City of Austin, Texas.

Based upon our review, EPA has no objection to the proposed action and finds that the DEIS has sufficiently demonstrated that the anticipated environmental impacts associated with the selected alternative will be minimized, mitigated and/or avoided as required by law. The lead agency has demonstrated sufficient compliance with all environmental regulations and assures such compliance will be in effect prior to the issuance of the Record of Decision to complete the NEPA process.

EPA appreciates the opportunity to review the DEIS. Our comments will be published on the EPA website, http://www.epa.gov/compliance/nepa/eisdata.html, according to our responsibility under Section 309 of the CAA to inform the public of our views on the proposed Federal action. Please send our office one copy of the Final EIS (FEIS). If you have any questions or concerns, please contact Robert Houston, of my staff, at [redacted] or 214-665-7459 for assistance.

Sincerely,

Cheryl T. Seager
Director
Compliance Assurance and
Enforcement Division

TEXAS PARKS & WILDLIFE

Life's better outside.®

Commissioners

Ralph H. Duggins
Chairman
Fort Worth

S. Reed Morian
Vice-Chairman
Houston

T. Dan Friedkin
Houston

Anna B. Galo
Laredo

Bill Jones
Austin

Jeanne W. Latimer
San Antonio

James H. Lee
Houston

Dick Scott
Wimberley

Kelcy L. Warren
Dallas

Lee M. Bass
Chairman-Emeritus
Fort Worth

Carter P. Smith
Executive Director

June 18, 2018

Mr. Jon Geiselbrecht
Austin District
Texas Department of Transportation
P.O. Drawer 15426
Austin, TX 78761-5426

RE: Early Coordination for US 290 in Oak Hill, Travis County, Texas (CSJ 0113-08-060)

Dear Mr. Geiselbrecht:

Texas Parks and Wildlife Department (TPWD) has reviewed the above-referenced project located in Travis County, Texas.

Please be aware that a written response to a TPWD recommendation or informational comment received by a state governmental agency may be required by state law. For further guidance, see the Texas Parks and Wildlife Code, Section 12.0011, which can be found online at http://www.statutes.legis.state.tx.us/Docs/PW/htm/PW.12.htm#12.0011. For tracking purposes, please refer to TPWD project number ERCS-38446 in any return correspondence regarding this project.

It appears that the on-channel detention pond to the northeast of SH 71 is modeled as likely habitat for the golden-cheeked warbler. Please update EIS documents to include the potential for golden-cheeked warbler in the project area. Once TxDOT obtains right of entry, TPWD requests that TxDOT assess the entire project area for golden-cheeked warbler habitat, then re-coordinate with TPWD.

TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment submitted on September 1, 2017 and in the DEIS published on April 26, 2018. Please respond to indicate whether TxDOT will commit to implementing the additional recommendations provided. If you have any questions, please contact me at (512) 389-8021 or [redacted].

Sincerely,

Sue Reilly
Wildlife Habitat Assessment Program
Wildlife Division

SMR:ERCS-38446

4200 SMITH SCHOOL ROAD
AUSTIN, TEXAS 78744-3291
512.389.4800

www.tpwd.texas.gov

To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.

RECOMMENDATION

Bicycle Advisory Council

Recommendation Number 20180619-06B: Oak Hill Parkway

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle;

WHEREAS, the BAC recognizes and supports the bicycle and pedestrian improvements being proposed as part of the Oak Hill Parkway project due to lack of effective bicycle and pedestrian infrastructure in this area of Oak Hill; especially significant are the shared-use paths running the length of the project and the tunnel that allows bicycles and pedestrians to travel under the Y intersection without encountering motor vehicle traffic;

NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council recommends the following:

- That the bicycle and pedestrian accommodations be designed and implemented to serve all ages and abilities.
- That all of the proposed bicycle and pedestrian improvements be kept as part of the project no matter how the project changes or is phased.
- That if the project is built in phases, bicycle and pedestrian improvements be built during the first phase so as to render the corridor accessible to active transportation even as construction continues on future phases.
- That the shared-use path along SH 71 be constructed on both sides of the highway from the Y intersection to Scenic Brook Dr. due to the concentration of commercial activity in the shopping centers on both sides of the highway.
- That the shared-use path northwest of Scenic Brook Dr. and SH 71 be constructed on the northeast side of the highway, as this side of the highway has much more commercial activity than the opposite side and provides access to low income housing.
- That signage and ground markings (such as green lanes) that are easily visible be installed where the shared-use paths cross intersecting streets and commercial driveways to alert turning traffic to watch for people biking and walking.
- That the shared-use paths and sidewalks be separated from frontage roads and highway lanes with a four-foot-tall concrete barrier, guardrail, or similar barrier where possible.
- That proposed sidewalks be at least eight feet wide.

Date of Approval: June 19, 2018

Record of the vote: 9-0

Attest:

Tomasita Louviere-Ligons, BAC Chair

F-2

Emailed Comments

From: Dwight Cassell [redacted]>
Date: Friday, June 1, 2018 at 12:30 PM
To: Info <[redacted]>
Subject: Re: We Need Your Input!

Get to work as soon as possible. Need funding, ask your cowardly legislator to get bill to increase fuel tax, no change in state tax since 1992.
Also, how about taxing electric vehicles. If they drive 10,00 miles per year they are avoiding tax on 500 gallons or about $100. Tax on weight.
4,000 pounder $150, 3,000 pounds $125, an so on.
Please proceed before inflation eats away at costs. TxDot has been sitting around since end of Ben White when cost then would have been at least
one-half todays. Get on with it!!!
Dwight Cassell

F-3

Verbal Comments

**See Official Public Hearing Transcript in Attachment E for full comment*

Verbal Commenters
Liz Sifuentes
Ben Jarret
Rick Perkins
Bobby Levinski
Jose Sandoval
Claire Reutler
Pam Baggett
Bradley Farias
Bruce Melton
Chris Hill
Doug Spaeth
Tracy Schagen
Tanya Soans
John Miller
Darryl Pruett
Kelly Davis
Steve Beers
Alan Watts
Mireya Galarza
Cliff Powers
Tom Thayer
Andrea Street

F-4

Virtual Open House/Webmail Comments

**If comment includes an uploaded file , those files are included in this attachment after the VOH/Webmail comment table.*

Name	VOH/Webmail Comment	File Upload?
Kyle Jancovech	Hello, Great job selecting build A for Oak Hill! I approve! Let's keep moving forward toward funding and construction! Thanks, Kyle Jancovech, Oak Hill Resident	
Julie Perkins	Can you please tell me what will happen at the intersection of William Cannon and 290? The light timing was changed recently and it has become an utter nightmare of multiple light changes for anyone going any direction except straight through on 290, at most times but especially for the large number of employees exiting AMD and NXP at 5:00. Thank you	
Esther Torres	As a resident in the Lantana neighborhood and a patron who is always in this congested area, a plan like this is need to be executed. It is such a pain to be in a city with such outdated infrastructure. Wether people like it or not, Austin has grown and we need the city to be able to support that growth.	
Shelley Joanne & Trepanier Weedon	I hate it. Lived just off of 71 W since 1992 and this is another ugly removal of impervious coverage that will look as horrible as Hwy 290 and I 35. Figure out a better way with what is already on the ground. You will not have the votes of those of us who live at the Y. This is a shame. I am not shocked, I've known about this plan for years and it still wreaks ugly pollution that will now reach high into the sky and ruin the country views Oak Hill residents have enjoyed. Sorry, not buying into this concrete jungle. No thanks.	
Laura Orlando	The proposed solution will not work. Within weeks, traffic will be bottlenecked again as people in Dripping and Lake Travis see it as a green light to build more house. Toll them. They build where taxes are lower but use our infrastructure when they come to town to work and play. Create disincentives to leaving Austin.	

Name	VOH/Webmail Comment	File Upload?
Paul Tucker M.D.	I am strongly in support of the proposed highway building alternative for the Y at Oak Hill.	
Andy Cook	Regarding the property at 6240 W. Hwy 290 .... I was informed by Elizabeth Story that there would be a retaining wall placed between our two currently existing driveways. I was wondering why this is necessary and what purpose it would serve. If it does need to be installed then where will it be, what will it look like and how high will it go? Thank you.	
Donna Estes	Please consider that those that will benefit the most from this "improved" roadway plan are Hays county and Bee Cave residents. While residents of the Convict Hill and Scenic Brook neighborhoods will have increased noise and pollution and decreased property values. Residents of Wolfcreek Pass will literally have a highway as their backyard?! The sacrificing of local Travis County residents to benefit Hays County residents is apparently a priority for developers. The current "new" intersection at 290 and William Cannon is a problem for anyone going west on 290 that needs to turn left onto William Cannon. Hays County resident are probably home while the Travis County tax payers are still waiting to get through 2 3-second light signals just to turn left. The new proposed plan of under-passes and elevated highways will choke out local neighborhoods, pollute the air/kill vegetation and kill a once unique and older neighborhood. It's ugly, loud, and goes against everything I thought Austin was and moved to Austin to experience. And if you build it - don't call it the 'Oak Hill Parkway' - call it what it is. 'The Hays County Express Highway'. Don't further ruin the good name of Oak Hill with something that is only ruining it.	
Elizabeth Sifuentes	Please find attached my comments regarding building Alternative "A" of the Oakhill Parkway project.	*Yes
Rachel Tang	Please, please continue on with the proposed Alternative A. The No-Build, Do Nothing alternative is completely unacceptable. The growth of Austin and the surrounding areas has, and continues to experience, demand a solution.	

Name	VOH/Webmail Comment	File Upload?
Robert Kleeman	I fully support the construction of Alternative A. Please begin construction as soon as possible, even if the project has to be split into two projects (feeder lanes and main lanes). I have waited 35 years for this highway project. I have seen funding snatched from this project several times. Not again, please. Great thanks to TxDOT and all the others you have persisted in getting this important project funded and constructed.	
Mark Barber	Alternative A is exactly what we have needed for the last 20+ years. My only suggestion for improvement is to add more lanes now! And not just main lanes, but make sure on and off ramps have multiple lanes and feed into open lanes on the freeway of on-ramps or into open lanes on the surface streets/access roads for off-ramps. Let's stop playing catch-up and get ahead of the endless growth coming to the area.	
Steve Portnoy	overdue. please proceed expeditiously.	
Chad Bayer	Thank you for being transparent and providing this for those who can't attend. I AM IN FAVOR of ALTERNATIVE A, BIG TIME. We desperately need reduced congestion.	

Name	VOH/Webmail Comment	File Upload?
Timothy McGhee	Of course, there are a host of problems: 1. It is getting increasingly difficult to get through the William Cannon-290 intersection. The traffic stacks up all day in both directions. 2. As someone who lives just off Old Bee Caves Road, it is nearly impossible (i.e. semi-suicidal) to get to the eastbound side of 290 where Old Bee Caves intersect 290. 3. And in fairness to the Austin Bible Church Southwest whose parking lot - connecting Old Bee Caves with Highway 71 - has become an escape hatch for those wanting to avoid the Old Bee Caves/290 intersection, something needs to be done to support the destinational needs of car traffic on public roads. There's nothing about the current arrangement that works at all well. Please accept this letter as a full endorsement of the Oak Hill Parkway Project (Alternative A). Sincerely, Tim & Marla McGhee	
Sheri Kleeman	I remember the plans for the upgraded highway intersection about 30 years ago. Planned, models built and on display and completely paid for. Many shopping centers have been since renovated, huge and numerous subdivisions completed and yet no improvements made. I find alternate routes between 10:30AM and 1:30PM due to the enormous delay. It is dangerous and time consuming. We've also watched many businesses and a complete strip center fold due to constant delays and uncertainty. I find it disgraceful to displace a neighborhood for decades. The decision was made 30 years ago. Please complete it as promised as quickly as possible.	
Ryan Dobbs	I am 100% in favor of this solution. Please continue to diligently work toward breaking ground. This project is years past due. Thanks	

Name	VOH/Webmail Comment	File Upload?
Andrea Street	There isabsolutely nothing in your final proposal to the public which advocates protecting the heritage oaks, williamson creek and many of the historical sites which will be destroyed by your outdated and archaic highway. Txdot projects the parkway as an environmentally sensitive project however the Oak Hill Community know's better than to believe this highway will essentially ruin our community forever. Txdot has such a wonderful opportunity to effect mobilty changes at grade level in effect preserving the unique environmental beauty that is Oak Hill. As a twenty year resident I still hold out hope that Txdot will evolve and do what is in the best interest of the community and not special interests.Andrea B. Street	
Eric Reed	Fix 290. Build the highway you promised us twenty five years ago. My god, how hard is it. Stop spending money needlessly on studies. If the romans can build a highway and a entire viaduct system in 15 years with NO machinery, then you should be able to build 2 miles of highways. Get to work.	
Troy Spink, RA	High speed constant flow elevated lanes create excessive noise for surrounding community. Overhead Traffic lanes do not preserve the identity of the Oak Hill community. Constant flow lanes are not required to maintain quality of life for the local community. When presented with the current design I would submit a No-Build vote. Preserve Oak Hill	

Name	VOH/Webmail Comment	File Upload?
Adam Warren	The idea of potentially having 12 lanes of road/highway running 1/4 mile from my house, some of which would be elevated would undoubtedly destroy the charm and character that drew us to move here 5 years ago. An option that mitigates sound would be ideal, such as the recessed portions of 71 that are present just West of the airport. Honestly, most of the people pushing for this highway likely don't live in very close proximity to where the highway will run. I've already noticed a significant increase in light pollution over the years and I can only imagine the sound of cars zooming by at 70+ miles per hour. We shouldn't have to pay the cost for the people who decided to live West of us knowing that it would take time to get through the Y during rush hour. The improvements made seem to be helping and all options should be considered before moving forward with this proposed massive project.	
Laura McIngvale Brown	This is a WONDERFUL idea. Traffic in this area is awful so for the folks who are complaining of the tree and vegetation removal shouldn't they want this? It will help decrease pollution from cars sitting in traffic. Fingers crossed this passes! Good luck	
Joseph Warwick	I fully support the Oak Hill Parkway project. I have lived in Oak Hill area since 2011 and traffic has increased drastically in that time period. The do nothing and hope for the best option is an awful alternative. These are people that option want to stick there head in the sand hope the future doesn't happen. The problem is it's happening now Dripping Springs is exploding and more people are moving to the area daily. I live in the middle of Circle Drive and on a bad day it can take me 5 minutes just to get out of my neighborhood on to 290 because of the lines of cars. Please do something and stop listening to these people stuck in the eighties.	
Richard Nelson	What is the latest news. Would like to construction starting.	
Rabecca Cross	I am a resident and property owner in the Oak Hill area in Austin, Texas and I support the Oak Hill Parkway Alternative "A" plan. I am aware that implementation of the plan could increase the noise level on my Fenton Drive property, but I still support Alternative A as the most ideal solution for addressing current and anticipated future traffic needs in the area.	

Name	VOH/Webmail Comment	File Upload?
Patty Koeninger	Please use the non-elevated version of the Oak Hill Parkway. An elevated highway will double the volume of noise in my neighborhood. (I live just off Scenic Brook). And light pollution will increase enormously in addition. Both. Very undesirable. The lower, non-elevated improvements will provide more protection for the nearby Williamson Creek and beautiful trees that are abundant in that area. Please use the less intrusive non-elevated plan to preserve the quiet, the beauty and the specialness of Oak Hill.	
Brian Christopher Baucher	Please proceed with this project. The traffic keeps getting worse and worse and there are way too many accidents. Trying to turn left on 290 from Old Bee Caves rd always makes me think I am risking my life.	
Alan Pickett	I'm in support of this project. Please build it quickly!	
Gerald Daugherty	The "Y"☐ in Oak Hill has been in the planning stage for 30 years and it is way beyond time to get this project started and completed...with the exponential growth in this part of town it is only getting worse. Please move forward with any or all of what is needed and deserved! Thanks for the consideration! Commissioner Gerald Daugherty	
Katie Snipes	My commute and well as many of my coworkers have an atrocious commute through this intersection. West of Oak Hill is only growing and developing more, something needs to change.	
Brent Nations	I have lived in Austin since 1989. The 290 / 71 interchange needs fixing! Business argued against an overpass years ago, assuming the fly over traffic would reduce their business. However, because for the extreme congestion in that area, most friends and neighbors I know avoid that area altogether now. The recent changes with the additional traffic lights and odd lane configuration has done little to reduce the congestion. And undoubtedly made the area hard to navigate, especially for out-of-town and first time visitors.	

Name	VOH/Webmail Comment	File Upload?
Ryan Harris	Build it, but build it quick and complete with each stage. Don't do frontage and then freeway later. Build entire thing foot by foot, so section is complete and ready to use as you finish it. If that means blowing it up and forcing alternate routes for a few months, then so be it. If you build it, get it done in record time!	
James Schissler	The alternative chosen will provide great benefit to the Oak Hill area by allowing through traffic to use the express lanes and local traffic to use the frontage roads.	
Billy White	much needed improvement	
Randy Williams	Please move forward with this plan. I have lived in Western Oaks since 2000 and watched this intersection do nothing but get more congested.	
Hillary Paris	The Alternative A is supported. This intersection needs to be improved. It is a bottle neck intersection that causes much grief for commuters through this area.	
Jill	I am in this area often and, regardless of time, the traffic and confusion around the intersections is very stressful. This would be an incredible improvement and I wish it had been done yesterday.	
Roger Borgelt	Our community has been trying to solve the traffic issues at the Y at Oak Hill since the 1980s. As the area's population continues to grow, congestion and delays have increased - even with the most recent improvements at William Cannon and SH 71. I support the proposal for an upgraded, state-of-the-art roadway consisting of three main lanes for through traffic in each direction, as well as two-to-three frontage-road lanes in each direction.	
Marjorie Burciaga	Our city is in dire need of transportation solutions. The Y at Oak Hill is a failed intersection for commuters on a daily basis as well as hazardous to those that drive it. I urge leaders to fix this immediately and the relief needed to this part of our community. The traffic count is only going to get worse as the central Texas continues to grow. I am dumb founded that leaders resist smart changes when history dictates that our city has doubled in size every 25 years since 1890. Pass a resolution and allocate needed $s to fix all failed intersections and roads.	

Name	VOH/Webmail Comment	File Upload?
Frank Goodloe	I totally support the proposed Oak Hill Parkway plan. Having lived in Oak Hill 11 years, I have seen the traffic and congestion increase dramatically. Much of that traffic is clearly just passing through the "Y" on the way to points beyond...Oak Hill is not a destination. While I hate the disruption and added concrete that the project would bring, I see a clear advantage to fly-overs for thru traffic, leaving ground level roads to local traffic.	
Amanda C.	Please continue to find this project. It's desperately needed! This section desperately needs some changes.	
Mike Wilson	Please move forward to the construction phase of the oak hill hwy 290 expansion. During construciton it will suck but everyone out in dripping springs will find a way through it or around it. It would be worth reviewing mobility routes that will be taken to avoid the area (Circle Drive, 1826, mopac/45, slaughter, convict hill, southwest parkway...)	
Leigh Ziegler	interested in the Parkway /Mopac connection and impact: sound , roadway modification	
Noah Marburger	Please build the overpass @ the Y in Oak Hill; we need a solution at this intersection and with our continued growth the issue will continue to compound... please fix! - Oak Hill resident since 2010 - Noah Marburger	
Amy Johnson	We need this project!! I live past the Y towards Dripping Springs and deal with this horrible traffic daily. The population continues to grow west of the y and the roads are not growing with the population. We have waited long enough!!!!!	
David Alford	I have been a part of the Y at Oak Hill parkway discussion before it was a parkway. I have reviewed and provided feedback at different stages many times in person. Although it has taken a very long time, I approve of the build plan A and the funding methods chosen for this project. The design(lower road elevations), scope (extending past circle drive), and funding model (no tolls) indicate that TXDOT has successfully incorporated community input provided over more than a decade. Although change can be difficult, the current build proposal is reasonable and much needed change for current and future growth.	

Name	VOH/Webmail Comment	File Upload?
James Weissmiller	I am very supportive for Alternative A to be the plan for the improved and much needed traffic changes at the Y. The increasing population of Austin makes this imperative in order to prevent a permanent traffic nightmare for everyone using this highway.	
Beth Babbitt	I am extremely concerned about the proposed plan, especially the raised concrete roads that will back to my property and many of my neighbors properties on Hwy. 71. There has to be something else that can be done here that doesn't include a raised highway on 71. It will effect property values in a negative way. It will mean elevated noise pollution and will be a complete eye sore from my backyard. I moved to Oak Hill to get away from that. It will also destroy many beautiful, large Oak trees and pollute Williamson Creek. I am completely against the proposed flyovers on both 290 and Hwy 71. Can't more thought be put into it and do more ground level roads. Also, it sounds like the planning of doing the access roads first is going to be really bad for traffic around here. It should be started when they have the money to actually complete it from beginning to end. Make it nice and not a horrible eye sore, pollution generating concrete mess. Thank you for hearing me.	
Daniel Bradley	Thank you TX DOT for great work. This project can't happen soon enough, not only for traffic congestion relief but for safety. You've got my support!	
Patrick Rose	I strongly believe that all meaningful effort should be placed toward moving forward the needed improvements at the "Y" in Oak Hill.	
Richard Nelson	Do we have a plan, if so when will construction start?	

Name	VOH/Webmail Comment	File Upload?
Bobak Tehrany	To whom this may concern, the time has come to finally put this issue behind us. This is a project that should have been constructed in the 80's and yet here we are today. TxDOT and the CTRMA need to take the helm and put us in the right direction. While many have been successful in delaying this vital transportation project, development in western Travis County and Hays County has only increased exponentially. The health and safety of the Public is in much more peril with the existing conditions that are traveled daily by thousands. Air quality has been significantly impacted due to thousands of vehicles idling and crawling through this stretch of US 290 but it seems no one wants to discuss that. The Oakhill Parkway improvements will improve the water quality treatment of runoff compared to what is in place today. There have not been any alternative improvements proposed to those who oppose the Oakhill Pakrway. This area has been studied and discussed to death for 30 years. How much more will it take for our leaders to make the right decision and get this project built. I trust you will make the right decision and allow responsible progress to continue forward.	
Vivian Caputo	As a resident of Oak Hill for over 15 years and having spent time being involved with the whole public process, I am appaled by this plan being brought forward . Yes many of the residents wanted a "parkway". What is proposed and illustrated looks like a concrete jungle. NOT a parkway. Why does TX DOT not listen to the people they serve? Just today I heard allegations about sexual harrassment and discrimination within TXDOT. It is time to learn that NO MEANS NO.	
Hunter Warren	Please try to design the 290 portion with fewer frontage roads, if none at all. The ones that are currently in Alt. A will contribute to the traffic problems by turning the freeway into a shopping thoroughfare. This is the problem with all of our freeways in Texas. The focus should be on moving people through the area, not bringing even more folks into it. Eliminate the frontage roads and you decrease congestion, make the freeway safer, and you'll have a less ugly landscape afterward.	
Van Short	I fully support Alternative A and hope it will be constructed as soon as possible. I also support tolling as a means to fund the construction.	

Name	VOH/Webmail Comment	File Upload?
CR Thomas	Please, please, please build this roadway. As a resident of Granda Hills, the proposed solution is fine. Please just start building asap.	
Shane Beeler	I live at [redacted] in Ridgeview and have been trying to get in touch with someone to understand the proposed road changes and how they will impact my home. The changes appear to move the road 120-150 feet closer to my back yard yet no noise abetment wall is shown in the image. it would have been impossible for the noise study to not have qualified my home and my neighbors as eligible for a noise wall so I would like to see the results and get clarity on why the wall would end before protecting my home. We have an open back fence and will lose 3/4 of the green space behind us and have a new access road and bike trail at our elevation where non exsisted previously. I am worried about my safety from transients and the increased noise and would like to talk to someone. Who can I speak with live about my concerns? I am happy to reach out to anyone directly at any time. The current images and videos don't make it clear what the scale is nor exactly what the road changes will be and I just really need some help. Thank you.	
Jennifer Beeler	I live at [redacted] in Ridgeview and have been trying to get in touch with someone to understand the proposed road changes and how they will impact my home. The changes appear to move the road 120-150 feet closer to my back yard yet no noise abetment wall is shown in the image. it would have been impossible for the noise study to not have qualified my home and my neighbors as eligible for a noise wall so I would like to see the results and get clarity on why the wall would end before protecting my home. We have an open back fence and will lose 3/4 of the green space behind us and have a new access road and bike trail at our elevation where non exsisted previously. I have severe safety concerns and I am worried about my children's safety from transients and the impacts of the increased noise and would like to talk to someone. Who can I speak with live about my concerns? I am happy to reach out to anyone directly at any time. The current images and videos don't make it clear what the scale is nor exactly what the road changes will be behind our home and I just really need some help. Thank you.	*Yes

Name	VOH/Webmail Comment	File Upload?
Jacqueline	1. It is so very important to do sound abatement, such as sound buffering walls, for any and all designs passing through this neighborhood. 2. Making any park type design beautiful and a meaningful asset for the area could be helpful in gaining support.3. The huge homeless population that camps behind the HEB needs assistance to relocate in transitional housing.	
Dan Matthews	Traffic (including heavy trucks) remains funneled through the Y. Major concept error in my opinion. I understand your statistics suggest this isn't a problem. (What did those statistics say about the last "improvement"?). What's your fallback? How about providing a bypass using Thomas Springs to provide an alternate 290 to 71 path? You've got right of way. This would also be a great pre-construction step to relieve pressure while main project is being constructed.	
Greater Austin Chamber of Commerce	Please find the Greater Austin Chamber of Commerce's Board of Directors statement in support of this project below: "The Greater Austin Chamber of Commerce is supportive of any method of financing to advance transportation projects - traditional, design build, and tolls if applicable. The "Y"☐ at Oak Hill has long been a chokepoint and problem congestion area for residents of Austin and the Central Texas region. Since 2006, the Greater Austin Chamber of Commerce has supported the construction of an expressway to offer congestion relief at the Y. We continue that support today by urging the Texas Department of Transportation to move forward with its May 2018 "Alternative A"☐ $550 million proposal to reduce congestion at the Y by constructing the Oak Hill Parkway. We encourage TXDOT to fully fund the project upfront whatever the source of funding. We need to avoid the potential of an incomplete project. Offering a fully-funded parkway through Oak Hill at the Y will improve the quality of life for Central Texans, reduce congestion and allow businesses, both small and large, to benefit from the improvements."	
Loulia Miller	I am in favor of the plan and I hope it doesn't get derailed. I spend my days finding creative itineraries to avoid "The Y" and it shouldn't be that way.	

Name	VOH/Webmail Comment	File Upload?
Steven Simmons	I attended the Public Meeting on 5-24-18. I believe the project as presented best addresses the need for this project and the TxDOT and their consultants have listened to the community and made as many compromises as possible. Don't let PERFECT get in the way of BETTER. This project needs to move forward.	
David Sherby	Thanks to TxDOT and CTRMA for the public review session last night at Bowie HS. In short, I am in favor of Design Alt A for the main reasons of eliminating the massive and constant time-draining, energy wasting, mental and physical health degrading congestion at the Y each day. It negatively affects my desire to do business and enjoy the benefits of local businesses therein, as it is quicker and less stressful to drive other directions even though that means longer distances. We need to move the people who want to pass through quicker and more efficiently, while giving local residents a safer and easier way to navigate their own local community and neighborhoods. Job Well Done on the many years of project designs and versions, public reviews, and communications on this project. THANK YOU.	
John Hille	I Love the new design! Build it as fast as you can!	
Terry Nolen	I have a heavy interest in this project as I commute to the Domain area every day for work. The two intersections on 71/290 are ridiculous, and it takes me 30 minutes just to drive less than 2 miles. Did anyone consider just adding elevated mass rail transit from Dripping Springs to Downtown to connect? Seems like the amount of money being spent would be better spent on commuters from the SW area than general transit. Let the general transit use the commerce available in Oak Hill and keep the concrete away. BTW… Buda will be next. Their commute is about the same, and a straight north/southbound rail would help significantly.	

Name	VOH/Webmail Comment	File Upload?
Nancy Lanier	I agree with the comments & suggestions made by Fix290. This community in Oak Hill is well-established, with many residents who have lived here for 30 years. We don't want or need toll-roads, or elevated highways to improve the traffic flow. Historic landmarks, and environmental protections are some of the things that make Austin such a wonderful place to live. You should be doing everything in your power to preserve them, instead of allowing massive concrete structures to destroy what makes the Oak Hill area a unique and beautiful part of Austin. The impact of your plan will affect the Oak Hill community for many years. It should be done in the least intrusive way possible, so that we can preserve the way of life we cherish & depend on. Many area residents are elderly & disabled. We,depend on having easy & fast access to the businesses & services in Oak Hill, so we don't have to travel to other areas for things we need. Please do destroy our beautiful, unique community.	
Laura Johnson	I am interested in seeing the traffic improved in the area but please do not put tolls on the road. Limit the amount of heritage trees taken out and improve Wiliamson Creek rather than paving over it and making it a drainage ditch. I see this in east Austin around Boggy Creek and it looks like an eyesore. Take the Waller Creek project Downtown as an example and connect the creek to the Violet Crown trail or make it more accessible to citizens. Please do not destroy the feel of Oak Hill.	
Carrie Rogers	I prefer Plan A as it keeps all intersections grade separated from the main traffic lanes. This will keep traffic moving and provide emergency vehicles faster means of getting to accidents.	
Beverley McCabe	Backups/congestion around the Y and the 290/Wm.Cannon intersection have become untenable. I support Plan A.	
Kerri Davis	Please proceed with the Oak Hill Parkway plan that TxDot proposed. The area is way too congested and this plan seems to address the needs. Don't delay with implementation, and select a competent construction contractor so the project is completed on time.	
Barbara Carlson	Current plans as published do not solve the problems. Instead, extent SH 45 from 1826 to 290 near McCoy's Lumber. Thank you.	

Name	VOH/Webmail Comment	File Upload?
Emily Donahue Brown	I agree traffic should flow better at the Y but a 6 lane highway overpass will being extremely loud traffic into the surrounding neighborhoods. If nothing can be done to change those plans, please offset the noise for these neighborhoods with attractive sound-blocking walls as you have done for the wealthier neighborhoods affected by the Monaco toll lane project from the Lake to Parmer lane	
Jill Tibbels	I do not like the proposed plan as it makes a mess of local Oak Hill traffic. I prefer the extension of SH45 to 290. This will make a lot of cars completely miss the Y and therefore would eliminate the need for the overpass system.	
Pamela Washburn	My husband and I have looked this over, and we think it looks like a good solution to the current (and projected) congestion.	
Johnny Tijerina	Please build the Oakhill Parkway so that Austin can continue to grow and we can have time back from sitting in traffic.	
Virgil Lynn Forbis, Jr.	This absolutely has to get done. Having to drive through that intersection to work and back is already a nightmare. For the good of the entire corridor please, please, please make this happen. We've been waiting for something for years so do not let this slip away.	
Spencer Collins	Build this road. The Y needs traffic relief.	
Sean Johnson	I am all in favor of the proposed construction with one exception. I think the intersection at the Y would be the perfect location for a roundabout rather than a traffic light for the three different roads intersecting each other.	

Name	VOH/Webmail Comment	File Upload?
Paul Kennedy	I own the car wash located at 7300 Highway 71 West in the Oak Hill area. My driveway is offset by a few feet from the turnaround/intersection at Highway 71 and Scenic Brook Drive. One of the earlier designs moved my driveway so that it would line up perfectly with the intersection. My concern with that was the flow of traffic onto my site. It appears that the current design has the driveway remaining at its current location, which is offset from the intersection. I am now concerned that the offset driveway will lead to a significant reduction in customer trips to the car wash. In addition, there is a concern regarding accidents that may be caused by customers trying to exit the car wash facility and traffic turning from the intersection of Scenic Brook or the U-turn lanes. Can you provide some feedback regarding any engineering study regarding what may be best for this intersection, as it relates to my driveway? What is the ideal arrangement for TxDOT? Thanks.	
Jess	As a resident of the Oak Hill area, I fully support the parkway solution. There needs to be a flyover at at William Cannon and the Y. I have experienced heavy traffic almost every time I have driven westbound at 290 because of the light at William Cannon. I also think there is space on the sides of the roadway from William Cannon to the Y that could better serve the people of the area by expanding the roadway. I support the proposed solution!	

Name	VOH/Webmail Comment	File Upload?
M. Lynn Crismon	I live in the Hill Country Estates neighborhood which is located on Hwy 71 at Thomas Springs Rd. I drive through the Y at Oak Hill every day during my commute to UT. Although the entire drive from my home to UT is congested in the mornings, the Y at Oak Hill is definitely the worst part of the commute. Even during the weekends, the congestion at this intersection is difficult if not impossible. We have no choice other than to construct an controlled access parkway through this area. These roads are so congested that it would be optimal to make US 290 four lanes in each direction through this area. If you do not do this, you will be back within 10 years to widen the expressway. Furthermore, the flyovers from Hwy 71 to US 290 and from US 290 to Hwy 71 west need to be two lanes. If you only make these one lane, you will create significant traffic congestion. I consider myself an environmentalist, and I understand that there are individuals who are concerned about the trees, particularly live oak trees, that lie in the path of this construction. While I am empathetic to these concerns, there is pragmatically no other alternative than to construct this parkway. If the TxDot budget allows, perhaps the most pristine of these oaks can be be move to an area adjacent to the constructed roadway. Unfortunately, with the oak wilt currently in the area, some of these oaks my die regardless,	
David Winkler	My comment is .... just get it done as soon as possible! Long overdue ...	
Terry Nolen	I live west of the Oak Hill Parkway in Belterra. Almost half of my commute from my home to work at the Domain is spent in the Oak Hill traffic debacle, so my voice is from a commuter perspective, but we do visit many of the Oak Hill retailers. IMHO... a survey should be done to measure the amount of commuter traffic versus other. I would like to see a version that includes a pay-to-ride light rail from the Circle Drive area to Downtown, which could connect with the existing light rail. My guess is that you would get huge sponsorship for this, and it would reduce traffic in many places.	

Name	VOH/Webmail Comment	File Upload?
Kevin Hoffman	The preferred alternative appears to address the major congestion areas and allows free flow to accommodate future growth. I believe this was the best option for the scenario at this heavily congested intersection and hope that the EIS approval is successful so that the project can move forward to construction in 2020.	

Name	VOH/Webmail Comment	File Upload?
Todd Headden	I would like to start off by saying thank you for the hard work that your team and your colleagues have put into this project. It is no small undertaking but necessary to the community and growth of our region. I would like to voice my support for the proposed redevelopment of the Oak Hill Parkway. Like many people, I have witnessed the rapid growth in the area over the last 20 years and am proud to be a resident of the Oak Hill Community. Change has been prolific and will continue with a certainty that death and taxes would be envious of. From the complaints that I have heard, I believe them to come from either a disgruntled person who was upset that their preferred solution did not work out (such as extending 45 out to 290, which by the way seems to completely miss the point of the 290/71 interchange mess and ignores a substantial portion of the area's growth.) Alternatively, the critiques seem to focus on connectability to our local shops. Admittedly, I am not a cartographer, and reviewing the schematics required serious attention on my behalf. Yet, I believe that for me and my neighbors in Granada Hills, that the project will make access to the HEB at 290/71 more accessible due to the dedicated frontage road and connections. Moreover, as a parent of young kids and future drivers, the dedicated frontage road provides me with peace of mind. The current light at El Rey tests the judgment of any young driver if they try to turn left on a green light. Many vehicles heading eastbound on 290 are not traveling the speed limit and a miscalculation in that situation could very well be that person's last mistake. I will gladly make a u-turn on my way home if the trade-off is a better flow of traffic and safer roads. Lastly, I would like to thank you for what appears to be a very concerted effort to minimize the environmental impact of this project. While my druthers would be to incorporate more public transit of various sorts, the fact of the matter is that we as a society do not prioritize public transit and this project is separate from that debate. Kudos to the engineers for trying to keep the old growth trees. Anybody who has driven through the Slaughter Lane and Mopac intersection lately will assuredly attest to the need to preserve our tree friends. Best Regards, Todd Headden	

Name	VOH/Webmail Comment	File Upload?
Warren Ritchie	I agree with the non toll road project with one addition. East bound 290 @ Hwy 71 westbound needs an over pass for westbound Hwy 71, otherwise, everything looks great to move forward.	
Paul Tucker II	I am 100% in favor of the plan. We need to go big and bold and fix this problem once and for all.	
Donn Gauger	Build the highway! Traffic and congestion are just going to get worse and worse due to the increased population and building in the area. Don't delay any longer. Build it!!!!!!	
Jay Spence	This project is 30 years overdue. It is CRITICAL that this gets built. I am satisfied with all the plans and studies thus far. Also I am reminded of something I learned in school. When Dwight Eisenhower was elected president he saw the need for a national highway system as a means to expand grow this country to what it is today. If we wait the costs will go up to even more astronomical numbers. Please proceed! Full steam ahead! Thanks for reading.	
Jennifer Padden	What is the route for east bound 71 to 290 toward Dripping Springs?	

Name	VOH/Webmail Comment	File Upload?
Tim Litch	While I appreciate the desire to ease congestion and make the public's use of the Oak Hill roads safer and easier, I am opposed to the size and scope of the TXDOT proposal. The amount of land which will be converted to roadway is astounding. I would suggest modeling some European motorways. I don't believe excessive roadway sprawl is the right approach. The sheer amount of concrete coverage is going to significantly increase the average temperature of the Oakhill area for its residents. Such a large amount of mass will become a heat capacitor. I believe the current proposal will also encourage urban sprawl. Reducing the number of lanes and making the project more compact will naturally regulate the number of new subdivisions N and W of Oakhill. Any increase in capacity will be answered by our nation-leading growth rates. Widening the path too much, as in TXDOT's proposal, will expound urban sprawl to the already overburdened and environmentally sensitive hill country. I encourage TXDOT to return to the drawing board once again to refine the current proposed plan, and reduce the sheer size and excessive cost of the Oakhill project.	
Jeffrey Batchelor	I prefer roadways below grade level for noise reasons. My primary concern is for adjacent and nearby neighbors. Please ensure the sound levels are not a burden for property owners. At my address, I can see the Y yet I live 2 miles away from it. I worry the noise burden will greatly diminish my quality of life and property value. I already hear loud sirens from the fire station.	
Jane Isaacs Deitz	Now that we aren't building a toll road. Please consider the reduced need for 12 lane monster highway. Please consider an overpass for 71/290 & 290/william cannon and adding a lane both ways to 290. It will be faster and cheaper. We really don't need to make this environmental disaster of a cement super highway. Find a better plan, please.	
Claudia Hollenback	Please complete the project as proposed as soon as possible. The traffic congestion is only continuing to increase due to no restrictions on building in Dripping Springs. I would also like to see more public transportation into and out of Austin to Dripping Springs. Thank you.	

Name	VOH/Webmail Comment	File Upload?
Kevin Good	This is a good design and will greatly enhance the area. The sooner construction starts the better!	
David Edwards	As a resident of the Dripping Springs area for 35 years, I have seen the "Y" intersection congestion grow from a minor distraction to a major problem impacting not only the daily quality of life, but also the sustainability of life due to lack of PROMPT emergency services access. With the explosive growth currently developing west of the"Y" on Highway 290(approximately 10,000 home sites platted plus commercial development), the problems will be magnified greatly in the next five years. That doesn't even include the growth on Highway 71 toward Bee Cave. This project cannot happen quickly enough for both quality of life and public safety reasons.	
Glenn Gregory	Looks like a very well planned and good project that is needed very badly.	
Juanita Albini	I need to know how much closer the 290 will come to my house. I am concerned about the air position as I have watched my white back wall turning black due to the car fumes. I do hope you keep the standing trees trees an space? Also I have had many a sleepless night due to the time,, flood light and noise needed to do this project. If I could get a notice that would be wonderful. Do understand the need of updates. Keep me informed. Thanks, ms. Juanita Albini	
Priscilla Feuerbacher	Am in full support of the Oak Hill Parkway proposal and hope you will proceed as quickly as possible. We have needed this for many years!	
Karen Kelley	Love, love, love this proposal! The rendering of the proposal is excellent and I hope all will view it before posting comments. I'm especially encouraged that it will be limited access from the side roads of Old Bee Cave and others which pose in my opinion great hazards in the area. I also love the aesthetics, retention ponds and wonderful use of bi-ped access for the local area. I live past the Y off 71 and cannot wait to see this put in place! Great job!	
Steve Havlir	These improvements are long overdue and I am glad that this issue is being pushed forward. The amount of time and carbon dioxide wasted as cars sit idle at the Y is only going to get worse as Austin's population grows.	

Name	VOH/Webmail Comment	File Upload?
Robert Foote	I support the project. It should have been done when the raised 290 highway was done. Growth along Highway 290 is going to continue all the way to Dripping Springs.	
Jeffrey Carpenter	I believe the Oak Hill intersection could greatly benefit from this new corridor design. I've witnessed multiple collisions and near collisions in this area due to the poor current design. The increase in traffic will only continue in the coming years, and this area needs to grow with increased traffic.	
Cliff & Debra Dunn	We see in your rendition that TX. Hwy 71 East thru the Y is only One Lane~? Is the rendition wrong or is everyone stupid~! I'm no a TXDT employee, just two folks who drive and has driving thru the Y in Oak Hill every day from 1993 and counting~! Thanks, Cliff and Debra Dunn	
Jason Qunell	Please approve the plan and move forward with construction. We need a permanent solution to a 40 year old problem.	
Rick Dougherty	I'm fine with the current plan, so PLEASE just start doing something and stop spending money on study after study. Traffic just continues to increase, and get worst, and the longer you plan it will just make it even worst when you actually start construction on anything.	
Douglas Kadison	GET IN BUILT ALREADY - IT"S OVER 30 YEARS	
Cliff Dunn	Hello, What your proposing looks wonderful! But...We lived in South Austin till moving to Dripping Springs in 1993. I wish with this project there can be apologies offered to the Taxpayers that voted for this TXDOT Flyover at the "Y" over 20 years ago. These Travis County Citizens that were voted and were taxed for this Flyover project to be done before the turn of the century 18 years ago. An often given apology can go a long way with those like me that have had hard feeling on this issue for now over 20 years. We are now retired and have moved to Meadowlakes, Texas. Thanks for reading, Cliff Dunn	

Name	VOH/Webmail Comment	File Upload?
Annemarie	I am very in favor of this project. I have lived in Oak Hill for almost 8 years now. I have been subjected to the insanity of the Y traffic for too long. It takes me 15-20 minutes to go less then a mile during rush hour and many other times of day. The bottom line is that population is continuing to grow. Dripping Springs keeps adding new homes and they all travel 290 into Austin. It is just not designed for that kind of traffic. It is also not a pretty intersection. I think the highway will actually be an improvement. The continuous flow intersections that were added were only a band aid on the situation and that band aid has gotten loose and fallen off.	
Jennifer Sabolcik	Please take out the lights for William Cannon and create some kind of thru way. This area is almost always backed up.	
Naji Saba	I think it's ridiculous that we've been talking about this change for over a decade and now we're STILL in year 6 of a "study" that seems to accomplish nothing but delaying the build. The insane traffic crossing the "Y" everyday only continues to get worse and worse and the impact of tens of thousands of cars crawling through there daily is detrimental to the environment. It's time to build!! And in typical Austin style, we'll probably build it too small and too narrow, so if an extra lane each direction was ever on the table BUILD IT NOW, so we don't have to reconstruct a few years later.	
Charles Busbey	As a former city council member in Dripping Springs, I think this is a GREAT effort to improve the transit of the Oak Hill area for folks going to and coming from "Drippin.'" My concern is Hwy 290 from the "Y" to Drippin'. I transit this area twice weekly to work in Austin, and I'm finding that in the afternoon (about 4;14PM) commute back home, the traffic, along with the increasing number of traffic lights, is quite slow to negotiate. If the Oak Hill project happens and speeds commuters through the "Y" but nothing is done to improve the "pipe" going west, then things will begin to stack up in the Oak Hill area.	

Name	VOH/Webmail Comment	File Upload?
Fred Heldenfels IV	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	
Tina Cannon	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	
Roger Borgelt	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	
Fernando	This project is long overdue and the congestion situation is worsening. We must get ahead of it. Fernando	
Dr. Love Paul	This project is long over due and we whole heartedly support this project.	
John Willars	This is urgently needed; however, making the project into a toll road is not a good idea. Prefer HOV lanes instead. Please start soon.	
James Mulhall	100% Support this build, its really time for this upgrade to Oakhill.	
Sarah Gouak	I support alternative "A" as the Recommended Build Alternative.	
Phyllis Snodgrass	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	

Name	VOH/Webmail Comment	File Upload?
Michelle Dick	I fully support "Alternative A" and the Oak Hill Parkway proposal. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	
Rex Gore	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	
John Holmes	I fully support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration.	
Kristi Spence	I'm very pleased with the design pick and I believe it will do much to aid in alleviating the mobility issues in the Oak Hill area.	
Lee Leffingwell	I SUPPORT ALTERNATIVE A OF THE OAK HILL PARKWAY.	
Jacqueline	Is there a plan to beautify the area under and around the roadway? What will the area around the creek look like? Will it be a park-like amenity to the neighborhood or an eyesore?	
Smithe603	I do believe all of the ideas you've offered for your post. They are really convincing and will definitely work. Still, the posts are very quick for newbies. May just you please extend them a little from next time? Thank you for the post. eeaeakfbdbefagdd	

Name	VOH/Webmail Comment	File Upload?
James Kochanski	I strongly support the proposed plan for Oak Hill Parkway. It is needed as soon as possible. The current traffic patterns are confusing and unsafe. The long traffic delays cause people to cut through my neighborhood (Travis Country West) to avoid "The Y" intersection. I frequently see traffic back ups all the way from William Cannon to Brodie on 290, a distance of about 3 miles. These people take Southwest parkway and speed through our neigborhood to get to highway 71. I like the current plan that goes high and low rather than wide, as an all ground level plan would be. Thank you.	
Matthew Anderson	I am in favor of the proposal Alternative A moving forward as presented to final design and construction.	
Lacy Roesler	I support "Alternative A" and the Oak Hill Parkway proposal. The Y is extremely congested at all times of the day, even on the weekends. This problem has been going on for 30 years and our community is only growing faster. I encourage you to find funding ASAP and move forward with this proposal and finally solve this problem. Thank you for your consideration. I would urge you to strongly consider where these proposed highway extensions will terminate. Congestion at the Y is an ongoing problem that will only get worse as the area continues to be built up, but moving the problem a few miles down the road will only create something for the next generation to fix.	

Name	VOH/Webmail Comment	File Upload?
Brandy Stewart	This plan will result in too much noise and light pollution for those of us living on Convict Hill. There are no sound mitigations planned for neighbors living on Convict Hill and we will end up with a highway overpass literally in our backyard. This will absolutely destroy our home values and the livability of this area. Our neighborhood was established over 40 years ago and still retains beautiful oaks, proud long time home owners and a sense of community. Please do not proceed with this plan that will cause many of us to have to leave our homes due to this massively overbuilt concrete eyesore. I drive the Y at Oak Hill daily...it really does not necessitate this large of a solution! I can drive either way through Oak Hill, east or west, in 5 minutes. Maybe those traveling from or to Dripping Springs are frustrated with their long commute and the Y bears the brunt of their frustration? It certainly doesn't call for the proposed solution. Build a grade level parkway! Thank you for your consideration, Brandy Stewart	
Keith Ziegelman	Thank you for your efforts! This hasn't been easy for y'all. Would love to see a flyover to 1826 from 290 Westbound as there is a hospital located just on the other side. It might save a life!	

Name	VOH/Webmail Comment	File Upload?
John Hoag	1. The focus in these improvements is based on the notion that substantially all Hwy 71 southbound traffic will turn east towards Austin. The transition from Hwy 71 to Westbound Hwy 290 (100% surface streets) appears inadequate, even to handle existing traffic flow and certainly questionable for the long term. I believe a flyover from Hwy 71 to westbound Hwy 290 is an important element needed to address access to accommodate long term growth of the areas west of the Oak Hill Y along the Hwy 290 corridor.2. It may be in there and I missed it, but I do not see any narrative regarding possible encroachment from large format billboards, including the "new" craze of the industry, lighted moving picture signs. All signage should be discouraged, first on safety grounds, these huge signs representing a hazardous distraction to motorists, and secondly on the basis of aesthetics, as there is absolutely no justification for marring the surrounding views with these intrusive and yes, ugly, signs. They are not needed and only serve to line the pockets of the sign companies, to the detriment of the motoring public.3. Thank you, thank you, thank you for making this a non-tolled project.	
Chris Liu	Dear TxDOT, I would like to see Austin stick to its promise of being as environmentally friendly as it can be. With that being said, I think that the proposed 290 "fix" would not be the best way to improve congestion issues in the Oak Hill area. This would be an unsound construction project when it comes to the environment and would degrade the overall health of the greenspace surrounding the proposed project area. Please take the concerns of your constituents into consideration when moving forward with any plan. Thank You, Chris Liu	
Cathey Reynolds	I would like to know how long would the proposed roadway fix take to build, what are the costs to me as a taxpayer, and how will it affect my property value. I have lived in the Oak Hill area for 25 years and agree that traffic congestion has made this area a huge problem. Unfortunately during the construction phase it will be even more of a nightmare.	

Name	VOH/Webmail Comment	File Upload?
Christina	This plan looks great! Please make it happen as soon as possible! I can't wait to be able to leave my house at any time of day without having to look at traffic to see if I have to go some nonsense roundabout way to avoid the Y and Wm Cannon. My one concern is if access to HEB will be easy. Having a way to get to HEB from westbound 290 without having to wait in Wm Cannon traffic would be great. It would also be nice to have another entrance to HEB from Old Bee Caves Rd if that would be possible, but I do realize that with Williamson Creek and private properties there that could be tricky and expensive.	
Stacy Suits	I attended the May 24th public hearing on this item. I support the proposed solution, doing nothing is unacceptable. I am a Travis County Constable with our offices within the project area. I am very concerned about getting our emergency vehicles in and out of the project area. I think having one reversible HOV lane or two one way HOV lanes incorporated into the design would improve it the design. That would help to get Fire, EMS, and Law Enforcement vehicles through this heavily congested area better and increase significantly the general public's overall safety.	
Fernando Suarez	I support the Oak Hill Parkway. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc. We need bike routes asap! Building it 20 years in the future will add enormous future expenses.	
Sarah Simpson	Research on induced demand shows that these types of roadway expansion projects do nothing to make congestion better and in face, only end up encouraging more cars to get on the road, making congestion worse. Level of service projections and traffic modeling do not take into account the impacts of induced demand, therefore making any claims to improved "mobility" a farce. Do not waste money on this project and instead, invest in improving public transit.	
Kristen	We MUST build oak hill parkway to make access to and from our neighborhood safe and efficient. Turning off of old bee caves is a disaster and very dangerous. Something must be done to address this and the MANY other problems with the current situation.	

Name	VOH/Webmail Comment	File Upload?
Meredith Shook	My family and I support the Oak Hill Parkway. We see all too many near accidents and drivers making desperate and unsafe turns to exit/enter the roadways in small and infrequent breaks in the flow of traffic. We see illegal and unsafe U turns daily. We just want to be safe!! It may not be perfect, but we need to do something. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc	
Kenneth Aird	I am strongly in favor of proceeding with option A. I attended the meeting on May 24, and most of my reasons were stated well by the first person who spoke during the comment period.	
Sally Bradley	JUST BUILD IT Just build it. It needs to be built ASAP. I support the Oak Hill Parkway. It's not perfect, but we need to do something. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc. Building it 20 years in the future will add enormous future expenses. Thank you, Sally Bradley	
Michael Quincey	PLEASE build the oak hill parkway project! The current "Y"☐ at oak hill is dangerous!	
Carolyn Mixon	I live in central Austin and travel MoPac/290 on a regular basis to Dripping Springs and Pedernales Falls. I oppose the current proposal for a high-speed, elevated freeway through Oak Hill. It will destroy the oaks, the community, and further pollute the Edwards Aquifer. It is clear that once this section is built, you will have to then extend it further and further out 290 which will encourage more growth and traffic in the recharge zone. Find another way. The bigger roads you build the more cars there will be.	
Andrew Hocker	I think this a great solution to the issues at the "Y"☐, and being toll free is a must. I only wish this had been done years ago.	
Joshua Boehm	It is very dangerous pulling out of old bed caves onto 290E, I would love to see this project move forward and help my daily commute as well as making it safe for myself and people coming to visit	
Morgan Bayer	Please build the oak hill parkway project. Thanks for putting all of this together!	

Name	VOH/Webmail Comment	File Upload?
Kunal Kapoor	Just build it ASAP please!	
Amanda S.	This will help traffic for many years. The intersection of Old Bee Cave and US Hwy 290/71 as it currently stands is dangerous. The no-build option is dangerous and will cause accidents, stress on our infrastructure, stress on our drivers and stress on our first responders. I regularly choose to go an extra 2.4 miles out of my way than try to make a dangerous left at that intersection.	
Stacy	We are in dire need of this solution for traffic in our area.	
Maverick F. Fisher	Dear Sirs -- I've been a regular user of this intersection since 1994, and so cannot deny that the traffic backs up at times. But this hideous design is a retread of the IH-35 Upper Deck, Lower Deck monstrosity that is a scar across the otherwise-beautiful face of downtown Austin. Surely there is a better way at or below grade to do this than to destroy what is actually a quite picturesque stretch of road. (I know TXDOT sees this, too: For many years, of course, there were highway department picnic tables right by Williamson Creek and the Y.) Williamson Creek, Convict Hill, and the other green hills that include the highest spot in the county (now ACC) deserve better than this nightmarish plan. I know you all are smart enough to find that way. Thanks for your time.	
Greg Perliski	My wife and I support the Oak Hill project as presented at the public hearing.	
Lauren Tonsi	Please build the proposed roadway for the Y in oak hill. I have been in south austin and this area my entire life and it gets worse by the day. With how quickly dripping springs is going it is only going to be a matter of time before it takes 3 hours to get downtown	

Name	VOH/Webmail Comment	File Upload?
Sadhana Kapoor Ahuja	It needs to be built ASAP. I (WE) support the Oak Hill Parkway. It's not perfect, but we need to do something. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc. Building it 20 years in the future will add enormous future expenses. We are already a victim of this crossing. We lost one biker from our neighborhood, one person got hit by another truck and ran away. Everyday we face lot of troubles and all traffic from 71 old Bee cave road across this crossing. Please look the matter and help oak hill residents.	
Robin Carter	Love the design and plan, please build it! I drive this road every day. I totally support this concept and plan, looks great.	

Name	VOH/Webmail Comment	File Upload?
Robert Tobiansky	At the open house the opposition were vocal about not building the roadway. Their mostly sincere concerns were: removing trees, killing an endangered salamander, a bigger carbon footprint, more traffic (huh?), water quality and other concerns. Their attitude is basically "NIMBY", or Not in my back yard. We support the Oak Hill Parkway. FACTs: * Most of the opposing residents bought their houses in subdivisions that were once non-existent, tree-filled and had no roads or houses. * Before US290 & SH71 was originally built, trees had to be cut down, there less of a carbon footprint, water quality was better and roadway technology was lacking. * In the 1956, President Eisenhower created the U.S Interstate and Defense Highway System. It is certain that there were some trees and other obstacles that needed to be cleared to create this progress and improve travel all across our country. * TxDoT would replace and plant many additional trees, for our children and their children- future heritage trees. * The proposed design is not perfect. Some say it is too big, some say it is too small. Some say they do not want the carbon footprint, it is too tall, water quality would suffer. Some want to protect trees, the salamander or something else. * The newest technologies addressing road construction, noise, water quality, etc, would be utilized. *At the Old Bee Caves Rd intersection, there will be a SAFE and QUICK way to get on or off the proposed highway, as well as easy access to frontage roads (for your local trips). It needs to be built ASAP. It's not perfect, but we need to do something. This will help traffic for many years. Commuter's spend 454,0000 hours in traffic (TxDoT study)There will be an additional 25-35 minute traffic delay by 2040 (TxDoT study)A bicycle & pedestrian paths will be built alongside the project (TxDoT study)The build will further PROTECT Williamson Creek (TxDoT study)Oak Hill "Y" is one of the most congested areas in Texas (TxDoT study)The NO build option is a statement of "do nothing and change nothing". It does not does NOT address current and/or future traffic congestion of the US 290/SH71 Oak Hill "Y" or future growth.The no build option, stalling, or if we continue to do nothing, will increase traffic accidents, travel times, road rage noise levels, safety issues, add stress and further stretched our Police and EMS emergency response times, etc. Building it in the future will add enormous future expenses; labor, materials and land purchases.We support the Oak Hill Parkway.	

Name	VOH/Webmail Comment	File Upload?
Diana Goodloe	I think the process has been long, but productive. We really need help with transportation in this area. The temporary fix has outlived its usefulness. An illustration is the turn lanes which are beyond capacity with autos on a daily basis. The sooner TXDOT can get started, the better mobility it will be for the majority of residents.	
Candace Volz	The half billion dollar "improvement" TxDOT proposes will supposedly "fix" congestion, but there are other ways that will be less divisive to the Oak Hill community and still ease congestion. The technology being proposed- an elevated high speed expressway- is straight from the 1960s and the birth of the interstate highway system. It's six lanes in the air and six lanes on the ground. There are four lanes in Oak Hill now. It doesn't have to be this way. This is the twenty-first century. We know how to build transportation systems today that do not destroy bedroom communities and pollute our critical environmental resources. Please- use more up to date solutions that won't divide this community. Does Austin need another high speed elevated expressway in the middle of a bedroom community, when a suitable transportation solution is available that is not elevated? NO! Can the Edwards Aquifer deal with even more pollution? NO! Be visionary, TxDOT- don't go for the old-fashioned solution that will produce a concrete barrier right thru the heart of Oak Hill. Solve this problem in a more up-to-date way that enhances this community rather than destroying it.	
Monya Lemery	I strongly support building the Oak Hill Parkway. The traffic, congestion and safety concerns increase on a daily basis. I live off of Old Bee Cave Road. We cannot safely turn onto HWY 290. It can take 30 minutes to cross to the other side of HWY 290. The dangers have increased tremendously in the past 5 years. You must build now. If you choose the no build option then the state must halt all housing construction in Oak Hill, Bee Cave, and Dripping Springs.	
Ankit Ghiya	I and my family support the Oak Hill Parkway. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues and emergency response times. As per texas highway data, this area is 20th most traffic congested area in texas. It will be a huge mistake to let it linger and make it one of the most congested area in texas.	

Name	VOH/Webmail Comment	File Upload?
Kathleen Hackett	There are suitable at-grade alternatives available. Please evaluate all of them fairly. This does not belong going thru a bedroom community. thank you	
Melinda Crowe	Dear Commissioners.Please approve the funding for the proposed Oak Hill Parkway. There is a small group raising a lot of problems again. They do NOT represent the majority of the people that travel this every day Please approve the funding and building of the Oak Hill Parkway. We can NOT wait another few or 10 years. Thank you. Oak Hill Resident for 35 years	
Pam Fuller	We've waited 30 yrs for a decent road to be built. Enough with the back peddling. Get our parkway built now!	
Doug Moody	It's hard for me to fathom that such a needed highway project has been held up for so many years. I am fairly new to Texas (12 years). I listen to people that are against the project, tree removal, traffic noise, etc. Progress is what built this nation not negativity. BUILD THE OAK HILL PARKWAY !!!	
Jack Reed	PLEASE build the road. I have been waiting for thirty years for y'all to finish dithering and "planning"	
Brad Bressler	Overall, I'm very much in support of this project. The primary concern I noted in the video is that I believe the one lane flyover on 71 east will become a choke point. Hopefully an option will be considered making it two lanes and then paring it down after it merges into 290 east.	

Name	VOH/Webmail Comment	File Upload?
Jacob	I live in Granada Hills, which is accessible via El Rey boulevard. I drive the Y all the time and though I do occasionally get stuck in a 2-3 minute slowdown, I fear that alternative A may fix the problem, but at too great a cost. Alternative A (as I understand it) is too complicated in that it removes too much of the natural beauty and vegetation along the existing roadway. I fear that trees and vegetation with be obliterated, sound-dampening walls erected (which will limit one's view of the surrounding area), and residents will be left with an easier to navigate-- but ultimately cold and industrial looking-- 150 wide expanse of concrete. I would encourage TxDOT to consider a less disrupting plan which would perhaps add a lane to 290 going East and adding a single fly-over ramp going each direction to allow for access to 71. Nothing more...	
Bill Fox	I vote yes	
David Klein	I vote yes to the plan. Please carry on and get it done.	
Nathaniel Gates	I am voting and voicing support FOR the proposed plan. (build alternative A). Looking forward to the Nathaniel Gates	
Wendy Gates	I am in favor of the alt A plan for the Y. Thanks!	
Jay V. Johnson	TXDOT, I am for plan A for the Oak Hill -Y project. Please proceed with plans and funding as soon as possible. The traffic problems worsen weekly. Thank you, Jay	
Andrew Barger	Please consider a less invasive option. The alternative provided seems to be over built unnecessarily and too destructive environmentally as well as for the surrounding neighborhoods. Now that toll lanes are off the table we should focus on minimizing the impact this roadway will have to the area. I definitely want improvements to mobility but this alternative seems to be way more concrete and noise/light pollution than is necessary. Please reconsider the elevated road ways as there other ways to design traffic flow through this area. I AM AGAINST THIS DESIGN.	
Jessica Rider	I agree with the proposed plan and urge all to move forward asap to secure funding and help ease the congestion on 290W.	

Name	VOH/Webmail Comment	File Upload?
Rebecca M. Engle	I am in favor of the proposed transition remodel for the 290/71 interchange. It is certainly better than what exists now. My only concern is will it be enough lanes to support future continued growth in the Hill Country and off 71. My experience is that most roads are obsolete for the amount of traffic flowing over them by the time expansions are finished.	
Stephen R. Spencer	Please see attached for US Department of the Interior comments.	*Yes
Brandi Rockwell	Yes please move forward with all upgrades to the Oak Hill 290 Y ASAP! It will change the local residents lives for the better! We are looking forward to it's expansion and changes to improve traffic flow!	
Crystal Bomer	Some of the pro-toll road comments from other meetings are copied & pasted word for word by people not even in Oak Hill. In my opinion identical comments should not be considered as highly as original comments. Since this project is supposedly not tolled anymore, there is no reason for it to have so many lanes. We do not need a concrete jungle thru Oak Hill. There are reasonable changes that could be made without this massive project. We are basically being held hostage by limiting the choices to No Build or this unnecessary amount of lanes. This project needs to be more reasonable with fewer lanes, less concrete and more than one option should be considered.	
Amy Jackson	The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. Why is this not happening? This is a massive project that is absolutely inappropriate for this area. A smaller scale idea needs to be considered. This project idea is overblown and unnecessary. Something more conservative can address the needs of the Oak Hill area. TxDOT has shown care for texas wildflowers by seeding the roadways. Can they show similar care for the environment by preserving our heritage oaks? I live in this neighborhood and don't want to see what makes me want to stay torn down. This isn't the Austin I know and love.	

Name	VOH/Webmail Comment	File Upload?
Deanna Miesch	We have been asking for nearly 20 yrs for a parkway. We want our trees. We want roadways that are friendly for pedestrians and bicyclists. We do not want an elevated highway. We don't want a toll. This is a life style choice Oak Hill should be able to make without TXDot imposing their plans which would destroy the character of southwest Austin. Why is it so hard for TXDot to listen??? Who is lining their pockets with our tax dollars?	
Scott Bobb	For	
Leslie W. Pearson	Please move forward with the Alternate A design, we have waited long enough for this problem to be addressed!	
Mike Pearson	Please move forward with ALT A plan soon. This would work well.	
Carol Cespedes	Unnecessarily wide. With toll requirement gone, there is no need for 6 lanes express, 6 lanes access through a beautiful and environmentally fragile corridor. We see our 300+ old Grandmother Oak is not spared, nor are the large number of heritage oak trees that give character to Oak Hill. Traffic counts do not justify this excess. Please listen to neighborhoods and find a better solution.	
Beth Blanchard	Elevated sections cannot have any noise abatement. A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. Please consider these change suggestions.	

Name	VOH/Webmail Comment	File Upload?
Barbara A. Peters	I have attended the hearings and listened to both TxDOT and residents. As a resident of Oak Hill for 28 years and 5 additional on W Slaughter Lane I've seen many changes. Several years ago we started contributing taxes for a Road expansion in Oak Hill. TxDOT's plan for year's has been to construct an oversized monstrosity. A more reasonable plan has been proposed just waiting for TxDOT to take the will of the residents and those most liable to use the road into consideration. A reasonable plan taking the area and the future into consideration needs to be approved by TxDOT. A ground level expansion makes the most sense for the environment, neighborhood, cost, and future increase in traffic. The noise pollution alone with the TxDOT proposal should stop their project. On top of the disturbance to a great number of neighborhoods the attraction to destructive industrial businesses isn't conducive to the greenbelts, aquifer, animal refuge's to name but a few. TxDOT has admitted that their plan isn't affordable. They don't know where approximately 50% of the funding will come from. On the other hand the more reasonable plan will be paid for and not stalled when halfway complete causing increased instead of decreased congestion. Oak Hill, the traffic pattern, has no need, nor will need a multi level 12-14 lane highway! Utilize the plan for a grade level expansion.	
Carol Willmann	I am FOR the proposed improvements	
Joanna Sollinger	I live in the area and I strongly urge planners to develop a MUCH SMALLER project that will allow for traffic to continue to move through the area, but to also allow for a better esthetic and environmental impact. This project, as it is, is a monstrosity. It's poorly planned and an eyesore. Please go back to the drawing board and fix this. No one wants this in their backyard.	

Name	VOH/Webmail Comment	File Upload?
Candyce Eskew	I grew up in Oak Hill and remember when I was a child and local businesses and community centers were closed down in preparation for the road-widening that was supposed to "fix" the congestion issue. The project ultimately never happened, but had lasting negative impacts on that area of the community. TxDoT had the opportunity then to solve a problem before it could balloon into what it has become 20+ years later, but ultimately didn't care enough about our community to preserve our institutions or give us the solution we were promised. Now TxDoT wants to cause an exponentially greater negative impact to the community that will change the face of it forever. Oak Hill is not just a traffic mess between Austin and Dripping Springs: it is a COMMUNITY rich in history and natural beauty that will be DESTROYED by the proposed "parkway", which is overkill for the actual needs of easing traffic congestion in the area. Oak Hill did not deserve to suffer for the disinterest and inaction of TxDoT then, and it especially doesn't deserve to suffer the grandiose temple to concrete that TxDot wants to build over its trees and through its neighborhoods.	
Dick Kallerman	Design and build a transportation system (not just roads) that moves people (not just vehicles). The "Parkway" design as proposed is heavy -handed and unimaginative. TxDOT can do a better job of moving people and satisfying the Oak Hill neighbors.	
Jason Tang	Please do not move forward with the "do nothing" option. The growth of the area demands a resolution!	
MJ Sollinger	I do understand the need for access roads to be developed to ease congestion and help with the flow of traffic however not at the price of Over 240 trees that will be destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter!! These trees are Oak Hill's iconic trees that can never be replaced in this lifetime. I'd rather live with the congestion than see these trees removed and lost forever.	
William	I fully support any plan that will move traffic through Oak Hill more rapidly and safely. I drive through Oak Hill often and it's clear that there are serious problems with traffic flow.	

Name	VOH/Webmail Comment	File Upload?
David Phillips	Thank you for making the current Oak Hill project non-tolled, and now that you have done that you can reduce the footprint of the project. The problem with traffic flow through Oak Hill is NOT the carrying capacity of the existing highways; the problem is with the back-up from traffic lights. Eliminate traffic light waits, back-ups, accidents, and more by using over/under-passes at those intersections. The huge Oak Hill "Parkway" as currently proposed is too big, too expensive, and not what the community wants. Please scale it back to eliminate traffic lights in a minimally invasive way. Save our tax dollars and do a good turn.	
Dan Eckam	The project is too big -- too many lanes, too many trees destroyed without justification. Redesign with the environment and community in mind.	
Brian Wellins	I fully support the plan and feel this is long overdue. Good luck getting this passed and funded. Plans look great.	
Gerry Powell	I request that the Oakhill Parkway Plan take into account the rights of landowners on the north side between Scenic Brook and Circle Dr. The plans are too intrusive and are taking private property when in fact the access roads could be moved closer to the main lanes and require less ROW. We have lived here over 35 years and your plans are damaging our homestead by your unwarranted taking. By moving the project to the north instead of efficiently using the land you already own on the south side, it appears to me that the few on the north side are given less consideration than the ones on the south side.	
Mark Lebovitz	Glad you are completing the 6-year the study to minimize unnecessary negative impact to the environment. Congestion through Oak Hill has to be fixed and I support any plan your thoughtful team develops to build the highways where they are needed.	
John J. DeBrincat	LOVE that this is being addressed and we will get more lanes and faster throughput for traffic in the Oak Hill area. I am in full support of this initiative.	

Name	VOH/Webmail Comment	File Upload?
Nancy Lanier	My daughter & I have lived in the Oak Hill neighborhood since 1999, and have no desire to leave this wonderful area. However, we are very concerned that what TxDOT wants to build here will put an end to the community as we know it. Many retired and disabled people live in this area, and we count on having easy access to the businesses in this neighborhood, so that we do not have to drive to other areas. We are worried that the construction will cause many of the businesses to relocate to other areas, and that our quiet way of life will no longer exist. I believe that TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. They plan to destroy over 240 trees, including 21 that are "Heritage" trees of over 3-foot in diameter. Elevated sections cannot have any noise abatement for the residents in the area. The noise during the construction phase will be impossible to ignore. We all know from previous highway projects in Austin that the final result will not be completed for many years. During that time, people will start cutting through our neighborhoods to avoid the congestion. Our roads are already very busy, and it is almost impossible to get into and out of Scenic Brook at Hwy 71 now because there is no traffic light at that intersection. People who cut through are much more likely to ignore traffic speed limits, making it unsafe. We are living in a time when every means of reducing costs should be considered, and enormous projects like the one proposed are unnecessary. They will be much more expensive to build and maintain than would a project without the flyovers and a total of 6 lanes, rather than 12 that are still planned even without the toll lanes. Oak HIll does not need the overbuilt concrete monstrosity that TxDOT is calling a "state-of-the-art roadway". If Texas really wants people to stop driving individually in cars, use more public transportation, and find alternative ways to get around, building the proposed roadway will not do that. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. Please do what is right for the Oak Hill community and do not build this proposed roadway as it is designed. Go back to the drawing board, design something that is cost-effective, will save our community, and makes sense.	

Name	VOH/Webmail Comment	File Upload?
Brenda Nitcholas	Do not cut down the trees!!! I'm sure you guys are smart enough to know the value! Go with a plan that does not take away from the beauty..... it can NOT be replaced!!	
Jennifer Smith	I am FOR this project!	
Robert James	This urbanization plan would be a horrible blight upon the Oak hill area. Turning the area into another spaghetti bowl is not something that is wanted or needed. What is needed is for development to stop in the area. No more houses and shopping malls etc. Make people and developers go somewhere else and mess that up!	

Name	VOH/Webmail Comment	File Upload?
Elizabeth Willmore	Our family returned to Oak Hill from San Antonio in 2012 and were thrilled to find a home in a neighborhood that embodied everything we loved about Austin, namely green spaces, native flora and fauna, and a relaxed and quiet lifestyle.The Oak Hill Parkway as proposed threatens not only that lifestyle but also the investment we've made as homeowners. Less than a mile from 290 and a quarter mile from 71, our neighborhood is positioned to be disproportionately affected by the noise and concrete ugliness inherent with elevated highways that further lack noise abatement. This is not a "state of the art roadway"☐ but rather an overbuilt excess display of concrete.Multiple trees, including the heritage oaks that give Oak Hill its name, will be destroyed. The wildlife that relies upon the green spaces over and through which the "parkway"☐ will be built - deer, coyote, fox, owl, red tail hawk, various species of migratory birds, the occasional bald eagle, and the very occasional transitory mountain lion - will lose habitat. Traffic north of Williamson Creek will threaten wildlife and drivers alike. This is not a "context sensitive solution"☐.TxDOT has deflected the stated concerns of local residents as well as those of the City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods in its eagerness to proceed with a boilerplate solution that best meets the needs of those who have chosen to live outside city limits while disregarding the needs and wishes of those who will literally live in the shadow of this "solution"☐. A true parkway, discarded as a viable option, would cost less and contain the same number of overpasses in order to address traffic load. It was argued that a true parkway would not sufficiently address emergency response services. However, the same principal has proved more than sufficient as deployed in The Woodlands, which has both a larger population and greater traffic load. Thank you.	
Janice Heiskell	Looking forward to seeing the project built as soon as possible.	

Name	VOH/Webmail Comment	File Upload?
Grygoriy Ensary	This is not a parkway. This is an elevated highway, I am all for real solution to the problem. There is one that is satisfactory - fix290. TxDOT keeps intentionally ignoring it.	
Stephen Van Kampen Lewis	THis looks great! Please make this happen as quickly as possible!!	
Jerry Schulze	Yes, please build this	
Elaine Christine	This provides the perfect opportunity to design a roadway with a smaller footprint. Under Texas law, toll roads must have the same number of free lanes that currently exist which caused TxDOT's design to be unnecessarily wide and damaging. Without tolls, we can have traffic relief with a smaller footprint and a design that is more affordable and faster to build. CALLING THE PROJECT A PARKWAY IS NOT ENOUGH - NOW IS THE TIME TO DEMAND TXDOT DESIGN A REAL PARKWAY.	
Edward LaTouf	I believe: • TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. • Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. • Elevated sections cannot have any noise abatement. • A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. • The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. • On their website, TxDOT calls the Oak Hill Parkway a "state-of-the-art roadway". It is nothing but an overbuild concrete monstrosity that will destroy our community.	

Name	VOH/Webmail Comment	File Upload?
Patricia Foster	This will cause Over 240 trees to be destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees.	
Myron Lutz	Please proceed with haste in this project. The traffic congestion is unbearable and will only get worse without the significant upgrade that is planned.	
Nancy Nail Goodhue	We need long-term traffic relief in Oak Hill. The residents who are voting against this so more people won't move out this way are unrealistic. The people have already moved here!	
Jennifer	I don't know what you want to know. I live in Granada Hills, OAK HILL just off of Hwy 290 W I don't have anything to gain, aside from my sanity. I pretty much make it a rule NOT to drive on 290 W. I have lived through over 25 years of construction on 290/71. I'm truley fed-up,	
Regina Vickers	I am concerned about the size of the footprint and noise pollution. Since this will not be a toll road, there needs to be a more conservative plan that will address the needs without taking out the many historic trees of Oak Hill. As a native Austinite and resident of the Oak Hill area for nearly 30 years, this plan completely destroys the history and beauty of the area. There were several plans that were proposed early on that were more conservative, but I don't see see a hint of those anywhere on here. As for the noise pollution, I live extremely close to the 290 side of this monstrosity. Traffic noise is already high. I can't even imagine what it will be like then.	

Name	VOH/Webmail Comment	File Upload?
Ricky Vickers	I have lived in this part of town since 1979. The road updates over the last 20 years have changed the once desirable ambiance and history of the area. The size of this project will totally do away with anything left that represents Oak Hill's past. I can see and hear cars on 290W from my back yard and what you are bringing will cause sound and light pollution that is unacceptable in this age. I can still see constellations that most of Austin has lost. I do not want to live near an area like Mopac and 183 but you are bringing something just like this to my back yard. No thanks, and this doesn't mention how projects like this devalue homes and with retirement looming I'll be stuck in a situation i have purposely avoided during my life time.	
Sunny Tracey	I am FOR the design 'ALT A'. Looking forward to smooth sailing through the Y one day soon!	
Cynthia Sloan	I am for the current plan	
Hugh N. Woodard	With a degree in Civil Engineering from the University of Texas, I can tell you that upgrading the roadway at the Y in Oak Hill with your current TXDOT plan will not work. Expanding an existing roadway through a tiny corridor in an existing neighborhood in area such as Austin experiencing record population growth never succeeds for long. All the current plan will do is promote more growth west of the Y, overload the newly expanded roadway in record time, destroy our neighborhood, destroy our heritage oaks, and ruin our way of life in Oak Hill. Use a little common sense. Take a look at Google maps. Notice that you are trying to force all the traffic created west of the Y through one tiny corridor between the HEB and William Cannon Drive. So you are going to destroy our neighborhood for the benefit of those that do not even live in Austin? A much better plan is keep the road at grade level and just eliminate the intersections and traffic lights with alternatives such as underpasses and overpasses that preserve Williamson Creek, the native trees, and the open spaces. I drive the Y every day and never feel the frustration I feel on Mopac or I35 and certainly do not want an interchange built at the Y that in anyway resembles the interchange at 290/ S Mopac.	

Name	VOH/Webmail Comment	File Upload?
Amber Capozzi	I am very pleased with the proposed parkway. In my opinion, this needs to happen yesterday. Get started ASAP, pretty please! My only concern is how traffic will be affected during the construction phase.	
Diana T. Hohmann	I have lived in Oak Hill since 1978 and have seen the changes in our community, yet this new elevated roadway is not a parkway. The Oak Hill Parkway that was proposed by the residents and business owners in our community was discarded by TxDOT. I'm not only a resident, but also a business owner in Oak Hill and don't support the current proposed roadway. This elevated roadway will not benefit me as a resident nor a business owner. A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. The Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative.	
Janet Rourke	Please choose a low footprint option for the Oak Hill Parkway so as not to destroy the community. I grew up in south Austin and had family living in Oak Hill. I now live off Escarpment Blvd. I hate to see the beautiful oak trees destroyed and the increased noise a 3 level highway will bring. I appreciate that you are trying to move traffic faster through the Y intersection, but please try to maintain the beauty of the area in the process. Thanks!	
Michael Kurek	I fully support this plan. Any way to make it happen sooner?	
Franklin Thomas	This concrete monstrosity will cost a fortune and increase taxes, destroy old oak trees that have been here forever. Property owners are going to face major noise and pollution problems not to mention the decrease in Land values. There's got to be a smaller flyover than this $400 million Monster.	
Beki Halpin	This is submitted by Beki Halpin, a resident of Oak Hill's Scenic Brook neighborhood and long time participant in the processes relating to this highway project. *Please see uploaded attachment for full comment.*	**Yes*

Name	VOH/Webmail Comment	File Upload?
Kristen Weathers	for sure we need traffic relief at the y but preserving the trees should be a major factor in any design. if i had to choose, i'd rather sit in traffic than lose all those oaks.	
Elizabeth McGreevy	Calling this a "parkway" is laughable. Parkways are divided mostly at grade highways. So are the bluebonnet graphics and cute logo. This is just another monstrosity composed of hideous sound walls imprinted with cheesy, As bad as the ones that now line Mopac. And what about the heritage oak trees? The ones that gave Oak Hill its name? What do you plan on doing with them? Will you relocate them? Perhaps if you stopped trying to appease through commuters you would get more support from Oak Hill residents. Perhaps if you proposed something less archaic and more green you would get a better response. Instead, you are proposing the same old concrete, concrete and more concrete. This proposal is ugly. The animated drive through is ugly. Sound wall after sound wall. Here's an idea: show vegetated barriers....transplanted heritage trees and vine covered highway foundations (https://letitgrow.org/wp-content/uploads/2017/03/ViaVerde1.jpg). And what about collecting the rainwater from the highway and directing it into a system that will provide water to the citizens of Oak Hill? You know...instead of directing into engineered retention basins. And do NOT harm or channelize ANY part of Williamson Creek. Duh....this is Oak Hill...home of the crunchy granola and sustainable living folks. Do your homework. I'm sick of your concrete monstrosities.	
LeAnne	Please stop destroying what makes OakHill so great. The huge oak trees and what once was country living. The last update you did added stupid turn lanes going against traffic. All we need are additional lanes in. Oth directions. You chopped away our hills to put in a center lane all the way down 290, when you could have added more lanes.	
Diane Powers	Let's do this! It is time to move forward and provide residents with reasonable transportation experiences through Oak Hill. I vote FOR this plan!	

Name	VOH/Webmail Comment	File Upload?
Stefanie Driver	We are original Austinites. Our family business since 1979 is along the proposed parkway. How many business will you disrupt with the construction of this massive parkway. I personally would hate to see the destruction of the Oak Hill area. Are you aware there are many Native American encampments along the creek that runs at the bottom of the Bluff. On the top of Bluff is where I have found some of my best arrowheads. Early Arcadian camps. I agree that with many years of a hundred plus people moving here in droves that our road system could Not keep up with All the traffic but We truly Do Not Want Oak Hill and it's History dug up and made in to a Concrete Corridor for traffic. Is there Any Thing Else You could possibly Do? We already had to remove a three hundred year old Oak Tree from William Cannon intersection. What will you do about the other Old Oak Trees ? I admit I'm a Texas Snob. Not happy about the people moving here because of our little gem of a Beautiful city and immediately want to Change Austin to suit themselves. Please !! Do not destroy Oak Hill because of traffic. Native Austinites Thank You to find another way!	
Donald Demuth	I think this is a fair solution already in motion. I would prefer to have fewer cars idle/standing at lights and stop signs and allow vehicles to reach there final destination; and this meets that.	
Jenny Louis	Please fix the traffic probs ASAP! We moved down south from Round Rock, and frankly are shocked something hasn't been done already. We had 16 homes that we picked out in the Dripping area, that we thought we could buy, but each one went too quickly! We only needed one! The growth this direction is being highly underestimated. We saw it first hand!	
Brenda Whiteaker	I voted yes for the bond money to fix 290 West back in the early 80's and I'm still waiting. Please put this project on the fast track. Thank you, Brenda Whiteaker	

Name	VOH/Webmail Comment	File Upload?
Linda Lievens	Please make this more of a real Parkway and not an elevated freeway. Most of the people that will use this roadway daily would like to preserve the oak trees that give our part of town its name and not destroy them, and we would like to see not a huge concrete project, but plan more of a parkway that still serves the traffic needs but keeps the feel of Oakhill. A huge elevated freeway will divide Oakhill, give noise and light pollution, and we'll become like north Austin around Hwy 183. That is not what anyone wants. PLEASE consider other options.	
Lydia G. Galvan	I am opposed to the removal of the 240+ Oak trees, especially the heritage trees, proposed for the huge footprint for this project. Would favor a smaller option now that a tollway is not included. Lydia G Galvan	
Deidre Craft	My home in Granada Hills is about as close as any other home to the proposed project at the service road. I confirmed on the phone that there is no plan for a sound barrier at this point at the service road or highway. I can only imagine the amount of noise that would be generated from a roadway of this size. I am not against a plan to change 290. Unfortunately, I am 100% against any plan that does not include a sound barrier/ wall at my location. I know that my neighbors, though not as close as we are, will also be affected negatively without the addition of said barrier. I am saddened that this part of Austin has changed to the degree that our once quiet neighborhood is facing a construction project of this magnitude but I understand that it has become necessary. I hope it is possible to add or tweak the proposed plan to include some sound protection at the very least. I believe that our quality of life would be forever changed for the worse if the road is built as it is now proposed. Thank you, Deidre Craft	

Name	VOH/Webmail Comment	File Upload?
Rachel	As a resident of Scenic Brook, I have major concerns for my travel time after this project as it stands now is complete. With major highways running in both directions around my neighborhood, I will have to weave through a combination of feeder streets to get heading in the right direction. Should a smaller project, without raised highways, replace the current plan, travel time for immediate neighborhoods could actually improve. Lastly, I've lived in the area for 6 years and it is apparent that the intersection of 290 and William Cannon is causing the majority of the gridlock. An overpass at that intersection would be a huge improvement, but even timing the lights to favor 290 over William Cannon would likely help.	
Ralph Lake	The project was designed extra wide to accommodate tolls. Tolls have been dropped so eliminate the wasted extra width of the unnecessary 4 service lanes! This should also save millions of dollars and destroying green space.	
Ralph Lake	Save the heritage oaks that define OAK Hill! You can do that now that the ROW can be narrower without tolls!	
Al St. Louis	Too big a footprint for Oak Hill! Several smaller fixes could help ease the rush hour jams until people adapt by changing work hours or tele-commuting from home. No pressing need for 12 lanes of traffic with elevated structures. Improve Wm Cannon/290 intersection, and add second turn lanes at the Y intersection, 290/71 split. Also, over building as proposed will likely result in minimal traffic improvement on Mopac as the new Hwy 45 SW will flood Mopac in the morning, causing delays going North from 290 toward Mopac North. Further, it is not a Parkway that is proposed, but an elevated freeway. Misleading name if not actually fraudulent to call a freeway a parkway. Also, the construction phase will tie us residents in knots for many years, and this is also unwanted. Please, listen to us residents and scrap this out of date plan for the elevated freeways.	
Ralph Lake	We need sound walls on the north side of the road between Scenic Brook and El Rey road. That became extremely obvious when TxDot cut down all the trees in that section to provide a center lane!	
Bruce Melton	My comments are attached. Thanks, Bruce Melton	*Yes

Name	VOH/Webmail Comment	File Upload?
Victoria Freberg	Please consider an environmentally friendly soution. The proposed loss of a vast majority of trees will cause Oak Hill to lose the beauty it is known for. Please expend all efforts to focus on a solution with a small environmental footprint and one that is not larger than necessary. With any decision and proposal made, please place yourselves in our shoes. Would be the plans you implement be the same if it was your backyard?	
Bill Holt	Oak Hill needs a real parkway, not the repackaged, oversized toll design you are offering. The massive concrete project you are pushing would unnecessarily destroy hundreds of trees (including heritage oaks representing thousands of years of tree growth that can't be replaced) and the character of our neighborhood. A parkway design would serve Oak Hill's traffic needs at a much more affordable cost.	
Timothy D. Witham	Your final "Alternative A" is beautiful. You have my vote. Please begin construction! I travel 290 from Hays County to Austin and back daily. So this matters to my family and I. Rather than seeing traffic continue to get worse, we would much prefer to travel safely and efficiently on a modern highway without stop lights. Your solution is perfect! Thank you for removing all tolls and for lowering the height to one level. This result makes a lot of sense to minimize size and impact in Oak Hill. We sure hope to see this constructed as soon as possible. Sincerely, Timothy Witham + my family of 5 others.	
Nike Mathys	Please be aware of overbuilding the Parkway at the Y at Oak hill. The are more creative and cheaper ways to build the parkway. Please listen to residents input since we tax payers are paying the bill!	
Chris Schaefer	I am so happy and excited about this project! It will bring much needed traffic relief for the residents and business that suffer through the Y bottleneck. Thank you!!!	
Rosa Tobiansky	We need to do something! We can't keep on attracting more and more people to Austin and not react to that growth. Sitting on Old Bee Caves Rd waiting to turn left onto 290 almost make not wanting to even leave the house. It is frustrating, nerve racking and very, very dangerous. Please address the traffic situation around our area as soon as possible.	

Name	VOH/Webmail Comment	File Upload?
Nicole G. Acosta	Save the trees! They're beautiful and magnificent and if we can put a man on the moon, we can save these trees!	
Abby Ellyson	Isn't there a way to protect the trees better than this plan? Also, the noise from those elevated roads will travel and pollute a long distance.	
Karon Rilling	The problems with the design are the same problems from a decade ago. This is no state-of-the-art design; it's a 1960's concrete spaghetti bowl, entirely oppositional to context sensitivity. Bring the design down to a parkway and look to addressing traffic flow by developing other parkways to get people from the south into town. Much could be done with multiple north / south options. It's a lack of vision and imagination that puts the north/south burden squarely on 71/290 to MoPac and I-35.	
Joseph	Haven't the Greedy Carpetbaggers destroyed enough of the Austin Area. Proposed development of this nature are only for one reason. Monetary Greed ! ! ! Developers want to place impervious cover over square foot of Earth in the Austin, Texas area. Highways inevitably bring developments, over the Edwards Aquafier Rechare Zone. More developments equal more concrete= more toxic runoff = more flooding. Not to mention the Air Pollution, Water Pollution, Light Pollution, Sound pollution. Of course the standard justification for the environment destruction is generally; it creates jobs, increases the tax base, etc....this proposed highway extension will further expedite the slow death of Austin and the inevitable cultural decline.	
Donald Smith & Ying Hong	We have lived in Oakhill for over 16 years. Just want to say, once you cut those oak trees, you would never see such a big trees in the area for rest of your life. Can you really sit down with the people here to collect some ideas, instead of those "Showing off" hearings? Thanks, Don & Ying	

Name	VOH/Webmail Comment	File Upload?
Tim Litch	The response to your "COULD A SMALLER PROJECT ADDRESS THE CONGESTION PROBLEMS IN OAK HILL?" FAQ is misleading and wrong. In fact a smaller project could address congestion problems while balancing the community's other desires to save trees, not pollute creeks, abate noise, lessen the heat island effect, and promote pedestrian and bike traffic. There's a whole range of solutions, but TxDOT has ignored it's shareholders other inputs and focused only on congestion. This proposal is based on incorrect growth rate projections, it has maintained the same number of lanes which is needed for a toll road (which is no longer on the table) rather than reducing them to reduce the footprint of the project and thus it's community and environmental impact as well as cost of the project. TxDOT is not serving the needs of the public, and is instead ignoring the public interest.	

Name	VOH/Webmail Comment	File Upload?
Peter & Dolores Stern	It is unfortunate that TxDOT does NOT listen often more to the communities in which it intends to build a massive highway, such as the one it plans to build within the Oak Hill community. We, members of the community, agree with the Save Oak Hill organization and other members of the Oak Hill community with the following: • TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. • TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. • Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. • Elevated sections cannot have any noise abatement. • A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. • The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. • On their website, TxDOT calls the Oak Hill Parkway a "state-of-the-art roadway". It is nothing but an overbuild concrete monstrosity that will destroy our community. Please rethink the plan and determine to build a lesser invasive parkway that will not upend and virtually destroy the Oak Hill community. Thank you, Peter & Dolores Stern	

Name	VOH/Webmail Comment	File Upload?
Jacque	TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. Elevated sections cannot have any noise abatement. A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. On their website, TxDOT calls the Oak Hill Parkway a "state-of-the-art roadway". It is nothing but an overbuild concrete monstrosity that will destroy our community.	
Sheryl Lowe	Please find the Oak Hill Parkway!	
Rick Perkins	Please Fund and Build the Oak Hill Parkway As Soon As Possible, EVEN IF it only means building the new Access Roads first, followed by main lane funding later. This Road is the PRIMARY ROUTE between AUSTIN and El Paso, Phoenix, and Los Angeles. All cars going from Austin to I-10 pass through Oak Hill and Dripping Springs. In fact, I believe this freeway should be considered to be added as an Interstate Road between I-35 and I-10. Traffic Density has grown on this roadway to where it has become UNHEALTHY because of Idling Emissions causing increased Ozone and Carbon Monoxide, increased roadway contamination that drains directly into the watershed, and the vehicle speeds, when not congested, approach 70 MPH through a suburban area of town. We have been waiting for 30 years for this road way completion, but we continue to get out maneuvered by "no build" people who would rather see the congestion.	
Nancy Crossthwaite	Please fund and build the Oak Hill Parkway, alternative A, as soon as possible. Thank you. Nancy Crossthwaite	

Name	VOH/Webmail Comment	File Upload?
Paula Jones	I was born and raised in Austin, and I have never seen traffic as bad as it is now. PLEASE PLEASE PLEASE build the Oak Hill Parkway as soon as you can. We desperately need traffic relief at the Y, and we don't need anymore environmental studies to be done before building it. Thank you!	
Adolph Kremel	Build it now!	
Rachel Harris	I've lived in the area for 11 years and commute to work near downtown Austin. Y commute has been getting worse daily. At first, I leave my first house in Dripping Spri gs at 7:20 and arriv work at 8. Now that I live in Austin off Circle Dr, about 15 minutes closer to Austin, I have to leave at 7 am to arrive work at 8. The roadways must be enlarged or built on highway so all of us out west can commute to Austin. I see that other people want it pretty- I just want it built somehow and quickly. And for it to be paid. No politics please.	
Janice Heiskell	Please build this ASAP. We need more freeways to move traffic. Our area of Austin has little access to freeways and mass transit. Cap Metro has downsized our transit options and there needs to be buses from Dripping Springs to Austin that can use a freeways not a local road.	
Ursula Jackson	I like the idea of Oak Hill Parkway with overhead ramps to alleviate the traffic congestion at the "Y" at Oak Hill	
Linda Mechsner	Although I didn't see the access plan for heading east on hwy 290 turning north on hwy 71 (at the existing Y), .I am FOR moving forward with this plan for the Oakhill Parkway. I have lived in this area since 1980 and we are drastically behind on our hwy systems and need IMMEDIATE plans to improve our huge traffic problem (that are getting worse daily) on Hwy 290, 71 and 1826. Please mark my name accordingly. Thank you. Linda Mechsner	
Mike Mechsner	Although I'm missing how you get from El Rey Dr to Hwy 290 heading east or west and once on hwy 290 East how you would get to hwy 71 North, I do APPROVE moving forward with this plan for the Oak Hill Parkway. I have lived in this area since 1981 and a solution for the ever increasing traffic problem is way overdue and must be a priority for hwy 290, 71 and 1826. Mike Mechsner	

Name	VOH/Webmail Comment	File Upload?
Matt Rutledge	SynopsisFund and insure construction starts and completes on the Oakhill Parkway Project, its time for this item to be top priority.DetailsI've lived in Granada Hills for 22 years, in 1996 when I moved in I was informed the Oakhill-Y was soon to be revamped to deal with the traffic issues. Since then I've seen at least 3 plans with related 3-year environmental studies each pass with no fundamental progress to deal with the continuously increasing traffic congestion. The Oakhill traffic issue is unimaginably worse now after multiple decades without a real fix, the mitigation projects up to this point are too little and too late. The lack of road infrastructure does not prevent people from moving out this way, it wastes people's time, resources and raises frustration; the Oakhill traffic congestion is my top issue living in this part of town.Regards,Matt Rutledge	
Chris Newport	Please builds this flyover!	
Roberta Lowe	I support the Oak Hill Parkway solution proposed by TXDOT.	
Kurtis Lowe	I support the Oak Hill Parkway improvement plan as proposed by TXDOT.	
Laura Ritz	I do NOT approve of the tollway/expressway/through-road. I drive the stretch through Oak Hill EVERY SINGLE DAY at rush hour, and it never takes me more than 40 minutes to get to central Austin for work. That's how long it takes to get around Austin, no matter where you live. Saving 5-10 minutes of a drive for each person does not warrant killing 240 trees (many of which are historical), and displacing even more wildlife. I hope you take the potential environmental repercussions seriously. It's our responsibility to lend a voice to those living things who cannot speak for themselves.	

Name	VOH/Webmail Comment	File Upload?
Danielle Couch	Hi! As a long time resident of Southwest Austin and the Oak Hill area, I have spent many, many years in traffic on Hwy 290 and Hwy 71. Horrible traffic, that's just keeps getting worse as Austin grows exponentially. The congestion and traffic level has grown to cause this roadway to be dangerous and unhealthy. Congestion = carbon monoxide / increased levels of ozone, more roadway contamination getting into the watershed. Also, for people traveling from Austin to El Paso, Phoenix, or LA, the shortest route is through Oak Hill and Dripping Springs on the way to I-10. Funding is an absolute necessity for this the construction of this Parkway! We need the Oak Hill Parkway - Alternative A to be built as soon as possible! Thank you for your time and all that you do for our city! Sincerely, Danielle Couch	
Trice Humpert	Just get on with it and build the road. Travis County and Austin in particular are already 20 years behind in building traffic infrastructure. We are all paying the price now, polluting our air idling away while sitting in traffic. Do something now before we can't breath anymore. Lake of action is killing this place.	
Jeff McDaniel	I strongly oppose the project contemplated by TXDOT. The elevated roadway at the "Y" will destroy the community businesses the rely upon easy access to pass through travelers and is not necessary to solve the traffic congestion at the Y. Moreover, the elevated roadway will destroy the natural beauty that exists in the area. It will just be cold, ugly concrete with cars speeding through the neighborhood. TXDOT has seen this result in many other elevated roadway projects, but has apparently not learned its lesson. NO ELEVATED ROADWAYS!	
Mohamad Chaarawi	I fully support the Oak Hill Parkway project and its implementation as soon as possible. The traffic at Oak Hill has become out of control and keeping the status quo without a major overhaul will just make things worse. please do the right thing for our future and the future of our children by fixing the traffic with the Oak Hill Parkway project.	
Dana Brandt	I am in favor of the proposed non-tolled Oak Hill Parkway. No more wasting time on endless studies or inadequate alternative ideas from the NIMBY's. We needed the Oak Hill Parkway yesterday. Please build it ASAP!	

Name	VOH/Webmail Comment	File Upload?
John W. Irwin	This project has my full support. I do not believe that any lesser design will be adequate to handle future traffic loads. I have lived in the area for over 30 years and I have seen the traffic situation constantly get worse. With all of the building west on 290 and NW on 71, this project is badly needed.	
Paul Gilliam	I am in favor of the proposed transportation plan for the Y at Oak Hill. It is much needed and further delay is unacceptable. This project has been delayed far too long and much be started ASAP. The scope of the project appears adequate for current development, but further expansion is likely needed on the 290 spoke beyond Circle Drive to accommodate future growth. Anything that creates a freeway that bypasses the numerous stop lights out to Dripping Springs would be a tremendous enhancement.	
Pennye Hartman	I support this parkway and pray it helps the congested traffic that I have to drive thru 5 days a week.	
Connie Sweet Branson	I want an elevated roadway! The volume of traffic is too much for anything less.	
Douglas Spaeth	To Whom It May Concern: I am a nine year resident of Oak Hill in Austin, Texas, and have watched the improvement in traffic flow at the intersection of 71 and 290 with satisfaction. We do not need more construction noise, more time spent on another project, more tax payer money taken, more light pollution, and especially, we do not need to remove 21 Heritage oaks and hundreds of other trees that give Oak Hill its name and its attraction to many residents of the area. The problem can be mitigated by curbing the growth of development between Oak Hill and Dripping Springs, where over-development threatens to reduce our Texas Hill Country to Texas suburbs without any "country" remaining. Thank you for considering a new plan and make this project truly a parkway and keep the trees growing in Oak Hill that are alrady here and plant some extra ones. And stop wasting our tax-payer money on unnecessary projects. Thank you for your respect for the environment, the trees, and the residents of Oak Hill. Sincerely, Doug Spaeth	

Name	VOH/Webmail Comment	File Upload?
Eric Hall	This will be a great improvement. I hope it is started quickly.	
Jennifer Hawkins	I am for the proposed "A" Plan for the Oak Hill Parkway. Please proceed and fund.	
Bill Dally	I like the plan. I hope begins as soon as possible. Long overdue.	
Ana Lois-Borzi	TxDOT Austin District Environmental Coordinator c/o Jon Geiselbrecht Texas Department of Transportation P.O. Drawer 15426 Austin, Texas, 78761-5426 Please do not approve the massive "Oak Hill Parkway". It's not a parkway. It is a monstrously big and overdesigned concrete highway. This project will forever burden our community by destroying our natural environment, increasing elevated levels of noise pollution and light pollution. Hundreds of trees that give Oak Hill its name will disappear from the face of the earth and the natural underdeveloped beauty of Williamson Creek will cease to exist between two elevated highways. I oppose to have Oak Hill forever divided, just like the chunk of highway that is currently there by the post office and forward to Loop 1. While we are pleased that transportation planners have removed tolls from the project, this provides the perfect opportunity to design a roadway with a smaller footprint. Under Texas law, toll roads must have the same number of free lanes that currently exist which caused TxDOT's design to be unnecessarily wide and damaging. Without tolls, we can have traffic relief with a smaller footprint and a design that is more affordable and faster to build.Thank you for your consideration, Ana Lois-Borzi	
Jeremy Brooks	I fully support any initiative that will help bring better mobility to south west Austin. We need oak hill parkway. It is decades overdue!	
Carol Brandt	I support the Oak Hill Parkway as proposed by TxDOT. No more delays, please build it!	
Jane Montecillo	I am in support of this plan. Please do what you can to save as many oak trees as possible though.	
Michael Henry	I am absolutely in favor of this. It is way overdue. Please do it this time!	

Name	VOH/Webmail Comment	File Upload?
Tina Nolen	Please build this road! The traffic in Oak Hill is awful and will only get worse with all of the new subdivisions being built in or near Dripping Springs!	
Logan Lucas	This plan looks fantastic and will greatly relieve the traffic in this area. I strongly approve of this plan.	
Joesph Warwick	I fully support the Oak Hill Parkway project. I have lived in Oak Hill area since 2011 and traffic has increased drastically in that time period. The do nothing and hope for the best option is an awful alternative. The people that want this option want to stick there head in the sand hope the future doesn't happen. The problem is it's happening now. Dripping Springs is exploding and more people are moving to the area daily. I live in the middle of Circle Drive and on a bad day it can take me 3-4 minutes just to get out of my neighborhood on to 290. For people that are not accomplished drivers this is becoming very dangerous. My 80 year old mother will be moving in with us in the fall and there is no way I would let her drive out of this neighborhood it is just too dangerous.	
William P. McLean	I am in favor of the US 290 & SH 71 TxDOT Project referred to as Oak Hill Parkway.	
Douglas Tyler	I support any proposed improvements to the 290 and 71 interchange in order to relieve the traffic congestion.	
Daniel Wilson	Please build this as soon as possible, the 290 corridor is a nightmare. Also, please extend the parkway as far as possible to dripping springs, too many people are dying on this deadly road.	
James Telfer	Are we finally going to get a highway through Oak Hill or is there going to be another 30 years of whining? If you live in OH & don't like the improvements why did you move there? The highway has been there for many decades & has needed upgrades for a very long time. Surely you didn't think the area would remain static.	
Mike	Please Approve this to improve our commute and quality of like. This is long overdue!	
Morgan Drummond	I support TxDOT's proposed work to Oak Hill. Please prioritize this project!	
Brad Mendenhall	please build it!!!!	

Name	VOH/Webmail Comment	File Upload?
Diane Powers	My neighbors and I in Granada Hills are counting on you to fund the Oak Hill Parkway so it can be started as soon as possible! We deserve fair treatment with this traffic plan which would positively affect everyone who passes through the Y. Please begin the path now to relief for those who face dangerous and unreasonably inefficient driving conditions. We have been weary of this for too long and need your help. Thank you!	
Toni Fox	Hi, I would like to let you know that we desperately need to do something about congestion and traffic on 290 heading to the Y in Oakhill all the way to William Cannon. The congestion which has grown to a ridiculous level needs to be addressed. It may also be dangerous and unhealthy with all the carbon monoxide that is being dispersed as people crawl along for a very long time on this stretch of road. This is also the shortest stretch of road for people traveling from Austin to El Paso, Phoenix, or LA which also adds to the already awful traffic. Please provide the funding for the Oakhill Freeway/Parkway!!!!We need to fix this problem. The last construction project that took forever to complete did very little to improve this ongoing problem.	
Mike Conner	Built the parkway now. Please!!!	
Richard & Karen Goodin	Definitely in favor of the proposed plan for traffic improvements at the Y in Oak Hill. Better sooner than later!	
Cecilia	The Old Bee Cave and 290 intersection is a growing safety and efficiency concern for communities on Old Bee Cave. We not only have to wait on a long queue to make a left onto 290, it is very much a safety concern making that turn - many of us with kids in the car. We ask that you not delay the plans to fix this intersection any longer. Traffic is only going to get worse and we are asking for your help.	
Dr. Paul Jacobs	Please see uploaded file. Thanks.	*Yes

Name	VOH/Webmail Comment	File Upload?
Kerry Kittrell	Dear TxDOT, It is imperative that you seriously study a lessâ€“destructive parkway alternative than the current massive one planned. No elevated concrete monstrous expressway. It is imperative to design a true parkway immediately. It is imperative that all the beloved oaks, Heritage and otherwise, be saved. These trees belong to all of us, and our grandchildren's grandchildren. It is imperative to develop a parkway alternative that will cost less to build and maintain. It is imperative to save the Oak Hill community for the benefit of all of Central Texas. Do what is right for all Texans. Preserve our precious trees and community. Thank you.	
Lindsey Sheppard	I am not in favor of the current proposal. This proposal will impact our day to day life as we live very close to 290. I am extremely concerned about the noise and other effects it will have on us. In addition, my son's school, which is also located just off of 290, would be impacted and would most likely have to close. At this time, I support the no-build option. Thank you, Lindsey	
Julienne VanDerZiel	PLEASE implement this! we need relief now, and cannot wait another 20 years for a solution. Even if this isn't perfect, it is a much needed step. Anyone who commutes the Y every day, like I do, knows there's not a perfect answer, but something must be done. Those against the plan probably don't have to drive it every day in rush hour, like I do.	

Name	VOH/Webmail Comment	File Upload?
Marissa Herranz	This will be a disaster in the making. I am a resident of oak hill and live right at the intersection your are proposing to destroy. Yes there is congestion at this intersection but it is an expected congestion that people make time for as with all traffic in any city. The few modifications that were made have helped during peak traffic times and me and my community feel this is sufficient. There absolutely does not need to be a massive highway built in the middle of oak hill. This will not help with the traffic. This will pollute out community where my infant and toddler play at the park and in our back yard. Our preschool is also in this neighborhood which the backyard backs up to 290 and the kids will no longer be able to play outside with this massive community polluting beast of a road you are attempting to build. This is our life, our family, our friends, schools and community. Please do not destroy this for our children. We moved to Oak Hill because we love the quaint neighborhood feel and building this beast of road will most certainly take that away as well as destroy the one preschool in the neighborhood that is one of kind in Austin where children can thrive and experience nature and animals in their environment. You will RUIN this and the school and the children will suffer the consequences of this. This project will pollute our community and ruin it. The preschool will close, the noise from construction will cause significant stress on my children as they try and play outside. This is not the solution. Not only this but you will destroy so much of the nature that defines this community including all the beautiful trees. PLEASE!! Austin is already getting knocked down to build condos and businesses within the city. Please do not do this to our community...I am begging you!!! This is not necessary! I am sure we can develop an less-destructive parkway alternative that is not as environmentally damaging as well as personal destruction to our children and the stress in our lives by creating this concrete beast of a road. Please lets think this through before the damage is done! PLEASE!!!! Me and my children are begging you to stop this! Please feel free to contact me or my husband. He attended the briefing at Bowie HS and was extremely dissapointed in the presentation and how all of this has not really been thought through. The research is not there to validate this project and it will only cause destruction. Please please consider what I am saying. I am not alone. Please don't ruin our community!!!	

Name	VOH/Webmail Comment	File Upload?
Elvera Junushova	We do not need this highway. Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees	
Mark Weiler	I support the Fix290 alternative plan that eliminates the flyovers. i travel through that intersection weekly and it does need tp be fixed but without the environmental impact to the watershed.... Mark	
Jacqueline M.	Where is the proposed hike and bike path? What will the plantings look like that are proposed? Will there be eminent domain areas? What are you doing to mitigate noise? What is the specific plan that affects my street?	
Gary Cook	The Oak Hill "Parkway" poses a major threat to water quality and increased flooding in the Barton Springs watershed. We need a scaled-down, true-parkway option to be included in the evaluation of alternatives and their impacts-an option that would greatly enhance traffic flow through Oak Hill without slicing through the neighborhood via elevated flyovers and twelve lanes of pavement, and without dumping silt and pollutants into Williamson Creek. More information about alternative, neighborhood-supported solutions can be found here.	
Michael Ohara	Like the 45SW/MoPac toll loop, the Oak Hill "Parkway" poses a major threat to water quality and increased flooding in the Barton Springs watershed. We need a scaled-down, true-parkway option to be included in the evaluation of alternatives and their impacts-an option that would greatly enhance traffic flow through Oak Hill without slicing through the neighborhood via elevated flyovers and twelve lanes of pavement, and without dumping silt and pollutants into Williamson Creek.	

Name	VOH/Webmail Comment	File Upload?
Robert Shadowen	I lived near the Y - on Scenic Brook Dr near 71 - for 14 years. I love that area of Austin, though for job and family reasons we moved to NW Austin. Of course this project was debated for years even before we left Oakhill, some 10 years ago. Then, as now, this project is something which sacrifices so much of the area in the interest of traffic that I oppose it. I still think the traffic growth projections are overstated, although now at least they are not linked in a biasing way to toll revenue projections. In many ways I feel it's futile to continue to fight this project, since the threat of it and preparations have already destroyed a lot of the Oak Hill - closing businesses and removing trees along 290/71 from the Y to the mopac access and using so many areas as construction staging areas. So I guess my main comment would be, if you're going to do this project, then it is beholden upon you to also create something good to replace the damage you have done. You're going to reroute the creek, etc, so at least make the new creek route a park area with trail access, provide some safe bike and pedestrian routes through the area - always a sore point around the Y. You have many alternative proposals already to this project, and while I'm sure many of them are unrealistic, perhaps some combination of them and also by developing other routes around the Y, such as SW parkway, the traffic problem could be addressed without taking this "nuclear option" approach. Maybe by stepping back and looking at the entire area you can find something. I will remain optimistic that you can find a way to make a solution which will ultimately enhance the area and address more than just the needs of automobiles commuting through the area.	
Cynthia Wilcox	This design should be scrapped. It is not context sensitive, in fact it is context-insensitive. It was created under the assumption that it would be a tolled road, and without any consideration of modern technology, human-scaled design, or flow. Simply reducing the speed limit would provide more congestion relief than this obsolete, blight-inducing elevated freeway design. The one and only "public" meeting was held entirely outside the affected community in a place that is unfamiliar and inconvenient for Oak Hill residents. Do the right thing. Start over.	
David Hixon	The massive proposed parkway is not good for our community. It will increase flooding potential in the Barton Creek Watershed and decrease water quality. We need a scaled-down version without slicing through the neighborhoods with flyovers. Thank you. :)	

Name	VOH/Webmail Comment	File Upload?
Susan Pascoe	The Oak Hill "Parkway" poses a major threat to water quality and increased flooding in the Barton Springs watershed. We need a scaled-down, true-parkway option to be included in the evaluation of alternatives and their impacts-an option that would greatly enhance traffic flow through Oak Hill without slicing through the neighborhood via elevated flyovers and twelve lanes of pavement, and without dumping silt and pollutants into Williamson Creek. Listen to the neighbors! They know what they want and what will work in Oak Hill.	
Theresa Rutz	An expansive roadway project, although decreasing congestion for awhile, adds to construction and increased development on a critical environmentally sensitive recharge zones. Wells are already drying up in Dripping Springs. The area cannot handle more concrete development. Paving paradise you can't get back.	
Adam Warren	To whom it may concern. Regarding the pending Hwy 71/290 expansion. I've lived in Oak Hill for just over 4 years, and much like most have noticed the explosive growth West of us heading towards Dripping Springs. The traffic at the Y is bad of course, but it's bad everywhere in Austin. I actually think the continuous intersection implementation has helped and I do not agree that plowing a must-lane highway through is the answer. The issue isn't us here in Oak Hill, the issue is the massive growth West of us and those folks who've moved out their recently did so knowing that traffic was bad. It's part of the price of living in a city like Austin or most likely any other desirable city. The fact that there are very limited mass transit options available in this city is really appalling. We consider ourselves to be forward thinking and innovative and yet it seems like building more roads to accommodate more cars is the answer. It's not. In addition, my children's daycare/school which incorporates a lot of outdoor time and just happens to back up to 290 states they will have to close if this massive project is approved due to the level of noise and dust associated and how it will negatively impact our children. That is not cool at all. I'm fine with waiting 10 minutes to get though the Y and I do it nearly every day. If people are unwilling to bare with the costs of living (traffic) on the edge of Hill Country, then they will possibly reconsider before moving out there. And, it won't be so quaint and quiet with a 6-8 lane highway running through the middle of it. All options must be considered, including a no build option and maybe looking at funneling some of this traffic around Oak Hill, instead of bulldozing right through and constructing a concrete jungle down the street from our house. Thank you for your time and consideration of my thoughts. Sincerely Adam Warren	

Name	VOH/Webmail Comment	File Upload?
Alysia Duemler	Please protect nature for all of our children. Please do not go forward with the project as it is currently planned.	
Laura Minnigerode	TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. It is unconscionable that 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. Elevated sections cannot have any noise abatement. I would like to argue for a true parkway. This would cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative. Please, think about the long term impact and change this will make to the Oak Hill community. We do not need another giant freeway system- Houston and Dallas have shown us how that looks and it is not good.	
Jacob Hendrickson	The Oak Hill "Parkway" poses a major threat to water quality and increased flooding in the Barton Springs watershed. We need a scaled-down, true-parkway option to be included in the evaluation of alternatives and their impacts-an option that would greatly enhance traffic flow through Oak Hill without slicing through the neighborhood via elevated flyovers and twelve lanes of pavement, and without dumping silt and pollutants into Williamson Creek.	

Name	VOH/Webmail Comment	File Upload?
Alan Watts	Official Public Comment for "The Oak Hill Parkway"☐ Draft Environmental Impact Study Alan Watts June 28, 2018 *Please see uploaded file for full comment*	**Yes*
Tom Thayer	See attached Word document.	**Yes*
Kevin R. Gray	Comments regarding Oak Hill Parkway May 24, 2018 Public Hearing and DEIS *Please see uploaded file for full comment*	**Yes*

Name	VOH/Webmail Comment	File Upload?
Jesus Hidalgo	FACTs: * Most of the opposing residents bought their houses in subdivisions that were once non-existent, tree-filled and had no roads or houses. * Before US290 & SH71 was originally built, trees had to be cut down, there was less of a carbon footprint, water quality was better and roadway technology was lacking.* In the 1956, President Eisenhower created the U.S Interstate and Defense Highway System. It is certain that there were some trees and other obstacles that needed to be cleared to create this progress and improve travel all across our country. * TxDoT would replace and plant many additional trees, for our children and their children- future heritage trees.* The proposed design is not perfect. Some say it is too big, some say it is too small. Some say they do not want the carbon footprint, it is too tall, water quality would suffer. Some want to protect trees, the salamander or something else.* The newest technologies addressing road construction, noise, water quality, etc, would be utilized.*At the Old Bee Caves Rd intersection, there will be a SAFE and QUICK way to get on or off the proposed highway, as well as easy access to frontage roads (for your local trips).It needs to be built ASAP. It's not perfect, but we need to do something. This will help traffic for many years.*Commuter's spend 454, 0000 hours in traffic (TxDoT study)*There will be an additional 25-35 minute traffic delay by 2040 (TxDoT study)*A bicycle & pedestrian paths will be built alongside the project (TxDoT study)*The build will further PROTECT Williamson Creek (TxDoT study)*Oak Hill "Y" is one of the most congested areas in Texas (TxDoT study)The NO build option is a statement of “do nothing and change nothing”. It does not does NOT address current and/or future traffic congestion of the US 290/SH71 Oak Hill “Y” or future growth. The no build option, stalling, or if we continue to do nothing, will increase traffic accidents, travel times, road rage noise levels, safety issues, add stress and further stretched our Police and EMS emergency response times, etc. Building it in the future will add enormous future expenses; labor, materials and land purchases.	

Name	VOH/Webmail Comment	File Upload?
Mike Kelly, City of Austin	Please find attached, comments on the Oak Hill Parkway DEIS from the City of Austin.	*Yes
Brenda Parks	My vote would be yes for the new parkway, I spend too many hours trying to get through the Y at Oak Hill, or continuing to work so traffic can die down so I can get home instead of sitting in traffic for 30+minutes. I believe it would improve my and others quality of life	
Kristin	I drive to work every day in Oak Hill. From the Convict Hill light to Oak Meadow Drive takes at least 10 minutes if not longer every day. Traffic is terrible and has only gotten worse.	
Jenny Cozzolino	fund the parkway now!	
Adrienne Dawson	I vote no and request either a re-design or would support doing nothing. While traffic and congestion are big problems in Oak Hill, adding more roadways and removing permeable land/natural vegetation are not beneficial longterm. This plan relies on the same old thinking that's been in place for decades, and it's unacceptable. We already know that adding more lanes and fly-overs is a short-term fix and a huge eyesore. I don't want it near my neighborhood. Challenge yourselves to be more creative.	
Chandra B. Prakash	I support the Oak Hill Parkway. It's not perfect, but we need to do something. This will help traffic for many years. The no build option or stalling will increase noise levels, traffic, travel times, road rage, safety issues, emergency response times, etc. Building it 20 years in the future will add enormous future expenses.	

Name	VOH/Webmail Comment	File Upload?
Raymond M. Slade, Jr.	Section 4.10.3.2 (page 178) in the draft section on endangered species states "Although the majority of the Oak Hill corridor lies within the Cold Springs groundwater basin..." This statement is based on a map designating groundwater basins for Cold and Barton Springs (fig. 4-16 on page 177). However, the map entitled "City of Austin Watershed Regulation Areas" online at http://www.austintexas.gov/sites/default/files/files/Watershed/watershed_regs_map.pdf correctly identifies the entire Oak Hill area to be within the Barton Springs basin rather than the Cold Springs basin. This map represents the official City of Austin designation areas for enforcement of environmental ordinances. Additionally, every agency and entity involved with the earth science of the Edwards aquifer in the Austin area identifies the entire Williamson Creek basin with the recharge zone as being included in the aquifer area that contributes flow to Barton Spring rather than Cold Springs. Such agencies include the Texas Commission on Environmental Quality, Texas Water Development Board, Barton Springs Edwards Aquifer Conservation District, and U.S. Geological Survey. Finally, attached is a 2-page Word file that documents the Cold and Barton Springs basin designations as shown in fig 4-16 to be incorrect. Please contact me at [redacted] if you have questions or comments. Raymond Slade, Jr., PHCertified Professional Hydrologist Adjunct Professor2-page attachment entitled "Cold Springs Barton Springs basins"	*Yes
Lisa Killander	I believe more relief from slow traffic is needed at the Y at this time but I don't see how making a "mega highway" for those who choose to live out 290 and beyond is going to benefit the local economy in south Austin. It will certainly not benefit the area aesthetically and environmentally. I advocate for one more lane each way.	
Fix 290 submitted by Carol Cespedes	Comments attached from Fix 290 as doc	*Yes

Name	VOH/Webmail Comment	File Upload?
David Adcock	The proposed "Oak Hill Parkway" will be a titanic disaster for Oak Hill. It will destroy the very community that it is intended to serve. Some of my more significant objections are:* The proposed design will be massively overbuilt, and bears NO relation to a real Parkway. (The REAL Parkway was "Option F", which TxDot never even considered. Option F was overwhelmingly supported by the residents of Oak Hill, and would be MUCH less expensive to build.) The proposed design will be a "Oak Hill Parkway" in the same sense that US183 from MoPac to RR620 is also a "Parkway".* TxDoT has massively inflated traffic projections, presumably in order to justify this monstrosity. There is no historical basis for the 5.58% figure that is being used to justify the scale of this project; historical growth of traffic through the "Y" has been barely 2%.* The elevated sections will GREATLY increase the amount of noise in the entire Oak Hill area. For example, Oak Hill United Methodist Church, located very near Hwy 290, will definitely suffer from the increased highway noise that will be specifically attributable to the elevated section. Noise abatement of the elevated part of the highway will not be possible, so does TxDoT propose to refit all of the buildings on the OHUMC campus with soundproofing? And add to that the apartments at the 290 / Convict Hill Rd. intersection, the newly-constructed apartments just north of 290 near 1826, and all of the other business buildings and residences in the area? Or will TxDot offload this expense to the neighborhood as in the past?* The City of Austin, Travis county, and especially the Oak Hill Association of Neighborhoods have all requested a less destructive alternative. Why have these requests been ignored?* The proposed design is essentially the same design that included toll lanes, at least until the State Legislature effectively eliminated tolling for projects like this. It is clear that TxDoT still wants to build the SAME highway - except that now it includes "toll-less" toll lanes... (Institutional Momentum or Institutional Tantrum? - There really is no other explanation for this intransigence on the part of TxDot.)In short, if the only options are (1) the proposed TxDot design, and (2) No-Build, I would definitely vote for (2) No Build. But I STILL do not understand why "Option F" was NEVER considered by TxDot.Sincerely, David Adcock	

Name	VOH/Webmail Comment	File Upload?
William Schultz	Oak Hill residents and businesses pay their taxes and we deserve equal treatment and allocation of resources for public works. Without this road we will be discriminated against yet again by a few loud individuals. Please build the Y ASAP	
Dorothy Mankey	I grew up in Oak Hill and still visit a couple of times a week to see my parents who live off scenic brook. TxDOT calls the Oak Hill Parkway a "state-of-the-art roadway". To me it looks like nothing but a gross concrete giant highway. There is nothing parkway about it. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative that is less expensive and will have less impact on the community.	
Brian and Sandra Jones	Our property has been identified for utilization of the SH 71 Detention Pond near Covered Bridge Drive. We do not support the idea. We believe the proposed pond size is oversized and a waste of taxpayer dollars, comparable to the Covered Bridge Dam that was built in the early 2000's. Maybe in 500 years, a pond of this size could help prevent flooding. The proposed pond would require acquisition of our homestead and property which has been family owned since 1925, causing disruption, displacement and relocation. We are working with the Oakhill Parkway and TXDOT team to relocate this pond further back from our home and to dig it deeper following the natural water flow to achieve their requirements and not have a detention pond in our back yard.	
Karen and John Sperry	/Users/karensperry/Desktop/Official Response Draft EIS.pdf	*Yes
Rob Anderssen	I am in favor of improvements that will ease congestion.	
Karen and John Sperry	This is my 7th attempt to upload comments. It is 10:31 pm on Friday, June 29, 2018. The upload system does not appear to be working properly, so I am not able to tell of my 246 kb file is going through. It is far less than the 3MB limit. /Users/karensperry/Desktop/Official Response Draft EIS.pdf	

Name	VOH/Webmail Comment	File Upload?
Lin Vietti	I am gravely concerned about the massive Oak Hill Parkway project proposal. I have been a resident of Oak Hill for 41 + years and have seen many changes. I appreciate that with the increase in population, traffic converging from two major roadways has made mobility a challenge but I fear that such a destructive approach is a poor trade off for loss of hundreds of trees, habitat for wildlife and people, and a forgotten history of the area. I've read that many places are actually tearing out huge overpasses and formulating true parkways because the cost to quality of life was too high. Our driving habits are changing as millennials as a group are not wanting to drive or own a vehicle, ride sharing options have exploded and mass transportation can be expected to expand as the demand increases. It would be easy and costly to overinflate future traffic needs. The changes TXDOT made at the "Y" a few years ago with the intermittent continuous flow intersection made a huge improvement in traffic flow and I wonder if incremental changes as needed may not be a more prudent way to proceed. It would be tragic to lose for ourselves and future generations our treasured Oak Hill.	
Timothy Male Urano	TxDOT is over-inflating traffic projections to justify a massive project. Historical traffic growth at the Y has been 2.17%, yet to reach their projections, it would need to increase almost three-fold to 5.58% year over year. TxDOT claims this is a "context-sensitive solution", yet it waited until after the designs were complete to actually do a tree survey. Over 240 trees destroyed with 21 of these trees being "Heritage" trees of over 3-feet diameter, many of which are Oak Hill's iconic trees. Elevated sections cannot have any noise abatement. A true parkway will cost less and have the same number of overpasses. In a time that TxDOT is in dire need of funding, we should be more cost-conscious as bigger projects are also more expensive to build and maintain. The City of Austin, Hays County, Travis County, and the Oak Hill Association of Neighborhoods have all called on TxDOT to seriously study a less-destructive parkway alternative.	
Kelly D. Davis	Please see the attached comment letter submitted by Save Our Springs Alliance.	*Yes

Name	VOH/Webmail Comment	File Upload?
Linda Flint	Being a long-time Austinite, I have watched Austin attempt to improve traffic issues over the years. All solutions were ultimately temporary no matter how much time and money was spent. Additionally Austin is well known for its love of natural beauty (Ladybird Lake, Barton Springs, the many creeks and parks and pools) that is shared citywide. Over time, traffic originating out side of Austin is using roads designed to help city traffic, and overwhelming their designed use. The 290W and 71W plus their intersection is currently overwhelmed. Mopac. where many are headed. is also overwhelmed. The current Oak Hill Parkway Plans will allow traffic from outside Austin to pass thru the 390W/71W intersection more quickly. However, by project completion, there will be an even greater increase in traffic. I believe that one of the following should occur: that designs for major Mopac improvements should be approved before the OH Parkway is scheduled to begin. Or for a loop around Austin be provided for vehicles that do not need to enter Austin or Major businesses or groups of businesses provide convenient buses located outside of Austin and require employees from outside of Austin to ride them instead of driving on Austin roads rhat are already overwhelmed OR MY CHOICE Have major businesses(ex. north Austinor north of Austin) build branches located in areas outside of Austin(ex. south, east, or west of Austin) to accommodate their employees who currently have to travel long distances thru Austin or telecommute employees We need to explore more ways of reducing traffic before spending millions of dollars just transferring the long lines trying to get thru the 290W/71W intersection to the long lines trying to get onto Mopac and other roads that are already full.Thanks for your consideration. I will also be sharing my comments with others. Sincerely,Linda Flint Oak Hill Reslident	
Steve Beers	This is a supplement to comments filed by the SOS Alliance on their behalf	*Yes

Name	VOH/Webmail Comment	File Upload?
Sunday Ballew	I am not opposed to improving the area for easement and access for traffic. (I am from the area, I grew up on FM 1826, and see the need for improvements.) That said, I am against the proposed A & C Alternative Constructions due to environmental concerns, among other things. With the area in consideration being on 64% Contributing Zone and 36% over the aquifer Recharge Zone, I believe the proposed construction would be detrimental to the water quality, and the wildlife in the proposed construction area. I feel that the proposed solutions takes a heavy hand to the area and does not consider Transportation Demand Management as much it potentially could be. There should be a multifaceted approach to solving the traffic problem in the area, and laying down a 75 acre area of impervious fill, cement and overpasses will only solve one problem & mobility issues. The reality is that this is a community of people, as well as landscape, flora & fauna to consider in this very sensitive matter. I ask that you please consider all of these aspects of the area. Thank you, Sunday Ballew	

From: [redacted] **On Behalf Of** Oakhill Parkway VOH
Sent: Thursday, May 10, 2018 12:09 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Elizabeth Sifuentes
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2:
City: Austin
State: TX
Zip: 78736
Comments: Please find attached my comments regarding building Alternative "A" of the Oakhill Parkway project.
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: a63d503e5a
File Upload: Oakhill_Parkway_Notes.docx

This email and any attached files are confidential and copyright protected. If you are not the addressee, any dissemination of this communication is strictly prohibited. Unless otherwise expressly agreed in writing, nothing stated in this communication shall be legally binding. The ultimate parent company of the Atkins Group is SNC-Lavalin Group Inc. Registered in Québec, Canada No. 059041-0. Registered Office 455 boul. René-Lévesque Ouest, Montréal, Québec, Canada, H2Z 1Z3. A list of Atkins Group companies registered in the United Kingdom and locations around the world can be found at http://www.atkinsglobal.com/site-services/group-company-registration-details

Consider the environment. Please don't print this e-mail unless you really need to.

Official Comments Regarding Oakhill Parkway and Alternative "A"

I would like to voice my opinion at how important it is today to address the traffic congestion along the US 290 corridors through Oak Hill and the need to allow Alternative "A" of the Oakhill Parkway Project to move forward. As a native austinite a solution was promised over 25 years ago in the form of a highway.

Granted there have been some changes made, such as adding additional turn lanes and lights at the intersection of West Wm. Cannon and Hwy 290, the so called "continuous flow intersections" but this only caused more confusion for people driving this area. There are so many lights now people slow down at this intersection even when the light is green because of the lights on the left and right side turn lanes. I have seen this happen many times.

There is no need for people to be stopping at a red light at the intersections at Hwy 71 and Hwy 290 and at Wm. Cannon at Hwy 290. Most of the traffic is heading towards Mopac.

There are a large amount of 18 wheeler, cement trucks, dump trucks, RV's and other large vehicles that travel this area and their delay at start up when the traffic signals turn green causes even more delay in traffic at those intersections. As construction amps up in Dripping Springs and Bee Caves, and elsewhere in this area these large vehicles are only going to increase.

As a current resident of Oakhill, I have seen the traffic congestion at all times of the day Monday through Sunday. The area is unpredictable. You may have some days where there is limited traffic but most days it is heavily congested.

There is more danger to the homes on Scenic Brook and Oak Meadow; people are cutting across these streets from Hwy 71 to get to Hwy 290 West because of the back up at Hwy 290 and Hwy 71, the "Y". It has been difficult for me to get to HEB and stores at Oakhill Plaza from my home because I have to deal with the traffic on Hwy 71.

Let's evaluate the impact: environmental, social, and economic:

Environmental

- Car Fumes (Pollution) from the cars idling
- People, Trees, flowers, birds inhaling this pollution

Social

- People are more angry, road rage occurs
- Health-the stress from sitting in traffic causes anxiety, depression and heart related issues
- Family life-people come home to their families in a grumpier mood because of the added stress of sitting in this traffic
- Being late to work because of this congestion, it's hard to predict, boss gets upset about tardiness
- Time that should be spent with family is being spent on traffic congestion

Economic

- Rising health care and prescription costs because of the health related issues I listed above
- Lost days at work because of these issues
- More money spent on gas that is burned away idling at these intersections
- Maintenance on a car because of the idling
- May lose job because of tardiness due to traffic congestion
- Reduced production time and costs for large trucks that are delivering goods

I have heard many negative comments regarding building this highway. I know for a fact that when Mopac was being built to run through neighborhoods such as the Village of Western Oaks and Maple Run, these were the same comments made. Now these neighborhoods are happy to have Mopac, so much so they are extending it beyond Slaughter Ln because of the congestion at that intersection; such as the congestion at the Y at Oakhill.

While the construction of “Alternative A” will cause more traffic congestion, at least this will only be temporary. Doing nothing the traffic is still going to get worse. Please move forward with “Alternative A”. Thank you.

From: [redacted] **On Behalf Of** Oakhill Parkway VOH
Sent: Thursday, May 24, 2018 7:51 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Jennifer Beeler
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2:
City: austin
State: tx
Zip: 78737
Comments: I live at [redacted] lookout cliff pass in Ridgeview and have been trying to get in touch with someone to understand the proposed road changes and how they will impact my home. The changes appear to move the road 120-150 feet closer to my back yard yet no noise abetment wall is shown in the image. it would have been impossible for the noise study to not have qualified my home and my neighbors as eligible for a noise wall so I would like to see the results and get clarity on why the wall would end before protecting my home. We have an open back fence and will lose 3/4 of the green space behind us and have a new access road and bike trail at our elevation where non exsisted previously. I have severe safety concerns and I am worried about my children's safety from transients and the impacts of the increased noise and would like to talk to someone. Who can I speak with live about my concerns? I am happy to reach out to anyone directly at any time. The current images and videos don't make it clear what the scale is nor exactly what the road changes will be behind our home and I just really need some help. Thank you.
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: road_impact_to_[redacted]_lookout_cliff_pass.pdf

This email and any attached files are confidential and copyright protected. If you are not the addressee, any dissemination of this communication is strictly prohibited. Unless otherwise expressly agreed in writing, nothing stated in this communication shall be legally binding. The ultimate parent company of the Atkins Group is SNC-Lavalin Group Inc. Registered in Québec, Canada No. 059041-0. Registered Office 455 boul. René-Lévesque Ouest, Montréal, Québec, Canada, H2Z 1Z3. A list of Atkins Group companies registered in the United Kingdom and locations around the world can be found at http://www.atkinsglobal.com/site-services/group-company-registration-details

Consider the environment. Please don't print this e-mail unless you really need to.

S. VIEW ROAD
290CL_1
Scenic Brook Dr
Frontage Rd
EXIT ONLY
WEST SOUTH
71
1826
Convict Hill Rd
EXIT ONLY
myhouse

From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Monday, June 18, 2018 11:21 AM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Stephen R. Spencer
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2: [redacted]
City: Albuquerque
State: NM
Zip: 87104
Comments: Please see attached for US Department of the Interior comments.
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: ER_18-0207_USDOI_Comments_-_Oak_Hill_Pkwy_TX_DEIS.pdf

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1001 Indian School Road NW, Suite 348
Albuquerque, New Mexico 87104

ER 18/0207
File 9043.1

June 15, 2018

TxDOT Austin District Environmental Coordinator
c/o Jon Geiselbrecht
Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas, 78761-5426

Dear Mr. Geiselbrecht:

Thank you for the opportunity to review and comment on the U.S. Department of Transportation (DOT)/Federal Highway Administration (FHWA) Draft Environmental Impact Statement (DEIS) for the Oak Hill Parkway Project in Travis County, Texas. The U.S. Department of the Interior (DOI) has reviewed the document and hereby submits the following comment for your consideration.

Streamgage on Williamson Creek

The U.S. Geological Survey (USGS) operates streamgages along streams throughout the U.S. to collect water quantity and quality data for a variety of purposes. Continuous operation of USGS streamgages is essential for our stakeholders. These streamgages have permanent infrastructure and are vulnerable to disruption when nearby construction or dredging occurs in the vicinity of them. The USGS maintains an active streamgage within the proposed Oak Hill Parkway project area.

USGS Station Number	USGS Station Name	USGS Site Status	State	County
08158920	Williamson Creek at Oak Hill, TX	Current	TX	Travis

The EIS should list this streamgage as a site to be safeguarded and describe a process for coordination with the USGS during bridge design and construction. The USGS Texas Water Science Center (WSC) should be contacted and given sufficient advance notice before construction near active USGS streamgages. Efforts should be made to both preserve streamgages and minimize impacts to the data collected at those sites.

We appreciate the opportunity to review this document. Should you have questions in response to these comments, please contact J. Michael Norris, USGS Coordinator for Environmental Assessment Reviews, at [redacted], or at [redacted].

Sincerely,

Stephen R. Spencer, PhD
Regional Environmental Officer

From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Wednesday, June 20, 2018 5:25 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Beki Halpin
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2:
City: Austin
State: TX
Zip: 78736
Comments: This is submitted by Beki Halpin, a resident of Oak Hill's Scenic Brook neighborhood and long time participant in the processes relating to this highway project. The public participation components of the highway design project was a dishonest travesty that manipulated the outcome to achieve the goal of a huge 10 or 12 lane mega highway that destroys the environmental, historic, cultural and neighborhood landmarks, treasures and important physical connections that local residents value. There was no authentic process that fairly evaluated different highway designs or authentically tried to manifest a design that would realize neighborhood values of low height, low noise, preservation of historic and heritage trees, clean water quality, downstream flood containment, ecological preservation of creek fauna and flora, a sense of community at the "Y" where there are businesses, not having neighborhoods on one side of the highway completely separated from neighborhoods on the other by a huge cement monstrosity and destruction of a historic cluster of trees and sites that give Oak Hill its name. Building a huge 10 or 12 lane highway through an environmentally constrained area was preordained from the beginning of the proceedings and all elements of the public processes were manipulated from beginning to end to achieve this outcome. The highway design is essentially the same huge highway design that obliterates hundreds of trees including large number of heritage trees that Oak Hill gets its name and identity from, as the design proposed in the 1980's. The design was settled on before the trees were even considered and the trees were accounted for and declared removed after the design was final. The process did not in any way take into account the context of the natural treasures the residents and neighbors value. Instead, the creek is going to be disrupted, overshadowed and bank vegetation destroyed. The process for context sensitivity was not legally followed. TxDOT promised to save the highly prized ancient oak, Grandmother Oak, but showed no interest in keeping this promise once the highway design was set. Grandmother Oak and all the historic oak trees near her will be destroyed along with hundreds of other gorgeous oaks and other trees. A design that really does consider the context that the highway goes through needs to be considered. The historic trees, historic landmarks, the natural features of the creek and its ecological treasures need to be considered before a design is developed. A design that preserves these important features should be considered. TxDOT should honor its promises to the community and should not make misrepresentations to achieve public support which is what it did in this case, specifically relating to the preservation of Grandmother Oak and the height of the highway. The highway traffic projections used to justify such a needlessly huge project are overblown in order to show a need for this huge monstrosity. The trips per day numbers are grossly inflated. The past numbers TxDot has used to estimate travel through this are have

been inflated and NEVER have matched the actual travel numbers on this stretch of highway. The projected numbers for trips per day going forward are 2% or 3% higher EACH YEAR then the actual numbers, leading to gross over estimation of trips per day this highway will experience. Gross inflation of traffic projection trips per day were used to justify this project's size and will cause the taxpayer to spend much more than is needed to build a project much larger than needed. No allowance for future change in driving patterns due to autonomous cars that will result in more efficient use of roads was made in planning for and estimating future road congestion on this project. Likewise, changes in work patterns that will lead to dampening of rush hour trips since more people will work from home were not considered in projection for future trips per day or efficiency of highway use. Realistic numbers of trips per day projections need to be used to see what size highway is really needed including consideration of future changes due to technology and cultural work patterns. The highway was designed as a tolled facility with the same number of free lanes as exist on the highway today(4 to 6 lanes) PLUS the addition of 6 tolled lanes. The facility is not going to be tolled, so there is no need for so many lanes and the project can be built with fewer lanes, especially through the environmentally sensitive region that is constrained by the creek and the cliff. The highway design needs to be changed to a smaller footprint that will accommodate the environmentally sensitive features and also SAVE THE TAXPAYERS MONEY since it is not longer going to be tolled. The elevation is going to create a dead zone underneath it in the commercial center of Oak Hill. TxDOT downplayed the elevation during public presentations and made it seem like they were putting the highway at very minimal heights. This was misrepresentation. The highway design on 71W will be enormously tall and will throw sound off into Scenic Book neighborhood and the businesses directly next to it at the "Y". This sound cannot be abated and will decrease property values in Scenic Brook and in the commercial district beneath the highway. The highway noise will also diminish resident's quality of life. The looming highway infrastructure will destroy the visual aesthetic value of the commercial district at the Y in Oak Hill where the highway will tower over the businesses. All of these concerns were downplayed during the public process as though they should not be a real concern. Authentic consideration for the losses the businesses and residents close to the elevated sections of the highway was not acknowledged or addressed. Downstream flooding will be a problem since the upstream holding ponds will not effectively hold enough water to mitigate the project's effects. Cumulative water quality effects of the project were not addressed and neither was downstream flooding problems caused by the additional impervious cover in this project. I am copying this from Bruce Melton's comments because I also offer the same language regarding the need for new design options with a smaller footprint and subsequent smaller cost to the taxpayer: 4. EQUAL FREE LANES ARE NO LONGER REQUIRED BY LAW AND A NEW EVALUATION NEEDS TO BE COMPLETED Governor Abott and Lieutenant Governor Patrick have both stated that TxDOT will be building no new toll roads. This means that equal free lanes are no longer required by law. Because TxDOT has repeatedly stated that free lanes are required because of tolling, and that the free lanes would be represented by the frontage roads for this project, frontage roads are no longer mandated by law and the alternative evaluation for this project needs to be reconsidered with this new criteria. This is illustrated by TxDOT's response to comment number 3 in the Open House Summary Comment and Response Report For the Oak Hill Parkway Open House held on June 17, 2014, dated October 2014. http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf "While the ultimate funding decision has not been determined, CAMPO's long range transportation plan identifies tolling as the funding source for the Oak Hill Parkway. Because transportation funding is limited and the CAMPO plan includes tolled express lanes, tolling some element of the project will likely be considered. Per state law, if tolling is used to fund improvements to US 290 and SH 71, the same number of existing non-tolled lanes would remain, in addition to any new tolled lanes." Because this is such a major change to the project design criteria, a new evaluation of all alternatives should be required. Additionally, I add that Alternative F was unfairly evaluated. TxDOT worked with community members to design a project (Alternative F) that would have less elevation and a smaller footprint. Elements of Alternative F were eliminated from the final design so that it handled traffic less efficiently than other designs. The design criteria used to rank the different alternatives also specifically disadvantaged Alternative F because it gave points for categories that Alternative F did not include and could therefore earn no points for. It was a rigged comparison to advantage the designs TxDOT favored. Again, I copy Bruce Melton's comments regarding this process because he is right on: "Two key community design concepts were not included in Alternative F that would

have allowed this alternative to have significantly higher marks in the decision criteria. The travel time for Alternative F was 58 percent greater than the other alternatives because an identified congestion solution was not included in TxDOT's Alternative F for the "Y" interchange. In TxDOT's Alternative F, the inbound SH71 to eastbound US290 connector joined the main lanes on US290 from the left creating a perilous weave to get to the William Cannon exit immediately on the right. At previous Alternative F subcommittee meetings the community had suggested an alternative that would access the main lanes on the right, eliminating this conflict. Modification to the currently proposed Alternative F would mean that travel times would compare similarly to the other alternatives." In addition, it was discovered that the TxDOT travel time model had one less lane eastbound on US290 at the SH71 intersection than the other alternatives had (two lanes relative to the three lanes in the other alternatives.) This resulted in an egregious amount of congestion delay that biased the travel time determination for Alternative F. Both of these errors were ignored by TxDOT and the model remained unfairly unchanged. 6. STATICAL BIAS IN ALTERNATIVE SELECTION DECISION MATRIX COMMENT LEFT OUT OF OFFICIAL REPORT A statistical bias was present in the alternative decision process because Alt F had four decision matrix categories that were not applicable. June 14, 2104 Meeting, October 2014 Report: http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf Melton's official comments dated June 14, 2014 included a comment on a statistical bias that was left out of the official comment report. (#4, page 2 of Melton's comments) "The decision matrix treats the Alternative F unequally to the other alternatives when considering travel times. Twenty percent of the decision categories are based on continuous frontage roads to compare the other alternatives to Alternative F. Alternative F has no continuous frontage roads. This created 4 of the 19 total possible decision outcomes as N/A for Alternative F. Statistically, this creates a significant bias against Alternative F in the decision process." 7. MAINLANES DEPRESSED AT WILLIAM CANNON ALTERNATIVE IGNORED The main lane depression alternative at William Cannon was ignored because pumps would have been needed for water falling on the roadway when pumps for depressed highways in southeast Texas are common. June 14, 2104 Meeting, October 2014 Report: http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf Melton's official comments dated June 14, 2014 included a comment on a statistical bias that was left out of the official comment report. (#6, page 2 of Melton's comments) "William Cannon Interchange Alternate Design Concept: A "main lanes depressed option" for Alternative F at William Cannon was not evaluated. This option is one the community has been trying to see implemented during this process, not only for Alternative F, but for the rest of the alternatives as it reduces costs and noise, increases access to adjacent properties and does not require the taking of a significant number of existing businesses. Main lane depression is used throughout the other alternatives at the "Y" intersection, but TxDOT has repeatedly said they would not evaluate this option because stormwater pumps would have to be installed and the Central Texas TxDOT region has no pumps installed anywhere in its region. Stormwater pumping is a common alternative in coastal section of the U.S., including other regions of Texas (Houston). This option would result in cost saving when relating Alternative F to the other Alternatives as the existing at-grade geometry of William Cannon could be largely incorporated into the future design. It would also result in significant savings and benefits if used in the other alternatives." Additional Comment: TxDOT has consistently stated that one of their reasons for not depressing the main lanes at William Cannon is creek flooding and the infeasible nature of pumping so much water. This misses the entire point of this lane depression alternative. In this alternative, walls would be built above the flood plain that prevent creek water from spilling onto the depressed main lanes and only that rainfall falling directly on the main lanes would have to be pumped. Page 62 of 92 in the Hydrology and Hydraulics Report, Appendix I, shows that the frontage lanes for Alt A are elevated above the 100-year flood plain. This geometry is similar to a depressed main lane flood wall alternative and there is no hydrologic reason to believe that the location of the flood wall in the overbank area would create a situation that could not be utilized to employ this alternative. 8. TxDOT/CTRMA IGNORED EMERGENCY ACCESS ROUTE DATA TxDOT/CTRMA ignored and obfuscated the comparison of emergency access routes between MoPac and Oak Hill, where MOPAC between Lady Bird Lake and RM 222 is a parkway without frontage roads with access emergency access routes identical to Oak Hill. When TxDOT/CRMA were presented with the travel times and length of alternative emergency bypass routes for the two compared roadways, their response did not address the comment. January 20, 2015 Meeting, May 2015 Report: http://www.oakhillparkway.com/OHP-January2015-Open-House-Summary.pdf

Melton's comment #50: "Community told a parkway section is unsafe because of long detour routes; those detour routes are almost identical and some shorter than on the Parkway section of MoPac between the Lake and 45th Street." TxDOT/CTRMA's response was: "The previous Concept F "parkway" was eliminated in the screening process partly for lack of good emergency detour routes because of no parallel frontage roads." This response does not address the point that MoPac has similar or identical emergency access routes and no frontage roads, yet Oak Hill is being discqulified. There were four (or five) alternatives emergency routes evaluated at MOPAC that were not presented in the May 2015 Report. The alternative emergency routes along MoPac from the Lake to RM 2222: 1) 35th to 45th, east side of MoPac; 1.5 miles, 5 minutes 2) 35th to Westover, west side of MoPac; 4 minutes, 1.2 miles 3) RM 2222 to 45th, West side of MoPac; 5 minutes, 1.5 miles 4) Windsor to Westover, West side of MoPac; 4 minutes, 1.5 miles 5) Enfield to Lake Austin BLVD, West Side of MoPac; 7 minutes, 2.3 miles 6) The Lake To Enfield, East side of MoPac, 7 minutes, 2.8 miles The alternative route in Oak Hill: 1) Escarpment to Convict Hill South side of US290; 5 minutes, 1.5 miles The bypass section of Mopac with no frontage roads studied (above) is 4.6 miles long with the six shortest routes listed above and each individual bypass being about a mile long. The bypass section in Oak Hill is 0.9 miles long which represents the only section in Oak Hill that does not have frontage roads. Alternative F was not fairly represented and was not fairly evaluated during the process. TxDOT set out to achieve an elevated 10-12 lane, 1980’s era monstrosity whose mainlanes can be tolled. Each step along the way public input was distorted, manipulated or ignored to ultimately realize this goal. If TxDOT now rubberstamps its own over built and under imagined design, we will all be the poorer for it. Additionally, if TxDOT thinks they have realized a victory, it is a sad one, for the things in life that really matter were left by the roadside: truth, right action and the simple treatment of others as you would like to be treated.

I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: Beki_Halpin_Oak_Hill_%22Parkway%22_comments.docx

This is submitted by Beki Halpin, a resident of Oak Hill's Scenic Brook neighborhood and long time participant in the processes relating to this highway project.

The public participation components of the highway design project was a dishonest travesty that manipulated the outcome to achieve the goal of a huge 10 or 12 lane mega highway that destroys the environmental, historic, cultural and neighborhood landmarks, treasures and important physical connections that local residents value. There was no authentic process that fairly evaluated different highway designs or authentically tried to manifest a design that would realize neighborhood values of low height, low noise, preservation of historic and heritage trees, clean water quality, downstream flood containment, ecological preservation of creek fauna and flora, a sense of community at the "Y" where there are businesses, not having neighborhoods on one side of the highway completely separated from neighborhoods on the other by a huge cement monstrosity and destruction of a historic cluster of trees and sites that give Oak Hill its name. **Building a huge 10 or 12 lane highway through an environmentally constrained area was preordained from the beginning of the proceedings and all elements of the public processes were manipulated from beginning to end to achieve this outcome.**

The highway design is essentially the same huge highway design that obliterates hundreds of trees including large number of heritage trees that Oak Hill gets its name and identity from, as the design proposed in the 1980's. The design was settled on before the trees were even considered and the trees were accounted for and declared removed after the design was final. The process did not in any way take into account the context of the natural treasures the residents and neighbors value. Instead, the creek is going to be disrupted, overshadowed and bank vegetation destroyed. **The process for context sensitivity was not legally followed.**

TxDOT promised to save the highly prized ancient oak, Grandmother Oak, but showed no interest in keeping this promise once the highway design was set. Grandmother Oak and all the historic oak trees near her will be destroyed along with hundreds of other gorgeous oaks and other trees. A design that really does consider the context that the highway goes through needs to be considered. The historic trees, historic landmarks, the natural features of the creek and its ecological treasures need to be considered before a design is developed. A design that preserves these important features should be considered. **TxDOT should honor its promises to the community and should not make misrepresentations to achieve public support which is what it did in this case, specifically relating to the preservation of Grandmother Oak and the height of the highway.**

The highway traffic projections used to justify such a needlessly huge project are overblown in order to show a need for this huge monstrosity. The trips per day numbers are grossly inflated. The past numbers TxDot has used to estimate travel through this are have been inflated and NEVER have matched the actual travel

numbers on this stretch of highway. The projected numbers for trips per day going forward are 2% or 3% higher EACH YEAR then the actual numbers, leading to gross over estimation of trips per day this highway will experience. **Gross inflation of traffic projection trips per day were used to justify this project's size and will cause the taxpayer to spend much more than is needed to build a project much larger than needed.**

No allowance for future change in driving patterns due to autonomous cars that will result in more efficient use of roads was made in planning for and estimating future road congestion on this project. Likewise, changes in work patterns that will lead to dampening of rush hour trips since more people will work from home were not considered in projection for future trips per day or efficiency of highway use. **Realistic numbers of trips per day projections need to be used to see what size highway is really needed including consideration of future changes due to technology and cultural work patterns.**

The highway was designed as a tolled facility with the same number of free lanes as exist on the highway today(4 to 6 lanes) PLUS the addition of 6 tolled lanes. The facility is not going to be tolled, so there is no need for so many lanes and the project can be built with fewer lanes, especially through the environmentally sensitive region that is constrained by the creek and the cliff. **The highway design needs to be changed to a smaller footprint that will accommodate the environmentally sensitive features and also SAVE THE TAXPAYERS MONEY since it is not longer going to be tolled.**

The elevation is going to create a dead zone underneath it in the commercial center of Oak Hill. TxDOT downplayed the elevation during public presentations and made it seem like they were putting the highway at very minimal heights. This was misrepresentation. The highway design on 71W will be enormously tall and will throw sound off into Scenic Book neighborhood and the businesses directly next to it at the "Y". This sound cannot be abated and will decrease property values in Scenic Brook and in the commercial district beneath the highway. The highway noise will also diminish resident's quality of life. The looming highway infrastructure will destroy the visual aesthetic value of the commercial district at the Y in Oak Hill where the highway will tower over the businesses. All of these concerns were downplayed during the public process as though they should not be a real concern**. Authentic consideration for the losses the businesses and residents close to the elevated sections of the highway was not acknowledged or addressed.**

Downstream flooding will be a problem since the upstream holding ponds will not effectively hold enough water to mitigate the project's effects. **Cumulative water quality effects of the project were not addressed and neither was downstream flooding problems caused by the additional impervious cover in this project.**

I am copying this from Bruce Melton's comments because I also offer the same language regarding the need for new design options with a smaller footprint and subsequent smaller cost to the taxpayer:

4. EQUAL FREE LANES ARE NO LONGER REQUIRED BY LAW AND A NEW EVALUATION NEEDS TO BE COMPLETED

Governor Abott and Lieutenant Governor Patrick have both stated that TxDOT will be building no new toll roads. This means that equal free lanes are no longer required by law. Because TxDOT has repeatedly stated that free lanes are required because of tolling, and that the free lanes would be represented by the frontage roads for this project, frontage roads are no longer mandated by law and the alternative evaluation for this project needs to be reconsidered with this new criteria.

This is illustrated by TxDOT's response to comment number 3 in the Open House Summary Comment and Response Report For the Oak Hill Parkway Open House held on June 17, 2014, dated October 2014.
http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf

"While the ultimate funding decision has not been determined, CAMPO's long range transportation plan identifies tolling as the funding source for the Oak Hill Parkway. Because transportation funding is limited and the CAMPO plan includes tolled express lanes, tolling some element of the project will likely be considered.

Per state law, if tolling is used to fund improvements to US 290 and SH 71, the same number of existing non-tolled lanes would remain, in addition to any new tolled lanes."

Because this is such a major change to the project design criteria, a new evaluation of all alternatives should be required.

Additionally, I add that Alternative F was unfairly evaluated. TxDOT worked with community members to design a project (Alternative F) that would have less elevation and a smaller footprint. Elements of Alternative F were eliminated from the final design so that it handled traffic less efficiently than other designs. The design criteria used to rank the different alternatives also specifically disadvantaged Alternative F because it gave points for categories that Alternative F did not include and could therefore earn no points for. It was a rigged comparison to advantage the designs TxDOT favored.

Again, I copy Bruce Melton's comments regarding this process because he is right on:

"Two key community design concepts were not included in Alternative F that would have allowed this alternative to have significantly higher marks in the decision criteria. The travel time for Alternative F was 58 percent greater than the other alternatives because an identified congestion solution was not included in TxDOT's Alternative F for the "Y" interchange. In TxDOT's Alternative F, the inbound SH71 to eastbound US290 connector joined the main lanes on US290 from the left creating a perilous weave to get to the William Cannon exit immediately on the right. At previous Alternative F subcommittee meetings the community had suggested an alternative that would access the main lanes on the right, eliminating this conflict. Modification to the currently proposed Alternative F would mean that travel times would compare similarly to the other alternatives."

In addition, it was discovered that the TxDOT travel time model had one less lane eastbound on US290 at the SH71 intersection than the other alternatives had (two lanes relative to the three lanes in the other alternatives.) This resulted in an egregious amount of congestion delay that biased the travel time determination for Alternative F.

Both of these errors were ignored by TxDOT and the model remained unfairly unchanged.

6. STATICAL BIAS IN ALTERNATIVE SELECTION DECISION MATRIX COMMENT LEFT OUT OF OFFICIAL REPORT

A statistical bias was present in the alternative decision process because Alt F had four decision matrix categories that were not applicable.

June 14, 2104 Meeting, October 2014 Report:
http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf

Melton's official comments dated June 14, 2014 included a comment on a statistical bias that was left out of the official comment report. (#4, page 2 of Melton's comments)

"The decision matrix treats the Alternative F unequally to the other alternatives when considering travel times. Twenty percent of the decision categories are based on continuous frontage roads to compare the other alternatives to Alternative F. Alternative F has no continuous frontage roads. This created 4 of the 19 total possible decision outcomes as N/A for Alternative F. Statistically, this creates a significant bias against Alternative F in the decision process."

7. MAINLANES DEPRESSED AT WILLIAM CANNON ALTERNATIVE IGNORED

The main lane depression alternative at William Cannon was ignored because pumps would have been needed for water falling on the roadway when pumps for depressed highways in southeast Texas are common.

June 14, 2104 Meeting, October 2014 Report:
http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf

Melton's official comments dated June 14, 2014 included a comment on a statistical bias that was left out of the official comment report. (#6, page 2 of Melton's comments)

"William Cannon Interchange Alternate Design Concept: A "main lanes depressed option" for Alternative F at William Cannon was not evaluated. This option is one the community has been trying to see implemented during this process, not only for Alternative F, but for the rest of the alternatives as it reduces costs and noise, increases access to adjacent properties and does not require the taking of a significant number of existing businesses. Main lane depression is used throughout the other alternatives at the "Y" intersection, but TxDOT has repeatedly said they would not evaluate this option because stormwater pumps would have to be installed and the Central Texas TxDOT region has no pumps installed anywhere in its region. Stormwater pumping is a common alternative in coastal section of the U.S., including other regions of Texas (Houston). This option would result in cost saving when relating Alternative F to the other Alternatives as the existing at-grade geometry of William Cannon could be largely incorporated into the future design. It would also result in significant savings and benefits if used in the other alternatives."

Additional Comment: TxDOT has consistently stated that one of their reasons for not depressing the main lanes at William Cannon is creek flooding and the infeasible nature of pumping so much water. This misses the entire point of this lane depression alternative. In this alternative, walls would be built above the flood plain that prevent creek water from spilling onto the depressed main lanes and only that rainfall falling directly on the main lanes would have to be pumped. Page 62 of 92 in the Hydrology and Hydraulics Report, Appendix I, shows that the frontage lanes for Alt A are elevated above the 100-year flood plain. This geometry is similar to a depressed main lane flood wall alternative and there is no hydrologic reason to believe that the location of the flood wall in the overbank area would create a situation that could not be utilized to employ this alternative.

8. TxDOT/CTRMA IGNORED EMERGENCY ACCESS ROUTE DATA

TxDOT/CTRMA ignored and obfuscated the comparison of emergency access routes between MoPac and Oak Hill, where MOPAC between Lady Bird Lake and RM 222 is a parkway without frontage roads with access emergency access routes identical to Oak Hill.

When TxDOT/CRMA were presented with the travel times and length of alternative emergency bypass routes for the two compared roadways, their response did not address the comment.

January 20, 2015 Meeting, May 2015 Report:
http://www.oakhillparkway.com/OHP-January2015-Open-House-Summary.pdf

Melton's comment #50: "Community told a parkway section is unsafe because of long detour routes; those detour routes are almost identical and some shorter than on the Parkway section of MoPac between the Lake and 45th Street."

TxDOT/CTRMA's response was: "The previous Concept F "parkway" was eliminated in the screening process partly for lack of good emergency detour routes because of no parallel frontage roads." This response does not address the point that MoPac has similar or identical emergency access routes and no frontage roads, yet Oak Hill is being discqulified. There were four (or five) alternatives emergency routes evaluated at MOPAC that were not presented in the May 2015 Report.

The alternative emergency routes along MoPac from the Lake to RM 2222:

1) 35th to 45th, east side of MoPac; 1.5 miles, 5 minutes
2) 35th to Westover, west side of MoPac; 4 minutes, 1.2 miles
3) RM 2222 to 45th, West side of MoPac; 5 minutes, 1.5 miles
4) Windsor to Westover, West side of MoPac; 4 minutes, 1.5 miles
5) Enfield to Lake Austin BLVD, West Side of MoPac; 7 minutes, 2.3 miles
6) The Lake To Enfield, East side of MoPac, 7 minutes, 2.8 miles

The alternative route in Oak Hill:

1) Escarpment to Convict Hill South side of US290; 5 minutes, 1.5 miles

The bypass section of Mopac with no frontage roads studied (above) is 4.6 miles long with the six shortest routes listed above and each individual bypass being about a mile long. The bypass section in Oak Hill is 0.9 miles long which represents the only section in Oak Hill that does not have frontage roads.

Alternative F was not fairly represented and was not fairly evaluated during the process.

TxDOT set out to achieve an elevated 10-12 lane, 1980's era monstrosity whose mainlanes can be tolled. Each step along the way public input was distorted, manipulated or ignored to ultimately realize this goal. If TxDOT now rubberstamps its own over built and under imagined design, we will all be the poorer for it.

Additionally, if TxDOT thinks they have realized a victory, it is a sad one, for the things in life that really matter were left by the roadside: truth, right action and the simple treatment of others as you would like to be treated.

From: [redacted]
[redacted] **On Behalf Of** Oakhill Parkway VOH
Sent: Thursday, June 21, 2018 8:29 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Bruce Melton
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2:
City: Austin
State: TX
Zip: 78736
Comments: My comments are attached. Thanks, Bruce Melton
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: US290_Sh71_Final_Comments_for_TxDOT-CTRMA_June_2018.pdf

S290/Sh71 Draft Environmental Impact Statement Comments June 2018
Melton/Fix 290/Save Oak Hill

For:

Oak Hill Parkway, U.S. Highway 290 (US 290)/State Highway (SH) 71 West from State Loop 1 (MoPac) to Ranch-to-Market (RM) 1826 and SH 71 to Silvermine Drive Travis County, Texas CSJ # 0113-08-060 and 0700-03-077 April 2018.

From:

Bruce Melton PE
[redacted]

And members of Fix290 and Save Oak Hill

Short Summary:

In 1988, TxDOT received approval of their Environmental Impact Statement (EIS) to rebuild US290/SH71 as a freeway in Oak Hill. After being unable to find funding for the project for 20 years, and with the EIS basically expiring because of time, this newest design proposes to construct over a mile of three-story high, elevated high speed expressway from William Cannon on US290 to Scenic Brook on SH71. This expressway will bisect the little community of Oak Hill visually, physically, and with a continuous wall of sound that only an elevated expressway can create. It will remove most of the oaks that Oak Hill has been named after. TxDOT only has to approve their own EIS for the project to be built. And yes, TxDOT was granted authority to review their own EIS in 2016. Final comments for the project close on June 29.

TxDOT's proposal to build the frontage roads as phase one will revert congestion levels back to before the continuous flow intersections were constructed because almost all intersections will have the same number of lanes as today and the continuous flow intersections completed just two years ago are not included in the plans that will be approved. Traffic conditions will stay this way until funding for the main lanes is found over the next 30 years.

TxDOT has misled the public about the reasons this EIS was required creating widespread animosity towards environmental and civic groups supporting alternatives different than those of TxDOT. On their Oak Hill Parkway Website, the only reason TxDOT stated the project had to redo their EIS was because of three environmental and community groups that requested so. In the Federal Highway Administration's (FHWA) response to this alert in 2007, that the EIS was 20 years old, the only reasons FHWA stated TxDOT was required to create a new EIS were to: "include the significant changes in land use (from those anticipated in 1988), adjacent projects, Endangered Species Act issues with the Barton Creek Salamander (not addressed in 1988), air quality issues related to Mobile Source Air Toxics, the change in design to construct and operate

a toll facility and continuing controversy on noise issues. Further, any such update would need to address cumulative and indirect impacts in accordance with recent TxDOT environmental guidance. Due to the age of the FEIS/ROD (Federal Environmental Impact Statement Record of Decision,) along with the issues cited above, a Supplemental EIS is the more appropriate document for reviewing the potential environmental impacts of this project." Nowhere in the FHWA requirements for a new EIS were the environmental and civic groups' request for a new EIS listed.

After TxDOT assured Oak Hill for thirteen years that Grandmother Oak would be saved (the largest and most easily visible oak in Oak Hill,) she will be removed under the current plan revealed on May 4. The Governor has said there will be no new toll roads. So by law, equal free lanes are not required creating a new design condition where continuous frontage roads are not needed between Williamson Creek and the bluff, where it is critical that the road's footprint be minimized to preserve the creek, the historic quarry at the bluff where the foundation of the Texas State Capitol was quarried, and the most important oaks in Oak Hill.

In TxDOT's evaluation of alternatives for the new EIS, travel time modeling errors were made and not corrected**;** statistical bias was evident in the alternative selection decision matrix**;** emergency travel routes for a viable alternate concept were ignored**;** overestimated traffic growth projections went uncorrected; major alternatives were disregarded**; a**nd public comments were abbreviated, left out, ignored or their meaning changed to the opposite of what was intended.

This project represents the pinnacle of 20th century highway design. If modern transportation strategies are not used to solve the congestion problem in Oak Hill, our community will be forever and egregiously altered by a three story tall, mile-long elevated high speed expressway.

Below are detailed comments for the comment period ending June 29, 2018:

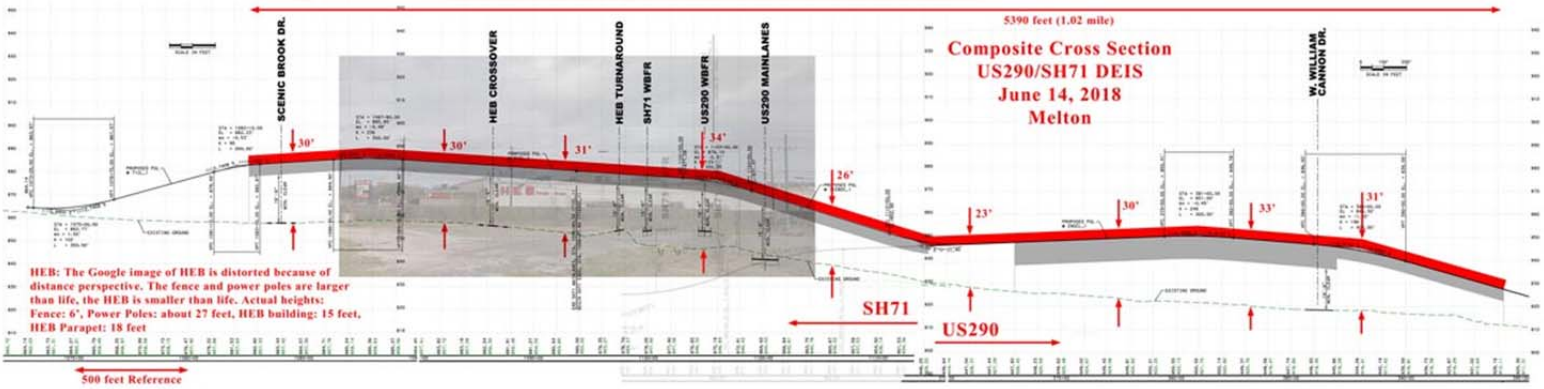
1) OVER ONE MILE OF THREE STORY HIGH, ELEVATED HIGH SPEED EXPRESSWAY BISECTING DOWNTOWN OAK HILL

This project will construct over a mile of three story high, elevated high speed expressway bisecting downtown Oak Hill from William Cannon on US 290 to Scenic Brook on SH71. This height is literally twice the height of the HEB building and higher than the tops of the power lines that line both sides of SH71, and about the same height as the power lines that line US290.

One of the biggest myths about the US290/SH71 Improvements Project is in the understanding that elevation has been minimized. It is valid that the overall height of the interchange flyovers at the "Y" has been reduced from three levels to one level. But the underlying fact is that there is over a mile of three story high, elevated high speed expressway bisecting downtown Oak Hill from William Cannon on US 290 to Scenic Brook on SH71. This height is literally twice the height of the HEB building and higher than the tops of the power lines that line both sides of SH71, and about the same height as the power lines that line US290.

In the Google Maps image below, the HEB is distorted because of distance perspective. The fence and power poles are larger than life, the HEB is smaller than life. Actual heights: Fence:

6', Power Poles: about 27 feet, HEB building: 15 feet, HEB Parapet: 18 feet. A larger scale drawing is included at the end of this document.



Plan View of US290/SH71 profile from William Cannon on US290 to Scenic Brook on SH71. This image was composited from the Draft EIS, May 4, 2018, Appendix A, pages 24, 25, 29 and 30. A larger scale is presented at the end of this report.

2) FRONTAGE PHASING REVERTS CONGESTION BACK TO 2010

TxDOT's proposed phasing of building the frontage roads first will revert congestion levels back to before the continuous flow intersections were constructed and it will stay this way until funding for the main lanes found over the next 30 years.

With the proposed phasing where the frontage roads are built with phase 1 and the main lanes with phase 2, there is no concept of reconstructing the continuous flow intersections at William Cannon and SH71. This will revert congestion levels back to what they were before their construction, or increase congestion at least 40 percent more than it is today, based on the TxDOT advertised congestion decrease of the continuous flow strategies and calculated capacity increase because of the continuous flow single cycle reductions. In addition, as traffic continues to grow, congestion will continue to increase—not only at US 71 and Willman Cannon, but at the other signalized intersections that remain at Convict Hill, RM 1826, and Scenic Brook.

TXDOT's schematics show that almost all of the intersections at frontage roads will have only two lanes in both directions with signals and no continuous flow left turn lanes. Even if continuous flow intersection technology is constructed with the first phase of this concept, congestion will be no better than it is today until somehow the money is found to build phase 2.

At Scenic Brook, the eastbound frontage road is two lanes. At 1826, east and westbound are two lanes. At Convict Hill, east and westbound are two lanes. At SH71, east and westbound are two lanes. At William Cannon, the eastbound frontage is two lanes. All of the above intersections will have signals.

If it has taken so long to find the money to do any improvements, why would we expect that phase 2 construction would occur sooner rather than later?

3) NONTOLLED LANES ARE NO LONGER REQUIRED BY LAW AND A NEW EVALUATION NEEDS TO BE COMPLETED

Governor Abbott and Lieutenant Governor Patrick have both stated that TxDOT will be building no new toll roads. This means that equal free lanes are no longer required by law. Because TxDOT has repeatedly stated that free lanes are required because of tolling, and that the free lanes would be represented by the frontage roads for this project, frontage roads are no longer mandated by law and the alternative evaluation for this project needs to be reconsidered with this new criteria.

This is illustrated by TxDOT's response to comment number 3 in the Open House Summary Comment and Response Report For the Oak Hill Parkway Open House held on June 17, 2014, dated October 2014.
http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf

"While the ultimate funding decision has not been determined, CAMPO's long range transportation plan identifies tolling as the funding source for the Oak Hill Parkway. Because transportation funding is limited and the CAMPO plan includes tolled express lanes, tolling some element of the project will likely be considered.

Per state law, if tolling is used to fund improvements to US 290 and SH 71, the same number of existing non-tolled lanes would remain, in addition to any new tolled lanes."

Because this is such a major change to the project design criteria, a new evaluation of all alternatives should be required.

4) TXDOT/CTRMA TRANSPARENCY HAS CREATED AN UNFAIR EVALUATION

TxDOT/CTRMA have mislead the public about the reason the new environmental impact statement (EIS) was required through omissions in their website page "The History of the Oak Hill Parkway."

Opaque outreach by TxDOT/CTRMA has biased public opinion. In a process that is supposed to fairly evaluate alternatives including the needs of stakeholders, the opinion of and actions of such a large and powerful applicant as TxDOT/CTRMA can make a difference in the outcome of the project. Opinions of the public have been influenced by the way that TxDOT/CTRMA has presented this project and the details surrounding the project. The lack of transparency is best illustrated by the following:

TxDOT/CTRMA Oak Hill Parkway Website, May 2018, http://www.oakhillparkway.com:

The website page The History of the Oak Hill Parkway, misleads the public about the reason the new Environmental Impact Statement (EIS) was required. The only reason cited was "several groups including Save Our Springs, Save Barton Creek Association and the South Windmill Run Neighborhood Association" asked that one be prepared.
http://www.oakhillparkway.com/about/project-history.php

On the Oak Hill Parkway Project History page: "November 16, 2005 – In a letter to TxDOT and the Federal Highway Administration (FHWA), several groups including Save Our Springs, Save Barton Creek Association and the South Windmill Run Neighborhood Association jointly requested that a full EIS be completed for the US 290/SH 71 West project that included the TxDOT designs as well as a design that was created during an alternatives evaluation process."

This statement by TxDOT/CTRMA significantly misleads the public and creates ill will towards the above mentioned groups. There were many reasons FHWA required a new EIS and public concern was NOT one of them. Choosing to accuse advocacy groups as the reason for this new EIS is not factual and creates ill will among the general public. This lack of transparency has biased public opinion against the above listed groups and their efforts help TxDOT/CTRMA fairly consider different alternatives for the project.

The FHWA DID NOT CITE public advocacy groups listed above as a reason the new EIS was being required. These reasons are listed below in the November 30, 2007 FHWA letter Salvador Decampo to TXDOT requiring a new EIS:

> "In recent discussions within our office, we considered the issues involved in this project and the areas needing to be addressed in any update to the FEIS. The areas needing more study and consideration include the significant changes in land use (from those anticipated in 1988), adjacent projects, ESA issues with the Barton Creek Salamander (not addressed in 1988), air quality issues related to Mobile Source Air Toxics, the change in design to construct and operate a toll facility and continuing controversy on noise issues. Further, any such update would need to address cumulative and indirect impacts in accordance with recent TxDOT ENV guidance. Due to the age of the FEIS/ROD, along with the issues cited above, a Supplemental EIS is the more appropriate document for reviewing the potential environmental impacts of this project."

Omission of FHWA cited reasons for the new EIS, and inclusion of only a reference to the advocacy groups mentioned above that was NOT cited as a reason for a new EIS by FHWA, has created a sentiment in Oak Hill where the general public believes the delay in action is the fault of the advocacy groups.

This public sentiment has allowed for an unfair evaluation of alternatives to persist throughout this process.

5) RESULTS OF OPAQUE PRESENTATIONS BY TXDOT/CTRMA: THE BIASING OF PUBLIC OPINION IN OAK HILL

Very significant misconceptions by community leaders in Oak Hill exist about not only Alternative F, but Alternatives A and C as well. These opinions have been created by actions of TxDOT/CTRMA that propagated false and invalid positions about the reasons FHWA required a new EIS. Because of these unfair actions, ill will has been created towards advocacy groups and their positions.

Words and actions are important. When outreach from authoritative institutions such as TxDOT and CTRMA is invalid, because of the authority of the institutions delivering the outreach, a bias

is created in the public mind. This bias feeds back into the alternative evaluation process creating an unfair evaluation.

It is the responsibility of TxDOT/CTRMA to ensure that their outreach and design concepts are valid and understood by the community and leaders within that community. This has not happened with this project and as a consequence, ill will has been created towards the three organizations TxDOT/CTRMA has accused of causing the new EIS as reported in comment 1. This ill will has biased the general public against the position the advocacy groups support, which has in turn unfairly biased the alternative selection process. Examples include:

Rick Perkins, Oak Hill Association of Neighborhoods (Secretary.) Mr. Perkins has stated (*responses are in italics*):

- There is not 1.6 miles of continuous elevated roadway with Alt A (to Scenic Brook on 71)... *The reality is that there is 1.6 miles of elevated roadway in both Alt A and C.*

- Fix 290 says the elevated road is 60 to 80 feet high… *In the early days, TxDOT said it was 80 feet high and it was; because it was a three-level interchange.*

- Access ramps are not important... *This comment reflects that Alternative F has more access ramps than Alts A and C.*

- Concept F does not have frontage roads... *Alternative F has frontage roads, backing roads and two way parallel access everywhere except the critical environmental and historic area between William Cannon and SH71.*

- Concept F closes Old Bee Caves Road... *Alternative F does not close Old Bee Caves Road. TxDOT did this in error, against the design criteria set forth by Fix 290 when TxDOT was transcribing Fix 290's design into a similar presentation as their other alternatives. Immediately after this error was discovered TxDOT righted the situation and the design that Fix 290 offered was used in other alternatives by TxDOT as well.*

- The direct access ramp to Granada Hills is preferable to a direct access ramp to the hospital... *This comment is counter to highway design standard procedure. Hospitals—emergency rooms—always get priority access.*

- Alternative F has no access roads west of Scenic Brook... *At the time, all of TxDOT's design alternatives had no access roads west of Scenic Brook because this was the transition for the freeway geometry back to existing.*

Zoila Vega, Austin Heritage Tree Foundation:

> - Alternative F will remove Grandmother Oak... *This was never the concept of Fix 290. Grandmother Oak was a rallying cry for the community of Oak Hill to save its largest oak, and it was a concept that TxDOT embraced fully in all of their alternatives.*
>
> - Alternative F is more detrimental to the Joe Tanner Grove than any other possible modifications… *Alternative F saved 80 percent of the Joe Tanner Grove. All of the other alternatives removed all of the trees in the Joe Tanner Grove.*

Oak Hill Association of Neighborhoods (OHAN)

(These comments are based on the Oak Hill Associations of Neighborhoods document, "Oak Hill Parkway, OHAN Resolution Fulfillment, Updated: June 2016.")

OHAN represents six zip codes and nearly 100,000 citizens according to their website. (http://www.ohan.org/) Guidance from a governing body this large has consequences when it is inaccurate. The following are from the above referenced document (*responses are in italics*):

Elevation:

- Eliminating elevation at William Cannon Drive, would require the acquisition and removal of the business park at William Cannon Drive and US 290 and homes at the top of the bluff… *This is inaccurate. Fix 290 presented design geometry to TxDOT with depressed main lanes and an at grade William Cannon crossing that preserved both the business park at William Cannon and the homes at the bluff. See the comments for August 26, 2013 at the end of this report.*
- It [*elimination of elevation at William Cannon Drive*] would also require removal of additional large trees in Beckett Grove… *Alt F preserved 80 percent of the trees in the Becket Grove (Joe Tanner Grove.) All of the other alternatives removed all of the trees in the Beckett Grove.*
- Bridges (elevated structures) are needed at intersections to separate mainlane through-traffic from local traffic making turning movements… *This comment implies that Alt F is not grade separated when it actually is grade separated in both the TxDOT Alt F and the Fix 290 concept.*
- Intersecting roadways would suffer severe congestion without grade separated bridges… *This comment also implies that Alt F is not grade separated when it actually is grade separated in both the TxDOT Alt F and the Fix 290 concept.*
- Both Alternatives A and C propose to elevate the US 290 main lanes over William Cannon Drive to avoid potential impacts to the Williamson Creek floodplain. Because the Oak Hill Parkway study area lies within the 100-year flood zone, the US 290 main lanes must be designed above the flood zone to avoid an increase in the 100-year floodplain and subsequent increased risks of flooding to abutting properties… *This comment implies that Alt F would not meet floodplain criteria. TxDOT's Alt F depiction of the Fix 290 concept has elevated main lanes which would behave hydrologically identical to TxDOT's other alternatives. The Fix 290 concept has depressed main lanes at Williamson Creek with flood walls that keep out flood waters and pumps that pump water falling on the roadway exactly like TxDOT operates in Southeast Texas. Flooding from creek waters would be 100 percent excluded from the main lane depression. Subsequently to this comment, TxDOT designed regional stormwater detention facilities upstream from the project that keeps the flood plain elevation lower than the current elevation. Alt A and C proposed frontage roads raised out of the flood plain. The depressed main lane and flood wall geometry of the Fix 290 Concept (not Alt F) would be nearly identical hydrologically to Alts A, C and F.*
- Alternatives A and C would elevate the US 290 main lanes over William Cannon Drive to avoid impacts to large trees (oaks and other species) in the vicinity of the creek and William Cannon Drive. By elevating the roadway, impacts to critical root zones would be minimized… *Alternative F would impact far fewer trees than Alt A and C. Elevation of*

main lanes only reduces impacts to trees if they are not removed. The EIS removes the most important Oak in Oak Hill. (See Grandmother Oak Comment.)

Water Quality

- When US 290 and SH 71 were originally constructed, water quality measures were minimal or nonexistent… *There were and are no water quality considerations for the already constructed US290 and SH71 within the project limits.*
- *These comments did not recognize the stringent water quality treatment standards the City of Austin has placed into effect for the critical environmental features of the Edwards Aquifer and the Edwards Aquifer Recharge Zone. These standards are significantly more stringent than those that the project is bound by law to follow. Following prescribed law would result in increased pollution to the Edwards Aquifer and springs associated with Barton Springs and their attendant endangered species, than would occur if the project followed City of Austin water quality treatment criteria.*

Access

- Both Alternatives A and C include the same number (or fewer) of traffic lights on the frontage roads that exist today… *Alt F and the Fix 290 concept would also include the same number or fewer traffic lights on the frontage roads than exist today.*
- All major intersections, with the exception of US 290 and Circle Drive, will have Texas U-turns, so traffic wanting to make left-hand turns will not have to sit through traffic lights, an improvement over what is available today... *Alt F and the Fix 290 Concept will have Texas U-turns.*
- Both Alternatives A and C include a new, additional non-tolled lane on the access roads in both directions throughout most of the project limits. The additional lanes will improve traffic flow... *This is inaccurate. The only frontage roads that have more than two lanes are westbound William Cannon and westbound Scenic Brook. Eastbound William Cannon and eastbound Scenic Brook have only two frontage road lanes. Frontage roads at SH71, Convict Hill, and RM 1826 all have only two lanes for frontage in both east and westbound directions.*
- In addition to the extra access road lanes, both Alternatives A and C will add two to three additional main lanes with no traffic lights. This will more than double the roadway capacity that exists today… *Alt F and the Fix 290 Concept would have identical main lanes to Alt A and C.*
- At the intersection of US 290 and SH 71, both Alternatives A and C propose an innovative intersection that reduces the amount of cycles drivers sit through at the signal. This intersection design means vehicles headed east on US 290 would not have to stop at a signal at the 'Y', ever. The reduction in signal cycles will allow for better traffic flow than what exists today… *This interpretation is not for the main lanes, only the frontage and is only valid for the eastbound frontage. The main lanes have no signals and are identical for Alts A, C, F and the Fix 290 Concept. The westbound frontage is a three signal intersection exactly like the existed in 2010—without the continuously flow intersection.*
- *This comment also did not recognize that Alt F would have 18 access ramps vs. 13 and 12 access ramps for Alts A and C, thus significantly increasing access over Alts A and C.*

Neighborhood Impact

The project team is researching sources for obtaining accurate data regarding cut through traffic, including the WAZE navigation application. Anecdotally, Dripping Springs and Bee Caves stakeholders have shared that they use the following routes through neighborhoods to avoid the 'Y'.

- Old Bee Caves Road to SH 71 at Thomas Springs Road to Hamilton Pool Road
- Convict Hill Road to Slaughter Lane or William Cannon Drive
- Scenic Brook Drive to SH 71 to Old Bee Caves Road
- Nutty Brown Road to RM 1826 to SH 45
- RM 150 to Darden Hill Road to RM 1826 to SH 45 to Loop 1
- RM 1826 to Slaughter Lane
- Southwest Parkway
- Circle Drive to Thomas Springs Road to Old Bee Caves Road to Barton Creek Boulevard to Lost Creek Boulevard
- Southwest Parkway to New Boston and then a turnaround on US 290
- Old Bee Caves Road

The number of vehicles using cut through traffic is significantly limited by the capacity of the cut through routes. In addition, cut-through traffic can be eliminated with signage and police management. Most importantly, TxDOT promised to do a traffic study in the November 15, 2012 Open House, January 2013 Report: Response to Comment #36: "A detailed traffic analysis will be conducted, including traffic projections that will incorporate employment and demographic data as projected by CAMPO." This evaluation has not been provided.

Connectivity

- Traffic counts on US 290 Toll (Manor Expressway) reflected a 36% reduction in traffic on the non-tolled existing local route (access roads) upon opening… *This comment did not reflect that the CAMPO 2030 Plan shows an increase of traffic on the non-tolled frontage(existing local route) because of tolling, of 33 percent greater than today.*

6) GRANDMOTHER OAK REMOVED AFTER 13 YEARS OF ASSURANCES THAT SHE WILL NOT BE HARMED

Grandmother Oak, the largest most easily visible oak in Oak Hill, will be removed because of Williamson Creek Channelization after 13 years of assurances that she will not be harmed.

Grandmother Oak is a 300-year old plus live oak at the intersection of William Cannon and 290. This tree is the largest easily visible oak in Oak Hill and was the rallying point for the communities concerns about this proposed highway expansion. TxDOT recognized the importance of this tree and repeatedly promised to save it and this promise was carried out in the design concepts for all the alternatives. But the Draft EIS published on May 4, 2018, in the Hydrology and Hydraulics Report, Appendix I, page 42 of 92, shows it will be removed for overbank mitigation. Whether or not this was an inadvertent error or intentional is irrelevant. If

an error of such magnitude could be made, what other errors have been or will be made?
http://www.oakhillparkway.com/DEIS/24_OHP-DEIS-AppendixI.pdf

7) TRAVEL TIME MODELING ERRORS COMMENTS LEFT OUT OF OFFICIAL REPORT

Major travel time model errors were not addressed, biasing results of the alternative selection process.

June 14, 2014 Meeting, October 2014 Report:
http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf

Melton's official comments dated June 14, 2014 included a comment on a discovered modeling error that was left out of the official comment report. (#2, page 2 of Melton's comments)

"Two key community design concepts were not included in Alternative F that would have allowed this alternative to have significantly higher marks in the decision criteria. The travel time for Alternative F was 58 percent greater than the other alternatives because an identified congestion solution was not included in TxDOT's Alternative F for the "Y" interchange. In TxDOT's Alternative F, the inbound SH71 to eastbound US290 connector joined the main lanes on US290 from the left creating a perilous weave to get to the William Cannon exit immediately on the right. At previous Alternative F subcommittee meetings the community had suggested an alternative that would access the main lanes on the right, eliminating this conflict. Modification to the currently proposed Alternative F would mean that travel times would compare similarly to the other alternatives."

In addition, it was discovered that the TxDOT travel time model had one less lane eastbound on US290 at the SH71 intersection than the other alternatives had (two lanes relative to the three lanes in the other alternatives.) This resulted in an egregious amount of congestion delay that biased the travel time determination for Alternative F.

Both of these errors were ignored by TxDOT and the model remained unfairly unchanged.

8) STATICAL BIAS IN ALTERNATIVE SELECTION DECISION MATRIX COMMENT LEFT OUT OF OFFICIAL REPORT

A statistical bias was present in the alternative decision process because Alt F had four decision matrix categories that were not applicable.

June 14, 2104 Meeting, October 2014 Report:
http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf

Melton's official comments dated June 14, 2014 included a comment on a statistical bias that was left out of the official comment report. (#4, page 2 of Melton's comments)

"The decision matrix treats the Alternative F unequally to the other alternatives when considering travel times. Twenty percent of the decision categories are based on continuous frontage roads to compare the other alternatives to Alternative F. Alternative F has no continuous frontage roads. This created 4 of the 19 total possible decision outcomes as N/A for Alternative F. Statistically, this creates a significant bias against Alternative F in the decision process."

9) MAIN LANES DEPRESSED AT WILLIAM CANNON ALTERNATIVE IGNORED

The main lane depression alternative at William Cannon was ignored because pumps would have been needed for water falling on the roadway when pumps for depressed highways in southeast Texas are common.

June 14, 2104 Meeting, October 2014 Report:
http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf

Melton's official comments dated June 14, 2014 included a comment on a statistical bias that was left out of the official comment report. (#6, page 2 of Melton's comments)

"William Cannon Interchange Alternate Design Concept: A “main lanes depressed option” for Alternative F at William Cannon was not evaluated. This option is one the community has been trying to see implemented during this process, not only for Alternative F, but for the rest of the alternatives as it reduces costs and noise, increases access to adjacent properties and does not require the taking of a significant number of existing businesses. Main lane depression is used throughout the other alternatives at the “Y” intersection, but TxDOT has repeatedly said they would not evaluate this option because stormwater pumps would have to be installed and the Central Texas TxDOT region has no pumps installed anywhere in its region. Stormwater pumping is a common alternative in coastal section of the U.S., including other regions of Texas (Houston). This option would result in cost saving when relating Alternative F to the other Alternatives as the existing at-grade geometry of William Cannon could be largely incorporated into the future design. It would also result in significant savings and benefits if used in the other alternatives."

Additional Comment: TxDOT has consistently stated that one of their reasons for not depressing the main lanes at William Cannon is creek flooding and the infeasible nature of pumping so much water. This misses the entire point of this lane depression alternative. In this alternative, walls would be built above the flood plain that prevent creek water from spilling onto the depressed main lanes and only that rainfall falling directly on the main lanes would have to be pumped. Page 62 of 92 in the Hydrology and Hydraulics Report, Appendix I, shows that the frontage lanes for Alt A are elevated above the 100-year flood plain. This geometry is similar to a depressed main lane flood wall alternative and there is no hydrologic reason to believe that the location of the flood wall in the overbank area would create a situation that could not be utilized to employ this alternative.

10) TxDOT/CTRMA IGNORED EMERGENCY ACCESS ROUTE DATA

TxDOT/CTRMA ignored and obfuscated the comparison of emergency access routes between MoPac and Oak Hill, where MOPAC between Lady Bird Lake and RM 2222 is a parkway without frontage roads with emergency access routes identical to Oak Hill.

When TxDOT/CRMA were presented with the travel times and length of alternative emergency bypass routes for the two compared roadways, their response did not address the comment.

January 20, 2015 Meeting, May 2015 Report:
http://www.oakhillparkway.com/OHP-January2015-Open-House-Summary.pdf

Melton's comment #50: "Community told a parkway section is unsafe because of long detour routes; those detour routes are almost identical and some shorter than on the Parkway section of MoPac between the Lake and 45th Street."

TxDOT/CTRMA's response was: "The previous Concept F "parkway" was eliminated in the screening process partly for lack of good emergency detour routes because of no parallel frontage roads." This response does not address the point that MoPac has similar or identical emergency access routes and no frontage roads, yet Oak Hill is being disqualified. There were four (or five) alternatives emergency routes evaluated at MOPAC that were not presented in the May 2015 Report.

The alternative emergency routes along MoPac from the Lake to RM 2222:

1) 35th to 45th, east side of MoPac; 1.5 miles, 5 minutes
2) 35th to Westover, west side of MoPac; 4 minutes, 1.2 miles
3) RM 2222 to 45th, West side of MoPac; 5 minutes, 1.5 miles
4) Windsor to Westover, West side of MoPac; 4 minutes, 1.5 miles
5) Enfield to Lake Austin BLVD, West Side of MoPac; 7 minutes, 2.3 miles
6) The Lake To Enfield, East side of MoPac, 7 minutes, 2.8 miles

The alternative route in Oak Hill:

1) Escarpment Blvd. to Convict Hill South side of US290; 5 minutes, 1.5 miles

The bypass section of MoPac with no frontage roads studied (above) is 4.6 miles long with the six shortest routes listed above and each individual bypass being about a mile long. The bypass section in Oak Hill is 0.9 miles long which represents the only section in Oak Hill that does not have frontage roads.

11) FUTURE TRAFFIC PROJECTION OVERESTIMATION DELIBERATELY OBFUSCATED BY TXDOT/CTRMA

TxDOT deliberately obfuscated CAMPO's Traffic Projection overestimations by comparing the project traffic growth post 2000 to the traffic growth period post 1980.

Comment Report for the public meeting on July 17, 2014 published in October 2014.
http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf

Comment #120 stated, " Traffic projections grossly overestimated, current traffic levels drastically below CAMPO 2035 plan."

TxDOT's response was, "Traffic along US 290 between William Cannon Drive and SH 71 has grown from 19,090 vehicles per day in 1980 to 57,000 vehicles per day in 2011 (an average 6.5 percent growth). The CAMPO 2035 projected traffic volume is 84,000 vehicles per day (an average 1.6 percent growth)."

This statement was very misleading and exhibits classic end point bias. What this means is that 1980 to 2000, traffic grew like crazy in Oak Hill, but 2000 to present, traffic growth has been zero to near zero, based on TxDOT's axle counts.

In addition, the November 15, 2012 Open House, January 2013 Report: Response to Comment #36 promised, "A detailed traffic analysis will be conducted, including traffic projections that will incorporate employment and demographic data as projected by CAMPO." This evaluation has not been provided."

Not only has traffic not grown or grown very little in Oak Hill since the turn of the century, and not only did TXDOT deliberately use an unrelated time frame to obfuscate this fact, but in 2015 they deleted a data point in their traffic counts that shows this data. This was the data point on US290 between William Cannon and SH71. Now they are using data from east of William Cannon, which includes significant additional traffic from William Cannon, to show traffic growth that may or may not be real because they deleted the standard from which growth can be measured.

12) TXDOT/CTRMA DEMONSTRATES PREDETERMINED OUTCOME BY IGNORING THE SOUTHWEST PARKWAY AS A BYPASS ALTERNATIVE FOR SH71

When the Southwest Parkway was proposed, City leaders represented it literally, as "a traffic relief valve for Oak Hill." TxDOT/CTRMA has refused to evaluate use of the Southwest Parkway, or upgrades to the Southwest Parkway, as an alternative citing that, "it is not in their control." This strongly indicates a predetermined outcome.

Comment Report for the October 22, 2013 meeting, December 2013
http://www.oakhillparkway.com/files/october-open-house-report.pdf

Comment #157 by Dale Keaton: "Move SH 71 to Southwest Parkway. Build interchange at current intersection allowing traffic to stay on SH 71 through Austin to bypass the Y. Build interchange at MoPac/SH 71/US 290 to help facilitate new SH 71." TxDOT's response was, "Southwest Parkway is not under TxDOT's operational control."

It has been an understanding in the community and city-wide since the late 1980s when the original EIS was approved for this project that the Southwest Parkway would play a role in traffic congestion in Oak Hill. The project was pitched literally, as "The Traffic Relief Valve for Oak Hill.) the opportunities to utilize this roadway to the benefit of the region are numerous and beyond what was stated by Dale Keaton in comment #157 above. Alternatives for increasing the

capacity of the Southwest Parkway include Michigan turnarounds and continuous left turn intersections, in addition to the traffic splitting that would occur via users taking William Cannon.

Utilizing this already built roadway with proposed improvements is one of the major shortcomings of this EIS. As was demonstrated by the partnering of TxDOT with the City of Austin and Travis County for the continuous left turn intersections at US290 and William Cannon and at the "Y," that the Southwest Parkway "is not under the control of TxDOT" does not mean that a partnering could not have occurred.

TxDOT's response to this comment and their complete refusal to consider the alternative strongly indicates a predetermined outcome.

13) PREVIOUS OFFICIAL COMMENTS AND TXDOT/CTRMA RESPONSES

Comments were abbreviated, left out, ignored and changed to the opposite of what the commenter intended.

Official commenting on the project began with public meetings starting in 2012, but the reports of these meetings and the comments received and responses made were not made public until some time in the last couple of years. This is problematic but more importantly, comments were abbreviated, left out, ignored and in at least one instance, an answer was changed that made it seem like the commenter supported Concept B when he supported Concept F.

Comments that were abbreviated did not convey the intent of the commenter. Comments that were ignored were obviously not addressed as if they had been completely left out of the comment record, and comments that were left out were also obviously not included in the comment record, nor responded to.

The changed comment was Comment 22 by Alan Watts, the report for the Open House held on May 23, 2013, published August 2013. This comment says Alan supported Concept B; he supported Concept F. http://www.oakhillparkway.com/files/may-open-house-summary.pdf

Examples from Bruce Melton's Comments are given below:

November 15, 2012 Open House, January 2013 Report: Where is the transportation report promised in Comment #36. The report response is: "A detailed traffic analysis will be conducted, including traffic projections that will incorporate employment and demographic data as projected by CAMPO."
http://www.oakhillparkway.com/files/OHP-Summary-Public-Scoping-Meeting1.pdf

June 14, 2104 Meeting, October 2014 Report: Three items were not addressed in Melton's comment #138: "No explanation for why F failed utility or emergency access criteria. No noise analysis conducted for elevated Joe Tanner. Still awaiting promised traffic counts on local roads"
http://www.oakhillparkway.com/files/US290Y_OpenHouse_SumReportComments-FINAL.pdf

Melton's comments June 14, 2014:

Comment not included in report: "Two key community design concepts were not included in Alt. F (optimal SH71 inbound to US290 eastbound access and main lane depression at William Cannon). If included in the design concept, these concepts would have created significantly higher results in the decision process."

Comment ignored: "In the “Emergency Access” criteria, Alt. F failed even though it has 50 to 80 percent more access ramps than the two other alternatives as well as access to the main lanes from the intersection at Scenic Brook and SH71 (18 ramps for Alt. F compared to 13 and 12 for Alt. A and C)."

Additional comment: There was no justification for why Alternative F failed the "emergency Access" matrix category.

Comment ignored: "Subjective evaluations in two other key areas resulted in negative outcomes for Alt. F. The “Utility Relocation” criteria was failed by Alternative F, yet no evaluation of what or why it failed was done."

Comment ignored: "Alternative F was 23 to 37 percent less expensive than all the other alternatives, but the most expensive alternative was only $260 million. TxDOT’s last estimate in 2007 was $640 million. TxDOT said the other cost items were assumed to be similar and were not included in the evaluation. Because Alt. F has a smaller footprint, it is unlikely that costs for the missing $360 million are identical."\

Comment ignored: "TxDOT now says the road will be built as a toll road. Travel time analysis did not consider tolling. The 2035 CAMPO Plan shows that tolling pushes one third of total traffic onto the frontage roads creating a failing level of congestion. Twenty percent of the decision criteria were related to frontage roads and none of them considered tolling and a failing level of congestion on the frontage roads."

The following are additional comments from Melton's June 14, 2014 comments that were not addressed under his section titled "Detailed Comments on the Decision Process and Criteria."

Comment ignored: "1) It’s officially called the Oak Hill Parkway. Why was the only alternative that remotely resembles a parkway disqualified from further consideration? Why was this project allowed to be named something that NEPA classifies as a “predetermined outcome”?

Comment ignored: "12) Tolling and Travel Time: The relationship between total transportation system congestion and tolling was not considered in the decision process. To be fair, tolling must be considered in travel time evaluations because tolling decreases the number of vehicles on the tolled lanes and increases the number of vehicles on the frontage roads as is evident in CAMPO 2035 modeling which shows 33 percent of total traffic on the frontage roads. This results in a Level “F” LOS on the frontage roads. There is no reason to believe that new modeling would show otherwise. This level of service for the frontage roads was not evaluated in the decision matrix and unfairly represents the other alternatives when compared to an alternative that does not have continuous frontage roads."

Additional Information:

Comments below are new comments from the May 24, 2018 Public Hearing:

1. This environmental review has been eleven years in the making and only 45 days was allowed for public review. Please provide additional time for public review.
2. Williamson Creek Channelization: Channelization in the form of "overbank mitigation" will occur one hundred to two hundred feet upstream and downstream of the most critical areas of Williamson Creek upstream and downstream from the Old Bee Caves Road and William Cannon crossings. This will remove all of the trees and plants on the creek banks creating a grass-lined drainage ditch where some of the most vibrant and easily seen natural forest, riparian areas and natural vegetation exists in the heart of Oak Hill. Please evaluate alternatives.
3. Joe Tanner Grove: A very simple and slight widening of the median at the Joe Tanner Grove will save most of the ancient trees in that grove. Please evaluate this alternative and provide physical and economic reasoning why this cannot be done.
4. Bluff Outcrop: The bluff outcrop on the south side of the highway between stations 375+00 and 380+00, shown on page 9 of 69 of Appendix A: Schematics Designs, was partially removed for the interim continuous left turn intersection improvements, but no effort was made to remove the remaining outcrop to provide adequate room for an at-grade six lane roadway. Please provide justification and economic evaluation of why this alternative was not considered.

Comments Left Out of the EIS and official meeting reports:

On August 26, 2013, Fix 290 made official comments to Lynda Rife and TxDOT. These appear nowhere in the EIS or meeting reports, have not been officially considered or evaluated and now presented here in Arial font below:

Fix 290.org
Comments on TxDOT CTRMA Project for Improvements to US290/SH71
082613

Lynda and team TxDOT/CTRMA:

Thank you for reaching out to the community and working with Fix 290 to address other alternatives to the transportation challenges in Oak Hill.

At this point Fix 290 cannot support the name “Fix 290 Alternative” for this iteration and need to see it labeled Alternative F. We would also support another name such as A1 or A2. This support could change as we see how the comment response affects the concept. Is there any way that we could see the outcome of our comments before this alternative goes to the public meeting?

We have general comments and then our specific comments follow:

1) **Matrix:** Because of the complexity of all of the alternatives it would be beneficial if a matrix was created that lists the access to specific points. Shuttling between the images of the individual alternatives to compare equal and fair access on the Internet and at public meetings is very cumbersome, time consuming and confusing. This is a tool that would be widely valuable to the community at large. Individual access concerns could be more easily

and fairly evaluated between alternatives as well as the overall level of access that each alternative provides. Other comparison columns could be added to show environmental concerns such as trees and level of impact on Williamson Creek. A final column could be added to show conceptual level costing of each alternative and a miscellaneous column so that particularly costly aspects or significant community affects could be summarized. This column could include businesses that must be removed and affects to the Town Center development and connectivity on the north side of the "Y."

2) **Sprawl:** The sprawl of the road should be limited by bringing the main lanes together as shown between the bluff and the creek. Other, where trees are of no concern, should have ancillary roads moved as close as appropriate to the main lanes. The only alternatives would be where "backing " roads are completely removed from view or trees or grade issues cause cost challenges.
3) **Oak Hill's Oak Trees:** Trees need to be valued as the ancient community assets they represent. Their worth is at the minimum the cost to move them. For trees 18 inches and up this cost begins at $20,000. It is extremely important to the Oak Hill community, that the Oaks of Oak Hill be surveyed, removal tabulated and cost evaluated during the public input portion of the EIS Scoping Process. This information needs to be supplied in the evaluation matrix for all to understand.
4) **Conceptual Costing:** The primary issue we would like to see addressed is that of economics. In almost all cases that we can identify, spending money for transportation improvements with a smaller footprint and smaller amount of impervious cover with due consideration to adjacent property access relative to cost/benefit (conceptual level costing) is the best solution for this project. We understand that at this point in the design process economics are of minor priority.

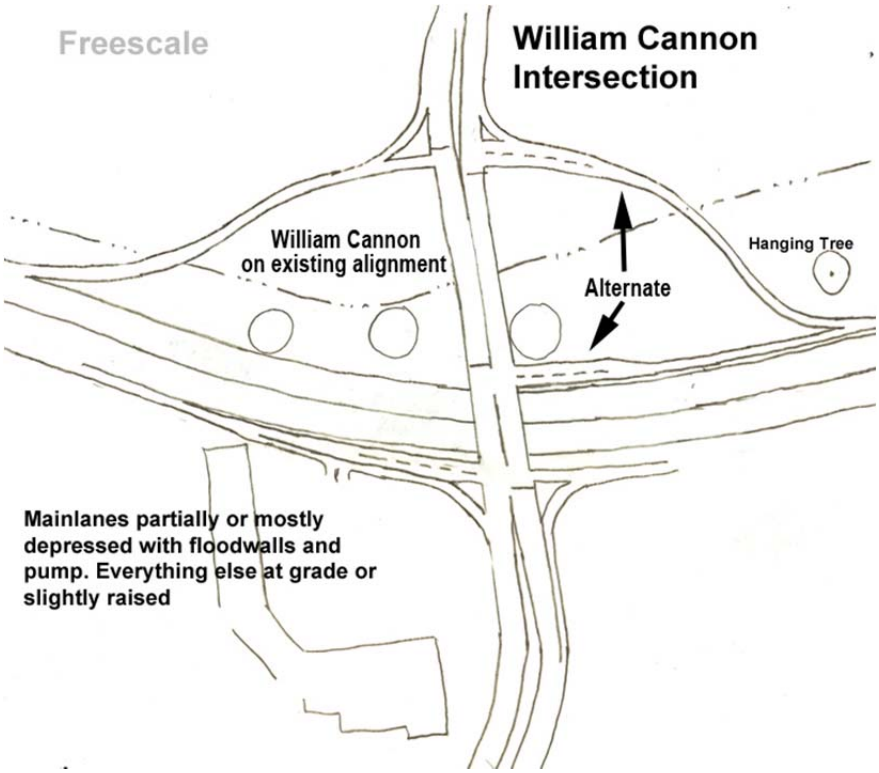
   The altruistic philosophy of an Environmental Impact Statement and conceptual design does include economic evaluation where appropriate. For example, one would not consider an elevated monorail instead of a traditional roadway for conveying 2,000 or 3,000 trips per day unless there were other circumstances that mandated the monorail alternative be considered. Or germane to this situation, the high level of cost/environmental/community impact at the William Cannon intersection, with elevated crossings of William Cannon or the main lanes, could be far more costly than depressing the main lanes with flood walls and installing a pump system—especially if flood solutions could be found with off-site flood control. This project in Oak Hill is a very special project with significant topographical, floodway and critical environmental constraints that go far beyond constraints for most transportation projects and it seems appropriate that conceptual level costing be evaluated.

   Financing the project is also a concern with an economically unjust tolling plan. By seeking low cost "parkway" alternatives, the social justice of this project increase because of the lower demand for tolling as a funding mechanism.
5) **William Cannon:** The depressed alternative, considering near complete inclusion of depressed main lanes throughout the project, should be fully evaluated. 30 years of engineering practice tells me this is a viable alternative. Because TxDOT has no pump stations in the region is no reason to not evaluate the best solution when they are a normal part of business in the flatlands.
6) **Offsite Water Quality and Detention:** We are also very pleased to hear of off-site water quality treatment and flood detention being considered for the project as a whole and urge continued diligence with this task. Because of the inherent difficulty of these tow tasks in a very linear project, benefits to the community, environment project economic will be enhanced with this technique.

LIST OF COMMENTS

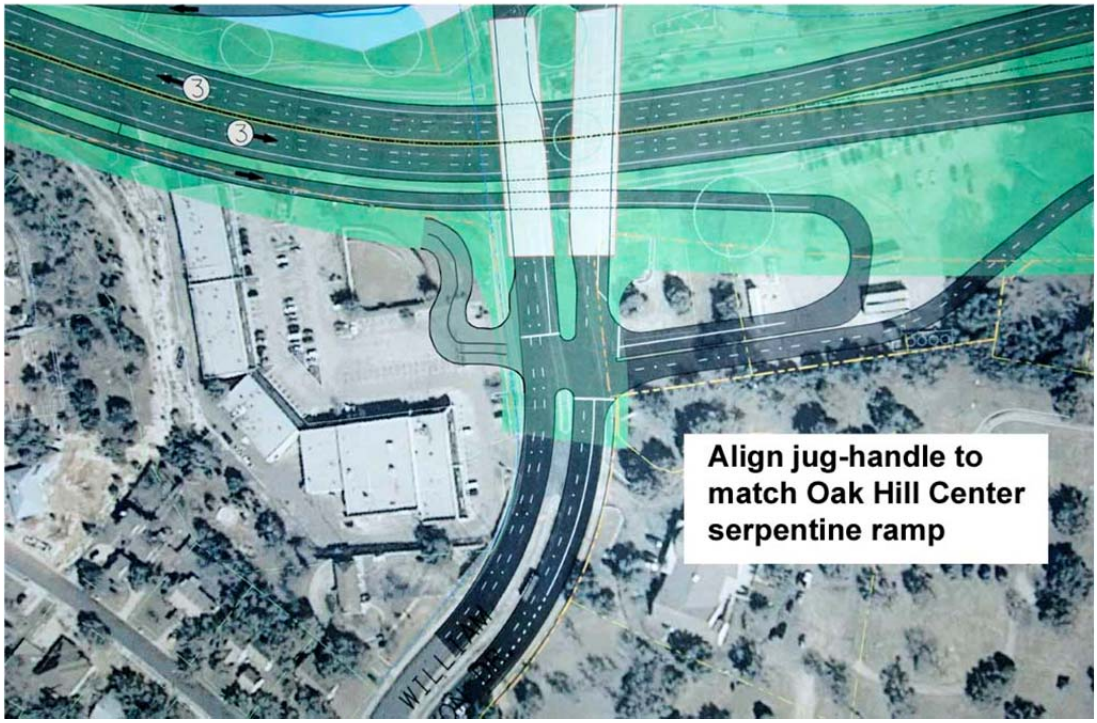
(Priority) Main lanes on the Freescale Side of the Creek: Because Freescale has indicated this geometry, where the main lanes are on the north side of the creek is unacceptable, and because this geometry is indicated on three of the alternatives, these alternatives should not be presented to the public until a better understanding of Freescale issues is acquired.

(Priority) William Cannon Overpass at Oak Hill Center Retail: We can't lose the retail on the SW corner. A conceptual economic evaluation needs to be performed on these alternatives:
1) ***Use the main lanes depressed solution, or use a partial depressed solution—both with retaining walls to keep out flood and a pump system like is common in Gulf Coastal regions. William Cannon will work just fine on its existing alignment as well. A sketch is attached.***



2) Develop a solution where this retail center has a driveway on the eastbound frontage ramp similar to the other alternatives. Width constraints are less for this alternative than some of the other alternatives where an eastbound ramp access is included and an access at this point should be feasible.
2) Design a serpentine ramp to access the Oak Hill Center from William Cannon as shown in the sketch below.
3) Angle the alignment of William Cannon even farther to the east to create more room for an access

ramp to the Oak Hill Center.



William Cannon Intersection: What is the difference in a conceptual cost analysis between a William Cannon bridge and mainlane excavation/partial excavation and pump system? Pump systems of these sorts are common in other major metropolitan areas of the country. Because of the difficulty of the design constraints on this project, this sort of system along with flood retaining walls, should likely be considered for road depression in areas of possible inundation.

Eastbound Access south of US 290 East of the William Cannon Intersection: The Northbound William Cannon connection to eastbound US290 should have a free right turn separated from the signal at that intersection. The connection of this access ramp to the main lanes eastbound needs a better alignment to prevent conflicts at the new hotel immediately to the west of Old Convict Hill Road.

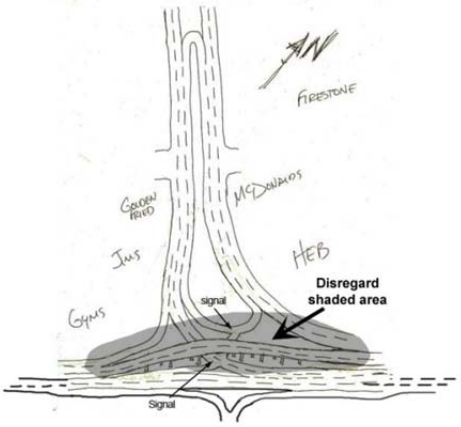
Businesses on the North side of 290, east of William Cannon: Is it possible that reducing the footprint of the termination of the westbound frontage and northbound William Cannon access, by moving the frontage/access closer to the main lanes, could save the businesses in this area (the Shell Station, Quicklube, Pizza Hut, etc.)?

Old Bee Caves Road: Access is shown two different ways on the other Alternatives. Unless all alternatives will have Old Bee Caves denied access, Alt F should show access, preferable with an added acceleration and deceleration turn lanes as in Alts. B and D.

Starbucks: (See attached strip drawing) This alignment appears cumbersome. A braid between Convict Hill and the Starbucks performs all of the same functions as previously conceptualized by TxDOT, except for a culdesac at Hill Oaks. The most important aspect of this part of the design concept is that this small retail development is completely at odds with the City of Austin Oak Hill Plan philosophy of Town Center Development. Purchasing this property should be evaluated as a solution. Of near equal importance is the cost/benefit ratio of having access from Wolf Creek and Hill Oaks because of their low traffic counts. Other considerations here are the on/off ramps at Convict Hill and FM1826. These could be

incorporated into a more elegant design that maximizes the cost/benefit ratio of this aspect of the project by culdesacing one or both of Wolf Creek or Hill Oaks.

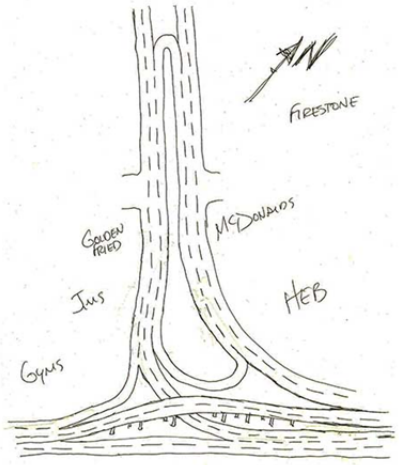
Starbucks Access at the "Y"



Starbucks etc.

Depressed vs. a Single Bridge at the "Y": What is the difference in cost (ballpark)? There is a single

The 71 leg of the "Y"
Modified traffic circle: No signal alternative
290E prohibited left to 71N



Inbound traffic on US290 cannot turn left (north) onto SH71 but must go to William Cannon and circle back or take the William Cannon/SW Parkway alternate route.

bridge alternative that provides a greater level of service for the most amount of traffic on SH71. This geometry should be explored (below).

North side access between Oak Meadows and SH71: (See attached strip drawing) We suggested a two-way backage road between Oak Meadows and SH71.

ACC Off Ramp: (See attached strip drawing) Depress the SH71 south to US290 West access ramp beginning where the ramp leaves the main SH71 South lanes. This will allow for the 290 end of this ramp

to be moved east by more than several hundred feet. The off ramp for 290 westbound to access FM 1826 can then be moved east so that this exit can be utilized by ACC.

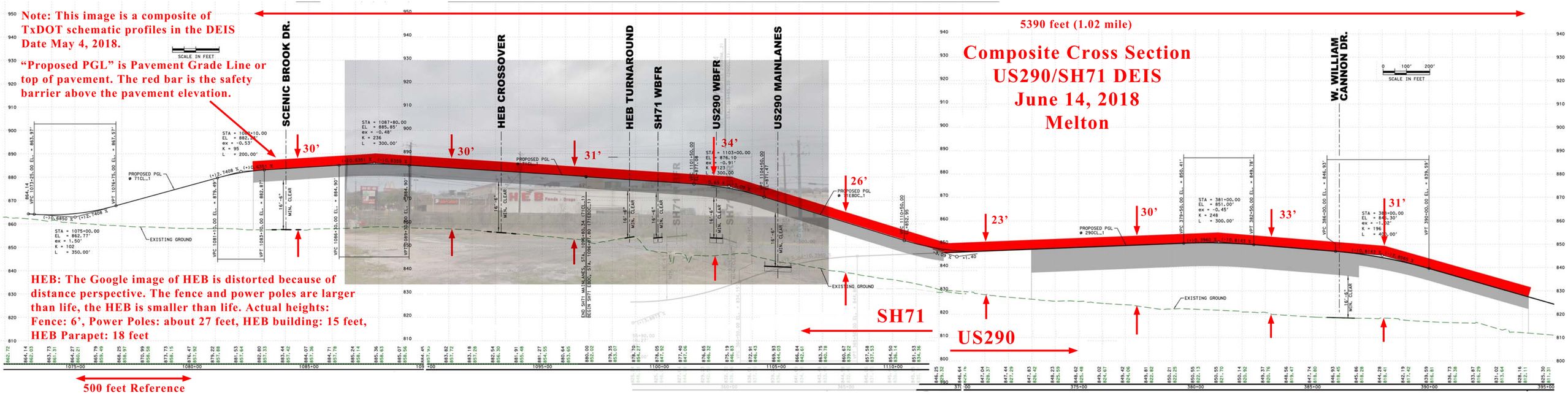
Access from 1826 to Landsman: The Windmill Run Community has been working with private developers at the Belton Tract over the long-term to prevent access from that parcel to Landsman and Calbram. The access from 1826 to Landsman reopens this issue and we feel that this connection should be removed.

North Side Two-way Frontage Between 1826 and Scenic Brook: (See attached strip drawing) The cost benefit of this two-way backing road is very low—very few trips per day are anticipated here (less than 200 trips per day at 10 trips per residence plus some for the commercial). Residents on Boling would prefer that the Boling access to 290 be closed. We suggest removing the two way backing road from Scenic Brook to Hudson Loop. Leave a two-way access from Hudson Loop to the 1826 bridge. Add an on ramp access to provide access from 290 west at the end of the two-way at Hudson Loop and off ramp westbound at Scenic Brook via a weave from the depressed main lanes if the merge distance is not adequate. Already planned main lane depression in this area could enhance the cost effectiveness of this weave alternative.

South Side Access Between 1826 and Convict Hill and Convict Hill and Scenic Brook: (See attached strip drawing) There are a significant number of valuable trees in this area. We suggest aligning the backage road so that these trees are saved to the greatest extent feasible with an alignment that uses multiple curves.

Access to 290 from South Side Backage between 1826 and Convict Hill: Is it possible that a weave with a bridge over or excavation under could provide better access to this area? Already planned main ane depression in this area could enhance the cost effectiveness of this alternative.

South Side Two-way Access West of 1826: (See attached strip drawing) We suggest exploring access to 1826 via a one-way access from west of Scenic Brook that changes to a two-way backage road at El Rey.


Note: This image is a composite of TxDOT schematic profiles in the DEIS Date May 4, 2018.
"Proposed PGL" is Pavement Grade Line or top of pavement. The red bar is the safety barrier above the pavement elevation.
HEB: The Google image of HEB is distorted because of distance perspective. The fence and power poles are larger than life, the HEB is smaller than life. Actual heights: Fence: 6', Power Poles: about 27 feet, HEB building: 15 feet, HEB Parapet: 18 feet
500 feet Reference
5390 feet (1.02 mile)
Composite Cross Section
US290/SH71 DEIS
June 14, 2018
Melton
SCENIC BROOK DR.
HEB CROSSOVER
HEB TURNAROUND
SH71 WBFR
US290 WBFR
US290 MAINLANES
W. WILLIAM CANNON DR.
30'
30'
31'
34'
26'
23'
30'
33'
31'
PROPOSED PGL
EXISTING GROUND
SH71
US290
SCALE IN FEET

From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Wednesday, June 27, 2018 12:28 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Dr. Paul Jacobs
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2:
City: Austin
State: Texas
Zip: 78735
Comments: Please see uploaded file. Thanks.
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: Oak_Hill_Parkway.docx

In response to the upcoming decision on the Oak Hill Parkway, I would like to make a few comments. As a long time business owner (practicing Optometrist and owner of Austin EyeWorks) in Oak Hill at the Y for the last 28 years, I've seen Austin really change and grow. We need smart development, not just more apartments and sprawl. Austin (and its suburbs) have allowed for more development without strategic planning, especially with the roads and infrastructure.

Protecting our aquifers and our environment is of outmost importance. Ever since the implementation of the SOS (Save our Springs) ordinance in 1992, this ordinance has kept our water resources (Edwards Aquifer and Williamson Creek) more protected. Southwest Austin has lagged in the development relative to the rest of the Austin and its suburbs in order to accomplish this task. Only now, I presume that freeway development to is more important than our water resources and environment. We need to protect our environment and not provide a faster way home for those who choose to live out the 290 area.

If the Oak Hill Parkway is allowed to move forward, the environmental effects are great. The video of the project shows the incredible environmental changes that have to occur. Impervious cover will drastically increase and Williamson creek and the Edwards aquifer will suffer significant effects. Previous flooding along the creek has occurred and more impervious cover will only increase this risk and environmental damage. A similar occurrence can be seen with the recurrent floods around Onion Creek due to increased impervious cover and development in nearby areas. Over the last 2 decades, the SOS ordinance has protected the area, only now to see that proponents of a colossal freeway project find this acceptable. It is not acceptable. How many Heritage oaks like The Taco Bell Tree will have to be removed for this over-sized project?

As I see it, any major freeway project will be a death blow to many businesses in the Oak Hill corridor and the Y. It will cause staggering and unfortunate economic damage to any business in the area. The project will take many years of construction (5-8 years?) and all businesses in the area will be devastated. Customers will avoid the area like the plague. Traffic in the area at peak times is already bad (like all of Austin) but during construction, the wait times will even be dramatically worse. From what I read, this intersection is only the 64th worse traffic area in Texas. Density in the SOS area and Oak Hill is not great relative to the 290 suburbs. This over-sized project (and big budget) will be a benefit to all of the developments in the Dripping Springs area but horrible for the Oak Hill residents. Oak Hill will become a commuter's corridor and nothing else. I foresee that HEB will close that location and other businesses will follow. It's obvious that his project is being built for the benefit of the Dripping Springs area, and not for Oak Hill.

Dr. Paul Jacobs, Optometrist / Owner of Austin EyeWorks

From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Thursday, June 28, 2018 11:46 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Alan Watts
Phone:
Email: [redacted]
Email Confirmation: [redacted]
Address:
Address 2:
City: Austin
State: Texas
Zip: 78736
Comments: Official Public Comment for “The Oak Hill Parkway” Draft Environmental Impact Study Alan Watts June 28, 2018 I oppose "Alternative A" and support the "No Build Alternative". TxDOT's process for selecting this preferred alternative is deeply flawed. Alternative F, the design desired by the community, was purposefully thrown under the bus since it could not be tolled. With tolling components removed, now is the time to design a project that is more financially responsible, environmentally friendly, and community compatible. According to Table 1, #22 of the document "Open House Summary Comment and Response Report for the Open House held on May 23, 2013" [1], I reportedly stated my support for Concept B and C: "Likes Concept B and its ability to expand to Concept C in the future, and Option 1." This is a complete falsification. I have never supported Concept B or C. My support was always behind Concept F and a true parkway and pushing TxDOT to fix the obvious and purposeful failings and omissions in its design. Perusing the rest of the response reports, I have found several other concerning entries. In the Response Report for the Open House on October 29, 2015 [2], there are multiple entries (37 total) for this comment: "Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward." A quick searching of some of the submitters of this repetitive comment shows some of them to be: Fred Heldenfels IV, President/CEO of Heldenfels Enterprises, manufacture and installation of precast/prestressed concrete structures Bo Beacham, Representative at Brandywine Realty Trust Michael Berman, Senior Vice President of Communications at Austin Chamber of Commerce Roger Borgelt, Land Use & Zoning attorneys Mike Crockett, head of Lincoln Property Company's Austin office These commenters are most likely not residents of Oak Hill and have a direct financial interest in the project as proposed. They do not speak for Oak Hill. I demand an audit and verification of all public comments. The process of collecting feedback is obviously flawed and it has given us a proposal that the most-affected community members do not want and, on a larger scale, is not necessary in light of the project' updated funding status. Sincerely, Alan Watts [1] http://www.oakhillparkway.com/files/may-open-house-summary.pdf [2] http://www.oakhillparkway.com/files/OH6-SummaryRpt_10292015_FINAL-forweb.pdf
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: AlanWatts_publiccomment.pdf

Official Public Comment for "The Oak Hill Parkway" Draft Environmental Impact Study

Alan Watts
June 28, 2018

I oppose "Alternative A" and support the "No Build Alternative". TxDOT's process for selecting this preferred alternative is deeply flawed. Alternative F, the design desired by the community, was purposefully thrown under the bus since it could not be tolled. With tolling components removed, now is the time to design a project that is more financially responsible, environmentally friendly, and community compatible.

According to Table 1, #22 of the document "Open House Summary Comment and Response Report for the Open House held on May 23, 2013" [1], I reportedly stated my support for Concept B and C:

> "Likes Concept B and its ability to expand to Concept C in the future, and Option 1."

This is a **complete falsification**. I have never supported Concept B or C. My support was always behind Concept F and a true parkway and pushing TxDOT to fix the obvious and purposeful failings and omissions in its design.

Perusing the rest of the response reports, I have found several other concerning entries. In the Response Report for the Open House on October 29, 2015 [2], there are multiple entries (37 total) for this comment:

> "Project has been stalled for over 30 years. Accidents are impacting quality of life. Need a solution now! Thank you Mobility Authority and TxDOT for finally moving this project forward."

A quick searching of some of the submitters of this repetitive comment shows some of them to be:

Fred Heldenfels IV, President/CEO of Heldenfels Enterprises, manufacture and installation of precast/prestressed concrete structures
Bo Beacham, Representative at Brandywine Realty Trust
Michael Berman, Senior Vice President of Communications at Austin Chamber of Commerce
Roger Borgelt, Land Use & Zoning attorneys
Mike Crockett, head of Lincoln Property Company's Austin office

These commenters are most likely not residents of Oak Hill and have a direct financial interest in the project as proposed. They do not speak for Oak Hill.

I demand an audit and verification of all public comments. The process of collecting feedback is obviously flawed and it has given us a proposal that the most-affected community members do not want and, on a larger scale, is not necessary in light of the project' updated funding status.

Sincerely,
Alan Watts

[1] http://www.oakhillparkway.com/files/may-open-house-summary.pdf
[2] http://www.oakhillparkway.com/files/OH6-SummaryRpt_10292015_FINAL-forweb.pdf

From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Thursday, June 28, 2018 11:57 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Tom Thayer
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2:
City: Austin
State: TX
Zip: 78736
Comments: See attached Word document.
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: DEIS_comments.doc

Having reviewed the Oak Hill Parkway DEIS, I find that there are many impacts to the community from this proposed project, yet little in the way of design changes are proposed to resolve these impacts.

The Community Impacts appendix states the Oak Hill Park and Ride at William Cannon and US 290 will not be impacted, but this is clearly incorrect. The schematic designs show the current park and ride facility underneath the highway and in a detention pond. Also, the appendix does not discuss the new Cap Metro route 315 that runs from ACC Pinnacle to Oak Hill Plaza, and east along US 290 (it is a new route but has been in the planning stages for over a year). There is no discussion of the impacts of the project to the Oak Hill Park and ride and the new Route 315. Where would a new park and ride be sited? Will the proposed designs influence where it would be and the route of the 315 bus?

The Community Impacts appendix also include the removal of an office building, a residential property, and two commercial buildings? Were alternate designs considered that would not have displaced these buildings? It seems the westward expansion of the project is impacting the office building and residential property. Would returning the project to the original, smaller limit (east of FM 1826 and southeast of Silvermine) avoid these impacts. The appendix cites elevations of the frontage road as the reason the two commercial properties are impacted. Would changing elevations of the project allow those properties to be saved? Would a smaller overall project reduce the need for any displacement? It doesn't appear this kind of design modification were taken into consideration.

The Community Impacts appendix also claims there is no impact to community cohesion in Oak Hill. This is absurd. The elevated flyovers at the Y and overall width of the project will create a definite barrier between the different sides of the highway. A visual barrier will have a profound psychological impact on the community and could have a negative impact on local businesses. The DEIS never considers how elevated highways impact neighborhoods and businesses. Experience from other areas indicate there is a strong negative impact from elevated roadways in a community, yet no consideration was given to removing the flyovers (even though traffic volumes on SH 71 are much lower than on US 290) and trying a more innovative design for SH 71 traffic to access US 290.

The Geologic Assessment documents possible recharge features associated with the Mount Bonnell Fault and points out that elsewhere along the fault, there are often hidden karst features in the Edwards Limestone. However, there is not much discussion of specific action to take in response to this even though the highway is proposed to run right over this potential karst zone. Just because the surface fractures are small and dissolution features are filled with sediment doesn't mean that there are not larger karst features below. Would a narrower footprint help solve some of this problem? The DEIS does not discuss this, it only says vague precautions will be taken.

The Air Quality Impacts appendix shows the proposed Alternative A and C would increase the amount of traffic through the area. This will result in increased CO2 and other air pollutants. No consideration was given to a smaller project that would have fewer CO2 emissions, one that would not increase area traffic by induced demand.

In the Noise Analysis, it is claimed that a 5 mph reduction in speed will lead to increased air pollution. However, this assertion is not true as generally air pollution increases considerable as speeds increase upwards from 50 mph. Slower speed would actually lead to lower air pollution as well as lower noise. It is claimed that noise abatement is not feasible in many areas, but no consideration was given to removing the flyovers and lowering the elevated portion of the roadway to reduce noise impacts. Again, roadway design changes were not seriously considered as part of the DEIS.

Other impact analyses document that water quality in the Slaughter Creek watershed is at risk by the western end of the project. Was any consideration given to moving the project limits back to FM 1826 to lessen the impact? The analysis also shows endangered salamanders at risk from the project, but no real solution is proposed to mitigate this impact. There are too few salamanders left to justify taking of the species, so any solution needs involve changes to the project.

The DEIS does not even address the fact that the highway may not even be tolled anymore as stated in the DEIS. This would means that continuous free frontage roads are not required and design changes would be easier to implement. It also doesn't address potential problems with phasing where the frontage roads are constructed first. What if the money runs out with only frontage roads constructed? That would make traffic worse than present in addition to the construction delays. That would go against the purpose and need of the project. No consideration is given to phasing the project from east to west, doing an intersection at a time. That way, real traffic relief could occur with each new phase opened.

The proposed alternative clearly does not meet the requests of the OHAN resolution in terms of elevation and neighborhood impact due to noise. I don't really see any changes to the design in response to the OHAN resolution.

The DEIS is unclear on what will happen to the historic oaks at William Cannon and US 290. The community was assured a few of them would be spared, but the Hydrology and Hydraulics report shows Grandmother Oak is to be removed. Are there any other such discrepancies of what trees will be chopped down? There is no real discussion of reducing the project footprint to spare more historic, large trees.

Only Alternative A and C even made it into the DEIS, and both are so similar as to not even be a real comparison between contrasting options. This implies that most of the design was decided upon PRIOR to the full EIS being produced. Other options were removed via a flawed matrix that relied upon several subjective criteria, an

emergency response criteria that clearly has not been used on other highways constructed, and criteria that wouldn't even apply to all alternatives (continuous frontage roads). This was not a rigorous analysis and did not result in true contrasting options going forward to be considered by the full EIS. In addition, the 2040 traffic counts used for the project assume a much higher rate of growth than this area has seen in the past 20 years (and the past 20 years have seen phenomenal growth). Lower cost alternatives were also not considered since funding will be vitally important as to whether or not this project moves forward at all.

In summary, the DEIS identifies many community impacts but doesn't really show any consideration for changing anything in the design based on the findings. It seems the preferred alternative was a predetermined outcome, an the EIS is just a formality that has no impact on that outcome. A true EIS would identify impacts and specify actions to be taken to mitigate those impacts, including modifying the design. This was not done here. This process is not in compliance with NEPA which requires reasonable alternatives to the proposed actions. The EIS process has proceeded with one goal in mind - to build a large freeway or tollway with frontage roads, elevated lanes, and elevated flyovers. No reasonable alternatives to this were considered in the actual DEIS despite the numerous impacts identified. As noted above, there are also impacts the DEIS does not discuss, and therefore, it is not a complete document.

From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Friday, June 29, 2018 1:02 AM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Kevin R. Gray
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2:
City: AUSTIN
State: TX
Zip: 787491874
Comments: Comments regarding Oak Hill Parkway May 24, 2018 Public Hearing and DEIS It still seems that TXDOT and CTRMA are continuing on with a pre-determined choice, based on the (mostly) original 1980's style design for US290/SH71 through Oak Hill (Option A) with little regard for its negative environmental effects or widespread community support for more creative---yet well vetted---roadway designs. Now that the public has been told that this will NOT be a toll road, we need official documentation that this cannot be reversed at a later date after project approval, as well as modification of the DEIS to remove tolling from the analysis and as a requirement necessitating continuous frontage roads, so that roadway design segments with less pavement width, elevation and cost may be fairly evaluated without being summarily dismissed on questionable or invalid criteria. A better effort needs to be made to follow required 'Context Sensitive Design' to prevent ruination of Williamson Creek, destruction of many trees---now including the "Grandmother Oak"---and general disruption of the Oak Hill neighborhood. Several community organizations and the City of Austin have passed resolutions in support of parkway style designs, which are being ignored by the agencies involved. Looking back in the public record after the June 17, 2014 Open House, Responses #1 and #3 caught my attention. In #1: "... All concepts were screened at a comparable level of detail to avoid any bias towards a particular concept and projects costs were not used to rank the concepts..." and ... Concept F did not advance because of limited mobility and safety benefits compared to other alternatives and required increased commercial displacements... I am among those who believe the evaluation matrix was still (intentionally) biased against the non-"Texas standard" parkway design, including some criteria favoring frontage roads, with no restrictions on choosing the most expensive designs and that Concept F development was (intentionally) halted before design refinements could ameliorate any deficiencies. But #3 shows the main design requirement that necessitated exclusion of Concept F: "... Per state law, if tolling is used to fund improvements to US 290 and SH 71, the same number of existing non-tolled lanes would remain, in addition to any new tolled lanes." If TXDOT and CTRMA are serious about not tolling this project, then they need to include into the DEIS the options of no-frontage road (parkway) sections where frontage roads are NOT required for access and short 2-way street segments where access IS needed in geographically restricted locations, allowing a fair analysis of reduced elevation and roadway footprint designs. While examining the appearance of questionable methods, others in the community had noted biasing of their comments in the official records from previous US290/SH71 public meetings. I too noticed omissions of portions of my comments in the record, following the last (10/29/15) Open House: All comments I made regarding the effects of tolling on roadway design and motorist

behavior were left out (e.g. continous frontage roads are required and 2/3 of traffic exits the mainlanes---as shown in CAMPO future traffic models---to avoid tolls---so in reality, fewer tolled mainlanes are needed) as were those comments concerning a true (narrower) parkway segment past Wm. Cannon in a configuration similar to the "frontage" roads shown in Option C, or my comment about simply adding lanes to the existing roadway. This was replaced with "Against tolls" and "Prefers No Build Alternative" which doesn't accurately reflect my intended meaning of "prefers No Build to the design option chosen". Also of note were the 36 identical (summaries of) comments sent in by electronic means: "Project has been stalled for over 30 years... Need a solution now!..."; the name attached to one of these I recognized as the president of a central Texas concrete beam manufacturer (Heldenfels Enterprises)! Back in the June 17, 2014 Open House record, there were 42 comments (against the selection process or in support of a specific access adjustment) prefaced with the label "FORM LETTER", whereas in this report there is no such notation associated with these comments supporting the chosen design alternative (which has over a mile of elevated roadway requiring a large number of concrete beams). We need TXDOT and CTRMA to revisit this "dinosaur" of a roadway design, re-evaluate alternatives and make modifications to the DEIS: We can easily meet the need and purpose for this roadway with a updated, reduced footprint design that handles the projected traffic load, all resident and motorist access, emergency vehicle and safety requirements plus much reduced environmental damage to Williamson Creek and many trees. It CAN be done successfully as it has been, time and again, all around the country. Kevin R. Gray
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: OHP_comments_May24.doc

Comments regarding Oak Hill Parkway May 24, 2018 Public Hearing and DEIS

It still seems that TXDOT and CTRMA are continuing on with a pre-determined choice, based on the (mostly) original 1980's style design for US290/SH71 through Oak Hill (Option A) with little regard for its negative environmental effects or widespread community support for more creative---yet well vetted---roadway designs. Now that the public has been told that this will NOT be a toll road, we need official documentation that this cannot be reversed at a later date after project approval, as well as modification of the DEIS to remove tolling from the analysis and as a requirement necessitating continuous frontage roads, so that roadway design segments with less pavement width, elevation and cost may be fairly evaluated without being summarily dismissed on questionable or invalid criteria. A better effort needs to be made to follow required 'Context Sensitive Design' to prevent ruination of Williamson Creek, destruction of many trees---now including the "Grandmother Oak"---and general disruption of the Oak Hill neighborhood. Several community organizations and the City of Austin have passed resolutions in support of parkway style designs, which are being ignored by the agencies involved.

Looking back in the public record after the June 17, 2014 Open House, Responses #1 and #3 caught my attention. In #1: "... All concepts were screened at a comparable level of detail to avoid any bias towards a particular concept and projects costs were not used to rank the concepts..." and ...Concept F did not advance because of limited mobility and safety benefits compared to other alternatives and required increased commercial displacements... I am among those who believe the evaluation matrix was still (intentionally) biased against the non-"Texas standard" parkway design, including some criteria favoring frontage roads, with no restrictions on choosing the most expensive designs and that Concept F development was (intentionally) halted before design refinements could ameliorate any deficiencies. But #3 shows the main design requirement that necessitated exclusion of Concept F: "... Per state law, if tolling is used to fund improvements to US 290 and SH 71, the same number of existing non-tolled lanes would remain, in addition to any new tolled lanes." If TXDOT and CTRMA are serious about not tolling this project, then they need to include into the DEIS the options of no-frontage road (parkway) sections where frontage roads are NOT required for access and short 2-way street segments where access IS needed in geographically restricted locations, allowing a fair analysis of reduced elevation and roadway footprint designs.

While examining the appearance of questionable methods, others in the community had noted biasing of their comments in the official records from previous US290/SH71 public meetings. I too noticed omissions of portions of my comments in the record, following the last (10/29/15) Open House: All comments I made regarding the effects of tolling on roadway design and motorist behavior were left out (e.g. continuous frontage roads are required and 2/3 of traffic exits the mainlanes---as shown in CAMPO future traffic models---to avoid tolls---so in reality, fewer tolled mainlanes are needed) as were those comments concerning a true (narrower) parkway segment past Wm. Cannon in a configuration similar to the "frontage" roads shown in Option C, or my comment about simply adding lanes to the existing roadway. This was replaced with "Against tolls" and "Prefers No Build Alternative" which doesn't accurately reflect my intended meaning of "prefers No Build to the design option chosen". Also of note were the 36 identical (summaries of) comments sent in by electronic means: "Project has been stalled for over 30 years... Need a solution now!..."; the name attached to one of these I recognized as the president of a central Texas concrete beam manufacturer (Heldenfels Enterprises)! Back in the June 17, 2014 Open House record, there were 42 comments (against the selection process or in support of a specific access adjustment) prefaced with the label "FORM LETTER", whereas in this report there is no such notation associated with these comments supporting the chosen design alternative (which has over a mile of elevated roadway requiring a large number of concrete beams).

We need TXDOT and CTRMA to revisit this "dinosaur" of a roadway design, re-evaluate alternatives and make modifications to the DEIS: We can easily meet the need and purpose for this roadway with a updated, reduced footprint design that handles the projected traffic load, all resident and motorist access, emergency vehicle and safety requirements plus much reduced environmental damage to Williamson Creek and many trees. It CAN be done successfully as it has been, time and again, all around the country.
Kevin R. Gray

From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Friday, June 29, 2018 11:30 AM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Mike Kelly
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2: [redacted]
City: Austin
State: TX
Zip: 78767
Comments: Please find attached, comments on the Oak Hill Parkway DEIS from the City of Austin.
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: 06.29.2018_COA_WPD_OHP_DEIS_Comments.pdf

City of Austin
Founded by Congress, Republic of Texas, 1839
Watershed Protection Department
P.O. Box 1088, Austin, Texas 78767

June 29, 2018

Mr. Jon Geiselbrecht
Environmental Coordinator
Texas Department of Transportation
P.O. Drawer 15426
Austin, TX 78761-5426

Re: City of Austin Comments on the Draft Environmental Impact Statement for the Oak Hill Parkway EIS No. 20180078.

Dear Mr. Geiselbrecht:

The City of Austin (the City) has reviewed the Draft Environmental Impact Statement (DEIS) for the Oak Hill Parkway Project (OHP), which was published for public comment on May 4, 2018. We offer the following comments for your consideration.

The City looks forward to continuing our collaboration with the project sponsor, the Austin District of the Texas Department of Transportation (TXDOT), during the design and construction phases of the project. We feel it is important to engage collaboratively to achieve a shared goal of avoiding, minimizing, and mitigating potential adverse flooding and environmental impacts. Also, one of our primary goals in providing these comments is to identify potential locations for stormwater quality controls that we believe could present partnering opportunities between TXDOT and the City, similar to the funding partnership for the replacement of the Old Bee Cave Road bridge.

The attached comments include suggestions on various technical issues to be considered for the OHP. Importantly, many of the technical and coordination issues and opportunities associated with this project are substantially similar to issues and opportunities associated with other projects that have recently undergone environmental review, specifically the SH45 SW and MoPac South Intersections projects. Accordingly, we are hopeful that TXDOT will apply coordination processes, environmental protection strategies, and other best practices similar to what was employed in those projects.

The City looks forward to continuing to build a strong collaborative relationship with TxDOT for the betterment of our community and the region, both in terms of addressing pressing mobility issues and protecting the natural environment. If the project is reconfigured to include the tolled lanes option again, we will want to extend our collaboration and partnering to include the Central Texas Regional Mobility Authority.

The City of Austin is committed to compliance with the Americans with Disabilities Act.
Reasonable modifications and equal access to communications will be provided upon request.

Should you have any questions or would like to further discuss these concerns, please contact Mr. Mike Kelly, P.E. at [redacted] or at [redacted]

Sincerely,

Michael L. Personett, Interim Director
Watershed Protection Department

cc: Carlos Swonke, P.G., Director of Environmental Affairs, TxDOT
Joe Pantalion, Interim Assistant City Manager, City of Austin
Robert Goode, P.E., Assistant City Manager, City of Austin,
Robert Spillar, P.E., Director, Austin Transportation Department, City of Austin

Oak Hill Parkway – US 290/SH 71
Draft Environmental Impact Statement
Summary of City of Austin Comments
June 29, 2018

General Comments:

Comments on Flood Mitigation Modeling and Design:

1. This project is located within an area, and upstream of areas, where significant flooding has occurred on the Gaines Tributary of Barton Creek, and on Williamson Creek. We have had many citizens impacted by flooding along both creeks express their concern about the flood impacts of the OHP project. The spillover from Williamson Creek to the Gaines Tributary located near Patton Ranch Road is critical to flood control on both Williamson Creek and on the Gaines Tributary. Any changes in the distribution of flow at this location could increase the risk of flooding on one or both creeks. Please provide the City the opportunity to review and discuss grading plans/changes in this critical area during the design process. In addition, due to the flooding problems noted above, and the desires of the local community to go beyond the minimum requirements to meet state and federal standards, we hope that TxDOT will consider complying with City of Austin flood control standards in this project during final design. In general, COA policy is to control post development runoff such than no development will result in additional adverse flooding impacts. These standards can be found in the Drainage Criterial Manual at https://library.municode.com/tx/austin/codes/drainage_criteria_manual?nodeId=DRCRMA. We would appreciate commitments to this standard of design to be included in the FEIS.

2. HEC-HMS and HEC RAS models were provided to the City on 3/27/2018. Following are questions/comments regarding these models used in Appendix I - Hydrology and Hydraulics Study US 290/SH 71 Oakhill Parkway Project - Travis County – June 2017:
    a. The current effective hydrologic model was converted from HMS 2.2.2 to HMS 3.5 to create the revised effective model – was an evaluation of the differences in the results of the two models conducted? How do the revised effective flows compare to the current effective flows? The flows in the RAS flow table in the existing conditions model are substantially different than those in the current effective model (e.g., for 1% existing conditions, XS90177 is 1289.5 in the revised effective model, and 3170 in the current effective model).
    b. In Table 14 of the H&H study, the WSEL elevation at XS 86254 is 887.43 for existing conditions. The WSEL in the current effective model is 888.46, an almost 1-ft difference. We believe the WSELs in the current effective and revised effective models should agree. Please explain.
    c. The Kincheon subbasin modifications mentioned in the H&H report (p21) were not included in the revised proposed effective models (the subbasin areas not adjusted).

d. It appears some RAS cross sections (current effective and proposed models) in the uppermost reach of Williamson Creek were eliminated (upstream of XS90177) and that run optimizations were turned off to run the model. Please explain.

3. It is expected that the Atlas 14 rainfall data and analyses will be published in October 2018, well before the OHP project design is completed. Preliminary Atlas 14 information indicates the new 100-year rainfall depth will be on the order of 13.0 inches, or nearly equivalent to the existing 500-year event. An increase of this magnitude will almost certainly impact the design of the proposed detention ponds and other drainage infrastructure on the project. The City of Austin is in the process of adopting the updated Atlas 14 rainfall intensities data and for consistency, we recommend TXDOT adopt when analyzing 100-year floodplains. At the least, we recommend that the EIS recognize and discuss the implications of Atlas 14.
4. The City of Austin, in its capacity as floodplain administrator through the NFIP, maintains the floodplain maps for Williamson Creek. Projects, such as the Oak Hill Parkway, that result in any changes to water surface elevations at any cross sections within a FEMA mapped floodplain are required to submit a LOMR after completion of the project. The LOMR and revised models are critical to provide accurate information for future flood risk reduction efforts, as well as for new development in the area. We encourage TXDOT to develop and submit a LOMR for this area, using the Atlas 14 rainfall intensities.

Comments on water quality and environmental features

1. Most of the proposed roadway improvements is within the recharge zone of the Barton Springs segment of the Edwards Aquifer and, as noted in the DEIS, is subject to the Texas Commission on Environmental Quality (TCEQ) Edwards Aquifer Rules. However, as noted in the many public meetings on the project, the community concern for water quality protection goes beyond the requirements of TCEQ regulations. The City requests that that TXDOT consider compliance with the City of Austin standards for protection (i.e., buffers) of Critical Environmental Features (CEFs). The CEF's of primary concern are recharge features within the limits-of-construction.

2. Concerning Table 3-2 Item 4, please be advised that in addition to an Edwards Aquifer Protection Plan (EAPP) to meet the stated objectives in section 2.2.1 of the DEIS, we request that the project attain a higher standard of water quality protection as represented by the standards achieved on the SH45 SW project. With the area being relatively congested, achieving non-degradation may be infeasible for the whole road. Alternatives, such as purchase of undeveloped land elsewhere in the BSZ, might be considered as mitigation.

3. One significant sinkhole feature, Flea Market Sink, was not identified in the Geological Assessment in Appendix D. This sink is located at 5600 Block of US Hwy 290. This feature should be included and addressed in the FEIS geologic assessment. It seems to appear in the previous plans for the TxDOT project constructed in 1996-1998 under Federal Aid Project 0113-09-048. Inspection of the site indicates that there is a vertical pipe in the bottom of the feature and it appears to be connected to the storm sewer system of the Industrial Oaks Pond as DA 2-A26.

This feature does not appear to accept roadway runoff but should remain protected with a vegetative buffer and be considered for restoration as a functioning recharge feature

4. In addition to the Flea Market Sink, Gaines Sink is another significant recharge feature located within the US Hwy 290 right-of-way at the intersection with Loop 1. We would like to participate in the preliminary engineering and design phase to determine the feasibility of constructing a water quality control that would improve the quality of recharge to this feature. Please contact David Johns, P.G. for consultation and assistance.

   Karst features are abundant in this area and excavation into bedrock likely will encounter additional unknown features. Mitigation of karst features encountered during construction is required under ECM 1.12.0. We request that TXDOT apply these requirements in the project design and in construction specifications.

5. Appendix H P. 13: Ponds A, K, P, and Q are identified as noted as bioretention ponds. The TCEQ has updated its criteria for these controls, but has not yet modified the guidance document in RG-348 to correspond to these changes. The modified criteria include increased water depth, reduced filtration media thickness, and reduced organic matter (i.e., elimination of compost) in filtration media. These changes bring TCEQ criteria into closer alignment to those in the City of Austin Environmental Criteria Manual. These changes were made through the Edwards Aquifer Program Committee via Interoffice Memorandum (Garrett 2012). We can provide a copy of the updated criteria prior to the design phase if needed.

6. We understand most of the work to be done on U.S. 290 east of Joe Tanner to Loop 1 will be widening, resurfacing and restriping and that no new permanent water quality controls will be required under the TCEQ Edwards Aquifer Rules. We would however like to discuss the potential to retrofit this portion of the project with water quality controls to at least TCEQ standards and perhaps better. If feasible and with required approvals, this could be funded in whole or part by the City.

7. TXDOT provided plans for two previously proposed projects in the OHP project area: (1) US 290/SH71 from east of Industrial Oaks Boulevard to west of Westgate Boulevard, and Loop 1 from north of Gaines Creek to US 290 Interchange [1989-1991]; and (2) US 290/SH 71 from east of the Williamson Creek Bridge to 0.5 miles east of Industrial Oaks Boulevard [1996-1998]. Water quality controls are shown in both plan sets. We would like to examine this area further during the OHP design phase to evaluate the feasibility and cost of adding water quality controls to improve treatment of existing roadway impervious cover. We would appreciate acknowledgement of this potential partnering opportunity in the FEIS, along with a commitment to assist with the evaluation.

8. From site reconnaissance, there appear to be four specific locations that may be opportunities for improved stormwater treatment for the previously constructed segments of the OHP project. As with the areas described above, we would like to discuss the feasibility and costs of improved water quality control at these locations, again with the potential funding by the City. These locations are described below and illustrated in the attached map:
   a. Existing Regional Facility near Flea Market Sink;

b. HazMat Trap 1 near the Gaines Creek tributary to Barton Creek;
c. HazMat Trap 1 near the Gaines Creek tributary to Barton Creek; and
d. Flea Mark Sink – potential SCMs in ROW.

Additional Comments on DEIS:

1. ES-21: Existing utilities including water, sewer, electrical, and natural gas lines have been a consistent problem with TxDOT projects in the Austin area. This may just be a function of the industry; however, in some cases utility coordination is not conducted in compliance with City codes because it is not strictly required of TxDOT. We feel that if TxDOT would take the same care with utility coordination that out other developers do under City Code, some of the conflicts we have had on projects could be determined earlier and corrected in appropriate design phase.
2. ES-21: In addition to utility coordination, several recent projects in the Edwards Aquifer Zone associated with TxDOT roadway projects have encountered voids while in the process of constructing or moving utilities. This is probably inevitable, and you have procedures in place for this purpose, but we would appreciate if you could consider reviewing these recent events in terms of "lessons learned" to update any of your procedures or contracts or subcontractor agreements to better handle void mitigation and preservation of caves and recharge features when possible. In addition, if you would like any help with such a review, please contact David Johns P.G. or Scott Hiers P.G. at the City for assistance.
3. ES-21: The DEIS states that the build alternative will be constructed following the "usual method for reconstructing and upgrading a rural highway to an urban freeway with frontage roads". As we suggested on SH45SW, we would appreciate if TxDOT would consider an alternative method of construction inspection and contract with an independent third party Environmental Compliance Manager (ECM) who reports to TxDOT (owner) rather than the contractor to oversee those aspects of construction that may have potential to result in offsite impacts. This has been successful on several City of Austin projects, and is most beneficial when the Environmental Compliance Manager has authority to stop work when a problem is identified. This is not the "usual method", but an innovation that may help in this highly sensitive watershed. Also, as used in SH45SW, we recommend developing an Environmental Compliance Management Plan (ECMP) to provide all the necessary information related to environmental standards of performance to construction staff and contractors in one document. Finally, we recommend that the environmental performance responsibilities for contractors and their subcontractors be included in contract documents as clearly as possible including environmental training requirements, adherence to the ECMP and following instructions from the ECM.
4. P. 142: "A variety of regulations" are referred to that are in place to protect the quality of groundwater in Barton Springs; however, only compliance with 30TAC213 is proposed. Preparation of a WPAP according to these rules will not guarantee protection of groundwater quality. The Optional Enhanced Measures that "may be adopted to further protect water quality" are mentioned, yet this project does not comply with these measures. Also, the 2013 TxDOT-TCEQ MOU is mentioned to "require coordination with TCEQ" yet nothing is provided to say what this means or how this is supposed to add to protection of groundwater quality. Please explain.
5. P. 53: Section 4.2.1.2 cites Imagine Austin as locating the Oak Hill Activity Center for "Redevelopment in Sensitive Environmental Areas" and requiring "state-of –the art and carefully

evaluated development practices to improve stormwater retention and the water quality flowing into the aquifer". Although the stormwater controls planned for the OHP project are adequate to meet the state and federal regulations for the location, they would not be "state-of-the-art", meet City of Austin regulations for the area, or even be designed to meet the Optional Enhanced Measures under the Edwards Aquifer Rules. As with the SH45SW project, we request that TxDOT commit to the higher standards adopted on SH45.

6. Appendix H P. 5: The maintenance guidelines of RG-348 for BMPs in the Edwards Aquifer Region are referenced, but little is discussed in specifics here or in the remainder of the DEIS concerning these maintenance activities, the importance of them, the frequency, or who will conduct them. This is typically left to final contracts and specifications stages and hopefully such things are considered in design. As suggested in previous projects in the BSZ, the level of care and oversight of BMP maintenance is one way that operations can be improved in environmentally sensitive areas. Although we have not been able to work out a method to do so in the past, we could still consider contracting with TxDOT for inspection and maintenance responsibilities by the City of Austin WPD Field Operations Division for TxDOT BMPs. Please contact Mike Personett to discuss this further.

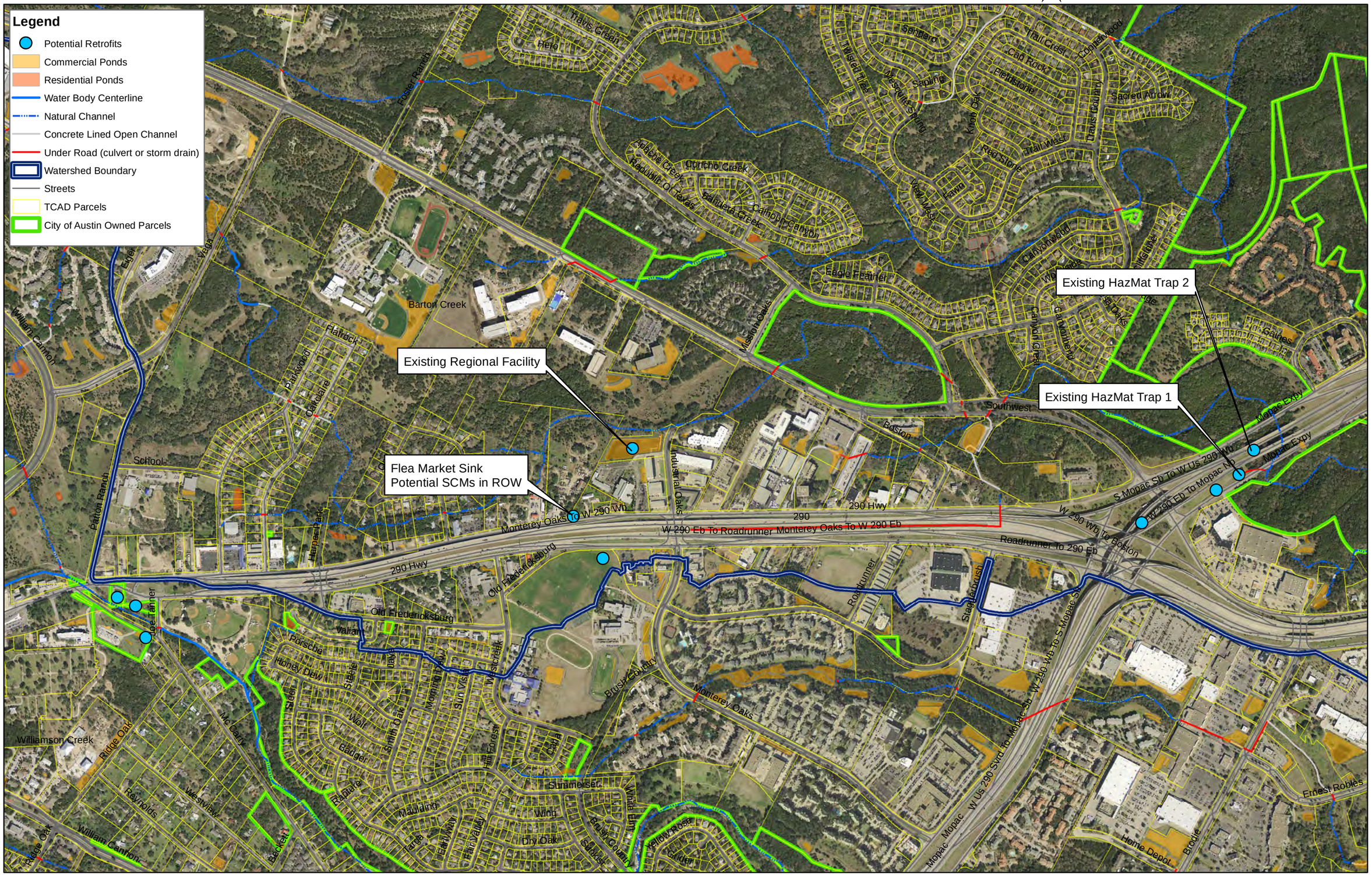
References:

Edwards Aquifer Program Committee (EAPC) (2012). TCEQ Interoffice Memorandum to Susan Jablonski, P.E. Director, Central Texas Area. Revision of Bioretention in Technical Guidance Manual. June 1, 2012.

Potential SCM Locations for Existing IC or Overlay Areas

N

1,000 500 0 1,000 Feet



From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Friday, June 29, 2018 3:15 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Raymond M Slade, Jr.
Phone: [redacted]
Email: [redacted]
Email Confirmation:
Address: [redacted]
Address 2:
City: AUSTIN
State: TX - Texas
Zip: 787532820
Comments: Section 4.10.3.2 (page 178) in the draft section on endangered species states "Although the majority of the Oak Hill corridor lies within the Cold Springs groundwater basin..." This statement is based on a map designating groundwater basins for Cold and Barton Springs (fig. 4-16 on page 177). However, the map entitled "City of Austin Watershed Regulation Areas" online at http://www.austintexas.gov/sites/default/files/files/Watershed/watershed_regs_map.pdf correctly identifies the entire Oak Hill area to be within the Barton Springs basin rather than the Cold Springs basin. This map represents the official City of Austin designation areas for enforcement of environmental ordinances. Additionally, every agency and entity involved with the earth science of the Edwards aquifer in the Austin area identifies the entire Williamson Creek basin with the recharge zone as being included in the aquifer area that contributes flow to Barton Spring rather than Cold Springs. Such agencies include the Texas Commission on Environmental Quality, Texas Water Development Board, Barton Springs Edwards Aquifer Conservation District, and U.S. Geological Survey. Finally, attached is a 2-page Word file that documents the Cold and Barton Springs basin designations as shown in fig 4-16 to be incorrect. Please contact me at raymond643@aol.com if you have questions or comments. Raymond Slade, Jr., PH Certified Professional Hydrologist Adjunct Professor 2-page attachment entitled "Cold Springs Barton Springs basins"
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: Cold_Springs_Barton_Springs_basins.docx

AQUIFER CHARACTERISTICS FROM INTERPRETATIONS OF DYE TRACER STUDIES

Several attempts to use data and insight gained from a few dye tracer studies have been made recently to identify hydraulic boundaries (referenced as "Groundwater Basin Divides") that are purported to separate the Barton Springs Segment into "groundwater subbasins" that discharge to either Barton Springs or to Cold Springs (fig. 4).

Aquifer basin boundaries for Barton Springs and Cold Springs

Claims are made in several reports—including Hauwert (2009, p. 149); Hauwert (2011, p. 5); Hauwert and Sharp (2014, p. 871); Hauwert (2015a); and Hauwert (2015b)—that a specific 12-sq-mi fraction of the 90-sq-mi recharge area provides flow to Cold Springs. In these reports, Hauwert proposes a boundary that ostensibly isolates a portion of the aquifer that discharge only to Barton Springs and from another that discharges only to Cold Springs. Hauwert justifies such distinction on the basis of six dye injections at five sites in the Barton Creek basin (fig. 4 herein and Hauwert, 2015b, p. 74-80). Hauwert makes this delineation based on the results of single dye injections at four of the five sites and two injections at the remaining site (fig. 4, site A).

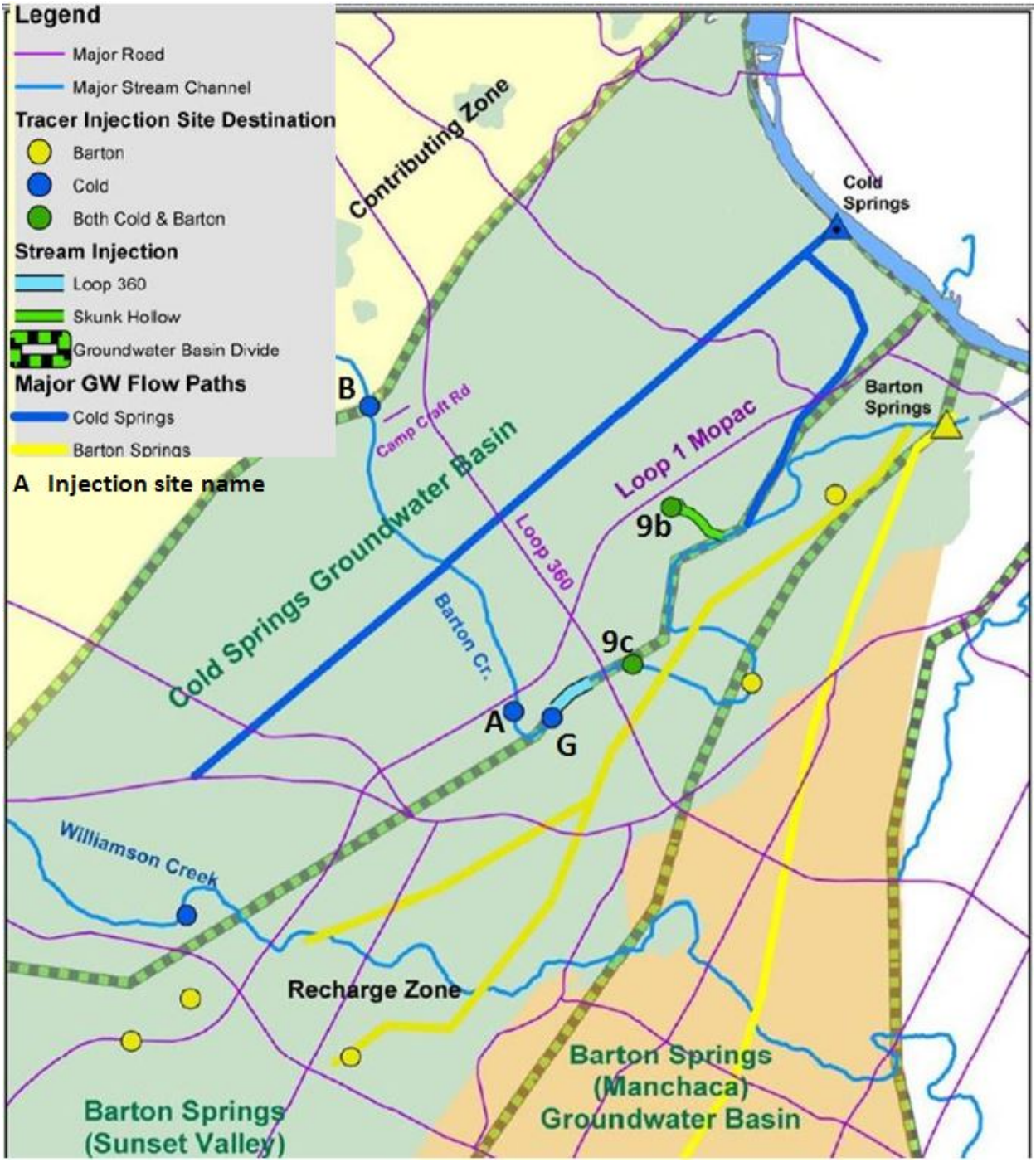
Hauwert (2009, table 4.1) and Hauwert (2015b, table 1 and fig. 1) specify that the dye from site B discharged at Cold Springs (see legend in fig. 4). Note that Hauwert's western boundary for the Cold Springs segment of the aquifer passes through site B and follows the Mount Bonnell Fault to the Colorado River. That boundary is based solely on Hauwert's interpretation that the dye from site B discharges to Cold Springs (fig. 4). However, the same-date injection at site B is reported by the Barton Springs Edwards Aquifer District (2003, table 1); Hauwert et. al., (2004, table 4.2, p. 44); and Smith et al., (2005, table 1) to discharge to the Colorado River, not to Cold Springs. Hauwert et al.,(2004, p. 49) additionally states that *"Five to six days following injection, Tracer B was detected at two nearby locations in the Colorado River 2.7 miles northeast of the injection site and about 200 feet downstream of Cold Springs (Appendix A.I.2). None of the receptors placed at Bee Springs, Cold Springs, or upstream of Cold Springs in the Colorado River tested positive for Tracer B during the monitoring period for Phase 1."* Given such information, the western boundary of the Cold Springs "subbasin" or watershed would be characterized, more accurately, as unknown.

For two of the dye injection sites (9b and 9c) Hauwert used to delineate his boundary, the dye was detected at Barton Springs and Cold Springs (legend, fig. 4), thus suggesting once again that a definitive boundary does not exist. Furthermore, site 9b is located within Hauwert's Cold Springs basin despite the fact that dye from this site was detected at both springs (legend, fig. 4). Given this information, the southeastern boundary for the Cold Springs "subbasin" or watershed would, also, would be characterized more accurately as unknown.

Although the last dye study in the Barton Creek basin was conducted in 2006, Hauwert has acknowledged in several reports prior to and since then that the divide between Barton Springs and Cold Springs is unknown. For example, Hauwert and others (2010a, p. 6) states *"Further tracing is needed to verify the groundwater divides in both Barton and Williamson creeks"*. Hauwert states also (2011, p. 18) that *"The range of recharge source measurement for the major creek channels and Blanco River is necessary because of uncertainty of how flow loss in Barton Creek downstream of Loop 360 is distributed between Cold Springs and Barton Springs."* Similar concessions regarding the need for more data are noted in Hauwert (2009, p. 50) and Hauwert (2011, p. 6).

Finally, only one of the six injections was conducted during near-mean flow conditions (54 ft^3/s, Slade, 2015 and Slade, 2017) at Barton Springs. Two were made when the flow was 18 ft^3/s; two when the flow was 31 ft^3/s; and one when the flow was 107 ft^3/s (Hauwert, 2009, table 4.1). It is likely that, during near-normal flow conditions, the injected dye at the five sites could discharge from a spring other than that identified by Hauwert. Therefore, it is unlikely that flow boundaries exist between the Cold Springs and Barton Springs parts of the aquifer and, if they were to exist, their locations and nature would likely change with flow conditions.

Figure 4. Dye injection sites in the Barton Creek basin, adapted from Hauwert (2015b)



From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Friday, June 29, 2018 5:15 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Fix 290
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2:
City: Austin
State: TX
Zip: 78736
Comments: Comments attached from Fix 290 as doc
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: Fix_290_DEIS_comments_(1).doc

Fix290
A coalition of residents and organizations advocating a better highway for the Oak Hill community

Austin, TX 78736
7300 Callbram Lane

June 29, 2018

Dear Local, State, and Federal Officials,

This letter replies to the draft Environmental Impact Statement (EIS) issued for the "Oak Hill Parkway" [US 290/ SH 71] project located in southwest Austin, TX (boundaries from Loop 1 "Mopac" west to just west of RM 1826 and one mile on Hwy 71 from 290 to Silvermine). Please consider this letter as submitted within the official comment period for the project.

The EIS must follow requirements of the National Environmental Policy Act (NEPA). This project—on the federal-aid system and requiring other federal permits—must receive a Record of Decision (ROD) from the Federal Highway Administration (FHWA) prior to construction of a proposed elevated six lane highway with six parallel frontage road lanes on the ground (a total of 12 lanes wide).

NEPA's legal mandate to study and report on project impacts covers social and economic effects, as well as impacts to the natural environment. We note these basic considerations for two reasons.

First, a full and fair examination of project alternatives as required by NEPA did not occur, as we shall show. Second, the systematic failure of project sponsors to follow this and other major applicable federal statutes, rules, and guidance is not genuinely in doubt.

These agencies, Texas Department of Transportation (TxDOT) and Central Texas Regional Mobility Authority (CTRMA), continue a course of action identified to them as unnecessarily wasteful of protected resources, when other feasible alternatives were clearly available and made known to them. They ignored their duty under NEPA to study all of the available options with reasonable care.

Likely reasons for such conduct include the inertia and momentum of prior agency decisions, most notably a turn of TxDOT policy in 2004 towards tolling new highway capacity; plus State highway officials' own personal and professional biases, which caused them to ignore and reject viable alternatives that would constitute a more community sensitive design.

NEPA requires detailed analysis of "all reasonable alternatives" [40 CFR § 1502.14(a)] before a final plan gets selected and cleared for construction. While the merits of one design over others can always be debated, the requirement to include all reasonable alternatives before choosing is ***not*** up for debate.

The required examination of alternatives did not happen with respect to the "parkway" option offered by multiple citizens groups, gathered together since 2005 under a coalition name of 'Fix 290.' What follows is evidence of that point. Before that discussion, we note requirements of certain other controlling federal statutes that likewise were not met in TxDOT's draft EIS.

Why a "Parkway"? Context of the Oak Hill Highway Project

For just over one mile length of US 290 in Oak Hill—from where the current freeway section ends at Joe Tanner Lane, west to the "Y" intersection where State Highway 71 branches off from 290—there is a clustered concentration of several unique and sensitive natural, historic, and cultural elements existing close to one another.

A relatively narrow existing roadway corridor sits between first, a cemetery and stores, then cliffs and a creek floodplain. To truly respect and preserve the unique context of this place, any expanded road footprint will have to carefully 'thread the eye of a needle' as it were, due to the constrained space and density of features requiring protection.

There are dozens of 100 to 300 year old trees existing within the project right-of-way (ROW), including the large oaks that gave Oak Hill its name. Williamson Creek flows parallel to SH 71 and US 290 within the ROW before turning under the US 290 bridge. This part of Williamson Creek sits just below originating headwaters, has perennial springs, and retains native aquatic vegetation like maidenhair ferns and cottonwood trees.

Traversing the project ROW in this same location is the Balcones Fault, a major geologic feature that marks the beginning of the central Texas hill country. Water flowing over the faulted limestone here recharges the Edwards Aquifer, with caves and underground channels that are a source for Barton Springs. There are identified aquifer recharge features that sit in the channel of Williamson Creek both within the project ROW and immediately downstream of the project.

The Barton Springs segment of the Edwards Aquifer is designated as a sole-source aquifer under the Safe Drinking Water Act, supplying domestic drinking water to some 50,000 persons. The Springs in turn are a treasured community resource, prized for their clarity while giving joy to generations seeking recreation at the famed Barton Springs pool in Austin's Zilker Park. Within the aquifer and at Barton Springs exist two federally listed endangered salamander species. Adding 74 acres of impervious cover as the project proposes, will threaten the water quality of the Springs and aquifer.

A several mile long city-owned greenbelt park on Williamson Creek begins immediately downstream at the project's boundary (just west of Joe Tanner Lane and south of 290). A state maintained roadside park has also existed for many years within the ROW as well, although this is a very small area to the west between William Cannon Drive and Old Bee Caves Road on US 290.

If the roadside park, creek and trees in TxDOT's ROW were all saved and joined to the existing greenbelt, then Austin's existing Williamson Creek park could be extended for a mile, a possible benefit that would be irretrievably lost with the proposed construction of EIS Alternative A.

This project vicinity was where original Texan Anglo pioneers settled and built their farmsteads beginning in 1840. The community was named Oak Hill beginning in 1880. The Beckett Grove of trees became a major overnight camping, trading, community event, and stagecoach supply site.

Besides several identified historic buildings and structures that share boundaries with the project ROW and/or would be in sight of the elevated highway—including a general store, school, houses, barns, a cemetery with grave markers of the original settlers—there are significant historic features located within the project ROW itself. These other sites are not identified in the EIS as being possibly eligible for National Historic Register status.

These include the Convict Hill bluffs where prisoners quarried limestone for the original Texas state capitol building. Most notably, three clusters of ancient trees—named as the Beckett, Hampton, and Tanner groves, should themselves be evaluated as important historic sites in their own right.

The current EIS fails to evaluate all historic and park elements that warrant protected status. The current plans, if approved, would gravely damage and/or destroy these resources.

The groves of trees would be largely decimated, while the few remaining large specimens would be physically cut off from human visitation and lose any viable historic context. Before this can happen, there must be a positive finding that no other way is available to avoid their destruction or impairment.

TxDOT's recommended plan includes over one mile of a 30-foot tall elevated bridge structure that would be visible from all directions above the tree tops. Besides visual intrusion, the bridge structure would totally obscure the historic quarry bluffs along US 290.

Increased noise and light would blight nearby residential areas, including the houses at the top of Convict Hill and neighborhoods located between 290 and 71 (inside the "Y"). Driver access to retail stores at the Y and William Cannon would become more difficult by main lanes being elevated above exits. The elevated sections would also have a barrier effect, splitting the Oak Hill community.

This plan unfortunately has not changed substantially since the supplemental EIS was ordered by FHWA (November 30, 2007). Height at the "Y" with a proposed multilevel interchange was decreased significantly under community pressure from the first design iteration. That is a positive change.

Dropping tolling from the plan was welcome, but has not provoked a fundamental rethink of the design as it should. Some businesses that adjoin the road and presumably would require frontage road access are ironically, being taken by the very widening necessary to build frontage roads.

The special vulnerabilities of this unique place is the reason that citizens have sought a highway plan that can help preserve the crucial elements which continue to define Oak Hill both as it was and still is.

TxDOT Misses the Context; Avoids Federal Instructions

The original EIS covered US 290 / SH 71 from RM 1826 east through Austin to FM 973, with a ROD dated Aug. 22, 1988. Most of this authorized construction (the Ben White freeway) has been completed since then, except for this last segment, now called the "Oak Hill Parkway."

The facility was described by USDOT in 1988 as "a controlled access six to eight lane freeway with two and three lane frontage roads [on each side] in each direction."

Despite the fact that a new examination must occur coincident with a new supplemental EIS, there is no evidence of a fresh evaluation occurring based upon this being a unique environmental context. The same physical design template that was used for the Ben White freeway is still being proposed for this Oak Hill location, with no environmental justification.

Implementing a policy for federal aid highways of "Context Sensitive Design," Title 23, Section 109 USC was amended in 1995 by the National Highway System Designation Act to state:

(c) DESIGN CRITERIA FOR NATIONAL HIGHWAY SYSTEM--
(1) IN GENERAL – A design for new construction, reconstruction, resurfacing (except for maintenance resurfacing), restoration, or rehabilitation of a highway on the National Highway System (other than a highway also on Interstate System) may take into account, in addition to the criteria described in subsection (a) –

(A) the constructed and natural environment of the area;

(B) the environmental, scenic, aesthetic, historic, community, and preservation aspects of the activity; and

(C) access for other modes of transportation.

TxDOT's implementation of this FHWA 'context sensitive design' directive has trivialized the concept, in a local project context where it seems unusually relevant. In the CSD community workshops and documents, TxDOT's consultants focused on such things as minor aesthetic treatments to concrete pillars and retaining walls, rather than on the bigger picture of:

- saving heritage trees
- improving existing parks rather than degrading them
- expanding greenbelts and trails along Williamson Creek
- leaving natural open space as buffers from adverse highway impacts
- maintaining water quality for Williamson Creek and the Edwards Aquifer
- including new mass transit facilities as an integrated part of the 290 project
- integration with surrounding development, including the proposed town center at the "Y"
- avoiding noise and visual impacts to residential areas, and serene places like cemeteries
- addressing regional flooding issues
- mitigation plans to minimize chances of endangered species take
- preservation of historically significant features identified in and around the ROW
- partnering with private builders and other government agencies for multipurpose facilities

An FHWA website (https://www.fhwa.dot.gov/planning/css/) describes a Context Sensitive Solutions process as a "collaborative, interdisciplinary, and holistic approach" which "involves all stakeholders..." This procedure does not appear to have occurred in any meaningful way.

Among "Characteristics of CSS" are listed:

- "Communication with all stakeholders is open, respectful, honest, early, continuous, and is tailored to the context and phase"
- "landscape, community livability, valued resources, ecology, and construction issues are researched and understood before engineering design is started"
- "Full range of stakeholders and transportation officials are involved in identifying issues"
- "Project purpose is clearly defined consensus..."
- "commitment to the process from top agency officials and local leaders."
- "Process involves multiple alternatives, resulting in a full examination of a range of possible solutions and agreement on the best path forward"
- "Participants encourage mutually supportive transportation and land use decisions "

While TxDOT's feeble CSD effort seems ridiculous, even insulting to the concept, the more important challenge is to rewrite the EIS so it can now meaningfully address the intended context that was referenced in the above cited law.

The CSD directive says highway builders "may" include the context in planning, rather than "shall." However, in combination with the NEPA requirements to explain impacts, the EIS should state clearly what elements should be considered in appropriate context, what should be excluded, and why.

Project-Specific Greenhouse Gas Inventory Not Reported

One important global impact does not fit easily into a discussion of local aspects of this project. TxDOT, to its credit, didn't disregard the issue of climate change impacts. However, their analysis did not distinguish the greenhouse gas emission impacts specific to this project. A better practice would report on the likely CO2 emissions issuing from the facility and its traffic over fifty years. For an example of how this could be done see: http://www.sightline.org/2007/10/04/lanes-and-ghgs/.

Historic Heritage Sites Lost in Project Planning

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to identify cultural resources possibly eligible for the National Register and consider ways to avoid or reduce adverse effects to those resources. Altering the highway route to avoid taking these resources must occur unless there are no feasible or prudent alternatives.

Elements of historic and cultural significance were overlooked in the DEIS. A survey commissioned by Save Oak Hill and carried out by consultants Preservation Central Inc. in 2016 identified an inventory of twenty-four historic-age properties (50 years or older) in Oak Hill.

Of these, five were assessed as High priority resources that may be individually eligible for listing on the National Historic Register. Nine were assessed as Medium priorities that should be considered as contributing elements in a potential National Register district for the area. Ten were considered Low priorities for preservation due to loss of integrity from demolition, redevelopment, or other alterations.

This consultant had earlier undertaken a historic survey for Travis County (*Cultural Resources Survey and Assessment of Southwest Travis County,* Report, October 2015). That survey's conclusions regarding Oak Hill focused on buildings located near the eastern end of the project area, close to but outside of the project's ROW (~ 6200 block of US Highway 290 West). These include: the original Oak Hill school; Patton-Enochs house; and the J.A. Patton Store (old rock building currently housing the Austin Pizza Garden).

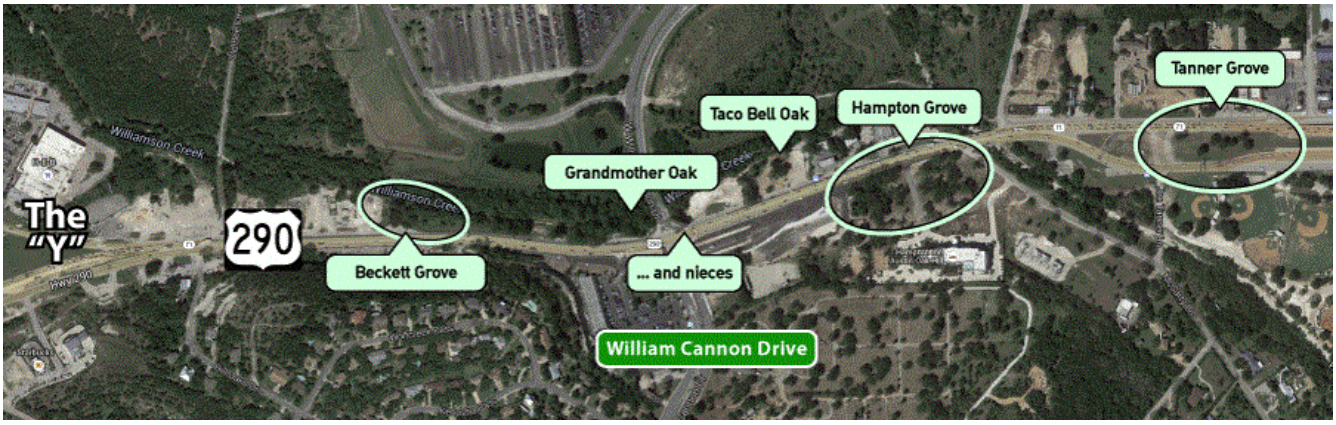
The Travis County study's conclusions were accepted with concurrence from the Texas Historical Commission. These include a recommendation for a national historic district covering some properties.

TxDOT acknowledges and agrees with this recommendation and its basis. See "4.11.3.6 Historic Districts" in the DEIS. The image of the proposed district is reproduced below, from TxDOT :

Figure 4-18. Historic resources recommended eligible for the NRHP.

Additional properties identified in the consultant's later survey that would also contribute to a larger district: the Patton Ranch; Oak Hill cemetery (with the graves of the Oak Hill founders); low-water crossings on Joe Tanner Lane and Old Bee Caves Road; Oak Hill historical marker; Convict Hill quarry

bluffs; and most importantly, the historic groves of trees along the highway. Each should be considered individually eligible for inclusion in the National Register as well.



A contiguous land area bordering both sides of Patton Ranch Road on the east, the TxDOT owned land on both banks of Williamson Creek west to the "Y" and the Oak Hill Cemetery on Old Bee Cave Road, could form an Oak Hill Heritage Park, a place where people could visit, hike, and picnic. This new park would be in sight of the quarry bluffs and connected, in turn to the existing Williamson Creek [City of Austin owned] greenbelt which starts at the boundary of TxDOT's land near the Joe Tanner low water crossing. Other scenic and historic resources in view of the road and the park would include the Hampton and Tanner groves, as well as the Convict Hill quarry bluffs.

While obviously much has changed in the area, and the core of Old Oak Hill along Williamson Creek has suffered damage to its natural and historic integrity, a contiguous protected area preserved in a heritage park would do much to restore integrity and prevent a further deterioration of historic context.

A historic marker located in the TxDOT roadside park 500 feet west of Williamson Creek in the path of the project tells some of the story of Oak Hill.

Park Resources Imperiled, Not Improved in EIS Plans

Section 4(f) of the USDOT Act of 1966 [now found at 49 USC 303] states:

> *...the Secretary [of Transportation] shall not approve any program or project (other than any project for a park road or parkway under section 204 of this title) which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."*

FHWA regulations at 23 CFR 771.135(p) say "use" occurs when:

1) a 4(f) site gets permanently incorporated into a transportation facility
2) there's temporary occupancy of land adverse to preservation
3) a "constructive use" of a 4(f) property or resource occurs

A constructive use is when, including mitigation, proximity impacts of the project are so severe that the activities, features, or attributes that would qualify the resource for protection are substantially impaired. That is, the values in terms of Section 4(f) protection are meaningfully reduced or lost. The loss can occur through noise impacts, visual intrusion, or a loss of visitor access to the resource.

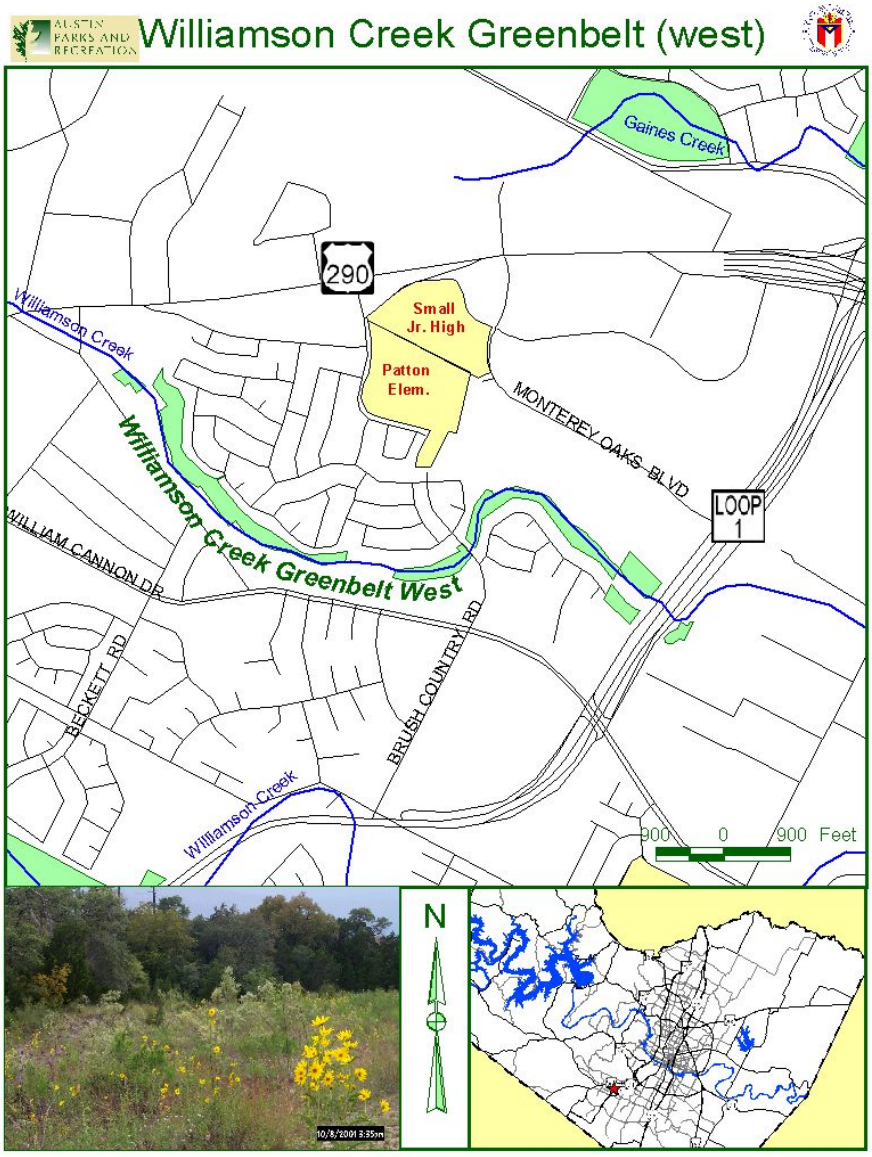
In *Coalition Against a Raised Expressway* v. *Dole*, 835 F.2d 803 (11th Circuit, 1988) the court found that an elevated expressway constructively used three 4(f) properties (a park and two buildings in downtown Mobile, Alabama), finding that "with the elimination of the view, the increase in noise and air pollution, and the close location of the highway may not individually constitute a use; cumulatively they significantly impair the utility of the properties."

Evaluations must address location or design alternatives that can avoid taking the 4(f) land, including the proximity effects of constructive use. Supporting information must show unique problems or unusual factors with alternatives that would rule them out—such that they would result in costs, environmental impacts, or community disruption "of extraordinary magnitudes."

In this case, a contention that Section 4(f) resources are not present with this project must rest upon untenable assertions that:

-all natural, historic, and park resources within the ROW are adequately surveyed; would suffer no impacts either directly or including constructive use; and/or are not worthy of protection.

-all natural, historic, and park resources proximate to, but outside, the project area are likewise not threatened by constructive use. However, it is known that park and historic sites are adjacent to the ROW; and the facility will impose visual and noise impacts upon those sites.



http://www.mappery.com/map-of/West-Williamson-Creek-Greenbelt-Map

Type: Greenbelt
Address: 6312 Brush Country Rd.
Acres: 318.78
Watershed: Williamson Creek

Water Could Be Damaged by Design

Section 404(b) of the US Clean Water Act protects surface water resources (and groundwater too when there is sufficient "nexus").

The US Army Corps of Engineers (US ACE), acting in consultation with US EPA, must review or grant a permit for any stream alterations or sediment discharges made to Williamson Creek above the Edwards Aquifer.

There are four requirements for ACE to issue a 404(b) permit to TxDOT:

1. No practicable alternatives exist to the proposed action;
2. No violation of other laws occurs (including NEPA, Endangered Species Act, and NHPA);
3. No significant degradation of the resource occurs;
4. Steps are taken to minimize potential adverse impacts.

According to the law, the ACE ***must*** turn down the permit when:

- "there is a practicable alternative with less adverse impact on the aquatic environment."
- "jeopardize[s] a species listed as threatened or endangered under the Endangered Species Act"
- "unless appropriate and practicable steps have been taken which will minimize potential adverse impacts of the discharge on the aquatic ecosystem."

A parkway design, with less paved area and less total land disturbance, would cause less erosion, a lower volume of storm water runoff to Williamson Creek, and therefore a reduced probability of polluted recharge to the Barton Springs Edwards Aquifer.

Williamson Creek downstream in south Austin has long been identified as flood-prone, prompting buyouts and expensive removals of flood affected structures. Federal Executive Order (EO) 11988 requires that federal agencies avoid impacts from modification of floodplains and avoid the direct or indirect support of floodplain development wherever there is a practicable alternative.

If a project can result in a significant floodplain encroachment, FHWA will need to approve the encroachment and concur in an "Only Practicable Alternative Finding." The finding must refer to EO 11988 and 23 CFR) 650 (A), and must be supported by the following findings of fact:

1.state the reasons why the proposed action must be located in the floodplain;
2. list alternatives considered and why they are not practicable; and
3. indicate whether the action conforms to applicable state or local floodplain protection standards.

The Most Effective Noise Mitigation Choice Available to TxDOT Was Not Made

FHWA regulations for highway traffic noise in 23 CFR 772 require: 1) identification of traffic noise impacts; 2) incorporation of reasonable and feasible noise mitigation measures; and 3) sharing information with local officials to aid in their local land use planning.

TxDOT may well have made a credible effort at identifying noise affected properties, including the houses atop Convict Hill. However, Category A receivers such as cemeteries, historic properties, and parkland where preserving serenity is a value were clearly not effectively mitigated with this plan.

Federal law establishes traffic noise abatement criteria (NAC) – upper limits on noise for different types of land use and human activities. These regulations require that every "reasonable and feasible" effort be made to provide noise mitigation whenever these criteria are approached or exceeded.

While the NAC are not absolute requirements, there must be a good faith effort to stay under the NAC. The law further states that FHWA will not approve plans and specifications for a federally aided highway project unless that project includes adequate noise abatement measures.

Eligible noise abatement measures listed at 23CFR 772.15(c) include: noise barriers; ***alterations of horizontal and vertical alignments***, buffer areas, and noise insulation in buildings.

Fix 290 has urged TxDOT to build US 290/ SH 71 as a grade-level six to eight lane "parkway." CAMPO defines a parkway as a "freeway without frontage roads." We believe access issues from adjoining properties can be adequately and economically addressed without adding frontage roads.

Consequently, without the need for frontage road turnarounds under the main lanes, the freeway can run at ground level rather than being elevated for nearly two miles. These reductions in vertical height can be considered eligible as a noise abatement measure under the FHWA regulations, see above.

A greater horizontal distance of the road from receivers can also be achieved by the omission of frontage roads should 'surplus' ROW be retained as an open space buffer, as in a parkway design. Berms and sound walls located in the buffer can also mitigate and be more effective in blocking noise from a ground level road with a narrower footprint.

A parkway design should be formally studied as a noise abatement measure within the framework of the EIS.

Moreover, while not a required noise abatement, TxDOT can incorporate quieter permeable pavements to further reduce the area of noise impact.

Current Project's Parkway" Designation a Misnomer; True Parkway Option was Never Studied

Beginning in 2005, Fix 290 asked that TxDOT study a "parkway" design prior to converting the currently existing US 290/SH 71 highway (with at-grade intersections, driveway connections, and traffic signals) over to a fully access controlled facility.

Fix 290 requested development of a parkway as an alternative limited access freeway concept (a six-lane, ground level, non-tolled facility with grade separated crossings) for study.

In making this request, Fix 290 referenced the specific definition of a "parkway" then used by the Capital Area Metropolitan Planning Organization (CAMPO) in their official long-range transportation plans (approved by FHWA). This definition should have supplied clear guidance to TxDOT—stating the main details of the alternative to study, and exactly what was meant by the term "parkway."

CAMPO, Austin's regional transportation body, defined a parkway facility as 'a freeway without frontage roads.' A "freeway" was further defined by CAMPO as a "fully access-controlled, divided, high speed roadway requiring ramp access."

See p. 86 of CAMPO 2030 Plan, dated June 6, 2005:

> **Parkway (PKWY):** Parkways are intended primarily for through vehicle traffic traveling at high speeds. Through travel lanes are similar in characteristics to freeways, however, continuous frontage roads are not provided. Access is provided by grade-separated interchanges and ramps at major crossings. Whenever possible, landscape treatments and scenic easements are provided. Pedestrian and bicycle access is prohibited along the through travel lanes but may be provided through parallel facilities.

The CAMPO 2040 plan also depicts a generic parkway section as having six lanes, and a 300 foot ROW with no frontage roads.

A “freeway without frontage roads” is nothing special. It’s the universal design in 49 US states outside Texas, and carries no special identifying name like “parkway.” No other state makes such heavy use of frontage roads. Texas deploys more lane-miles of this facility type than all other states combined (more than 4,500 miles in 1999).

Short segments of frontage roads (popularly known as ‘access,’ ‘service,’ or ‘feeder’ roads), exist in portions of large cities in states outside of Texas. Outside those places, other access methods avoid the extra costs and bigger land area needed to execute frontage road designs.

Texas law guarantees all individual properties get access to any road that adjoins their land. Therefore, there are only two ways to create a restricted-access, high-speed freeway: 1) buy up and extinguish access rights from the adjoining land; or alternatively, 2) construct a second, slower road parallel to the first one, to allow controlled access onto the higher-speed road.

In the other states, access is controlled by ramps connected to surface streets aligned perpendicular to the freeway, rather than using direct access from adjoining properties onto a parallel frontage road. So, while a freeway designed without frontage roads is not typical in Texas, it is physically quite feasible.

A recently constructed project, Texas State Highway (SH) 45 Southwest near Austin, was labeled a “parkway” in planning documents because no entrances or exits were allowed for three miles. This was accomplished via special deed restrictions conveyed from the adjacent land parcels. This roadway, built by TxDOT, should have familiarized them with what a parkway concept means.

In this case, the motive was environmental preservation, with the project being built over the Barton Springs Edwards Aquifer. The City of Austin acquired adjoining land parcels for nature preserves. In this case, the ‘parkway’ was literally a road through an undeveloped ‘park’-like setting.

Another “parkway” listed in the CAMPO inventory is Mopac (Loop 1) freeway as it passes through central west Austin. In the 1970s Mopac was built from Ladybird Lake to RM 2222 without frontage roads in order to keep existing houses in long-established neighborhoods from being displaced. This design forbids direct driveway access from the adjoining developed property.

A parkway design — as defined above by CAMPO, and successfully executed by TxDOT in two different contexts (rural and urban) with SH 45 SW and Mopac — was never honestly, fairly or fully examined by TxDOT for the US 290/SH 71 corridor in Oak Hill.

Parkway Design Fully Congruent with TxDOT Policy

Further definite evidence that a parkway design (as defined by CAMPO above) is both logistically feasible and financially preferable comes in the form of an official policy adopted by TxDOT and the extensively researched rationale that was developed in support of that policy.

TxDOT adopted a policy of not building frontage roads in new freeway projects through Minute Order 108731, approved December 13, 2001. Amendments to the Texas Administrative Code, Title 43 §15.54(d)(3)(B) state:

Existing facilities designated as controlled access: For existing freeways and other facilities designated as controlled access, it is the intent of the department not to construct new or additional frontage roads.

These new rules were supported in detailed studies commissioned by TxDOT:

1. Frontage Roads in Texas: Legal Issues, Operational Issues, and Land Use Distinctions (2001)
2. Frontage Roads in Texas: A Comprehensive Assessment (2001)
3. Freeway Design Decisions for Revised Frontage Road Policy (2004)

The major impetus for the new policy was as a cost-cutting efficiency measure to make the taxpayer dollars stretch further, so that more miles of highways could be completed within shorter time frames at less cost. This rationale remains valid, but was subsequently ignored by TxDOT.

The new policy proved controversial with commercial real estate interests that were comfortable with the status quo, so effectively it never got implemented. TxDOT meanwhile pursued other means to plug its emerging fiscal gaps, including debt financing for new tolled road projects.

Tolling Takes Over US 290 Project Planning in 2004

With a looming shortage of funds to fulfill all forecast construction programs, TxDOT pursued a new course of building toll roads financed with billions of dollars in revenue bonds.

A first round of tolled projects emerged and was rapidly completed in central Texas: SH 130; US 183-A; a new extension of North Mopac; and SH 45 North, together costing more than $3 billion. These Phase 1 toll projects were not very controversial, because they were new, not previously existing roads built at 'greenfield" locations.

Some critics questioned how expensive the projects were, but an argument held sway that drivers could always voluntarily choose whether or not to pay a toll, and the projects were forecast to be financially self-sufficient.

Then there was an announced initiative for "Phase 2 toll roads" in 2004; among them US 290 West in Oak Hill. This Phase 2 plan —converting existing free roadways over to tolling—proved extraordinarily unpopular with the public; many calling it "double taxation."

TxDOT delegated the US 290 project planning and construction to the Central Texas Regional Mobility Authority (CTRMA), an entity subordinate to TxDOT and nearly exclusively toll funded.

Fix 290 contended the fateful choice to toll the project in Oak Hill forced a 12-lane design. Adding parallel frontage roads in addition to main lanes was necessary because the Texas Transportation Code § 228.201 mandates that "the number of nontolled lanes on the converted highway or segment and the adjacent facility together is greater than or equal to the number in existence on the converted highway or segment before the conversion."

TxDOT's position was that this free lane requirement can be considered as fulfilled by the frontage roads, which otherwise could be ruled out by the 2001 Minute Order cited above.

While denying that fundamental design choices were in any way dictated by tolling, TxDOT and CAMPO subsequently amended their regional and state plans (TIP and LRP) to explicitly designate the US 290/SH 71 project as tolled with frontage roads.

Only designs compatible with tolling (those that include frontage roads) were advanced for detailed study evaluation in the EIS. Design concepts legally incompatible with tolling (lacking frontage roads) were ***not*** advanced for study, despite their reasonableness to fulfill project purpose and need.

[Utilizing ground level frontage roads also dictates some elevation of main lanes, such that motorists needing to turn around can cross under the main lanes. So, both height as well as width impacts in the adopted design were determined by including the frontage roads in the plans and descriptions.]

This environmental context and community needs should have compelled a close searching look at the possibilities for a non-tolled, grade-level parkway design. Instead, the need to approve a design that would be legally compatible with tolling virtually predetermined and greatly narrowed the scope for considering designs that could more fully preserve the 'crucial one mile' in Oak Hill.

TxDOT's 'F' Design Was Not a Viable Parkway Design

In section 3.1.7 of the DEIS labeled "Concept F—Parkway Concept" the false claim is made that a "parkway concept" was developed by CTRMA/TxDOT in collaboration with Fix 290.

There was a mediation attempt between Fix 290 and the project's sponsors. However this did not result in TxDOT undertaking a fair study of the genuine parkway option that Fix 290 had asked for.

Proof is contained in the draft EIS alternatives analysis, section 3.1.7, which states "The [F] concept was a parkway facility with noncontinuous frontage roads and ***an at-grade intersection at SH 71***."[emphasis added]

Being charitable, perhaps this can be attributed to a sincere misunderstanding on TxDOT's part. However, facts show that TxDOT knew, or should have known, precisely what was meant by a limited access highway having no frontage roads and ***no at-grade crossings***.

At a CTRMA engineer's suggestion, Fix 290's engineer sketched some preliminary parameters for a road design without continuous frontage roads, not knowing this would be taken as his detailed comparison with DOT's elevated concepts. This unfinished rough draft was appropriated without his permission or consent and labeled as "Concept F" by TxDOT.

There were some frontage roads left in the Fix 290 engineer's drawings, however, so it was not a full parkway. This was a first attempt on his part, in good faith to meet his professional peers on the agency side halfway, offering for a mutual discussion something between what TxDOT and Fix 290 wanted.

It was not the "Fix 290 design," nor did he present it as such. He also did not expect that his first informal iteration would receive no further design development and revision from TxDOT staff, which would be required for a truly valid engineering practice. While an infinite amount of drafts is not reasonable, certainly more than one or two is.

He initially focused on developing alternate access solutions for each individual parcel that would otherwise be landlocked without a frontage road. This got quite complicated and graphically complex

to portray. He did not assume that ***any*** parcel could be bought out and used as natural open space, as in a SH 45 style parkway. This was an attempt to restrict access without ***any*** property access buy-outs.

If he had been asked to do it, or if TxDOT staff or consultants had taken responsibility, other options would have been explored before settling on one exemplary version to use for a computer analysis of traffic flow. There might be additional hundreds of person-hours needed to achieve a level of detail that could reliably be evaluated and he did not spend that amount of time on the task.

Even though the flawed 'F' option was only allowed to develop to a crude first approximation before TxDOT called it 'done,' it still convincingly showed that modest fixes could omit the need for frontage roads in most locations, without buying more ROW or requiring displacement of existing buildings. However, that is not the only, nor necessarily the optimal, way to manage access.

Fix 290's engineer states that this is ***not*** the only or best method to create a parkway. In fact, he says he was exploring with his engineering peer a compromise design that would not be the full parkway that Fix 290 was asking for. The simplest and most aesthetically appealing way to control access for a future parkway would be to buy up some existing businesses and relocate them, so that those parcels are incorporated into an attractive greenbelt park running alongside the road.

Fix 290's engineer stresses that any given scenario is only one possible way to resolve access or design issues which occur with the changeover of an existing surface road to a limited access highway. This sketch he offered only went through one or two iterations, and was in a highly undeveloped state when TxDOT/CTRMA dishonestly tried to present it as being "the Fix 290 design."

Besides the egregious error of TxDOT introducing an at-grade crossing (traffic signal) at the "Y" – which makes the 'F' design obviously not a parkway or freeway – Fix 290's engineer notes that the traffic model contained another blatant error, one not contained in his original "F" sketch.

The 'F' road in the model run was portrayed as narrowing to two lanes in the eastbound direction at the Y, down from three. This additional mistake on TxDOT's part invented and introduced a spurious bottleneck, further biasing model results enough to cripple "F" as a viable and reasonable alternative.

If access is to be prohibited from adjacent parcels, then it must be assumed that either a parcel is bought out and incorporated into the ROW, as in all of the other designs; or alternate access must be provided, as in the hypothetical "F" access regime. That is only half the task of a valid analysis though.

To be properly analyzed as a freeway, there must be overpass or underpass bridges at the major intersections with SH 71, William Cannon, RM 1826, etc. This is the same requirement for all of the alternatives developed by TxDOT as well. Otherwise, the facility is not a freeway, hence not a "parkway" by CAMPO's definition.

If that last step is not performed in the traffic analysis, then options cannot be compared in true apples-to-apples fashion for their cost, effectiveness, impact, etc.

Texas Toll Fad Finally Fades in 2018

More recently, the tide of toll projects has crested. First, plans for a Trans Texas Corridor collapsed under withering political and legal attacks. Then, following the bankruptcies of privatized toll projects—including the southern portion of SH 130—enthusiasm for new toll roads waned.

Two state constitutional amendments passed in 2014 and 2015, authorizing billions of dollars in new highway construction spending, but specifying that those funds cannot be spent on tolled projects. TxDOT nevertheless sought to subsidize new toll projects with tax revenue, in spite of the clear language and intent of these voter-approved amendments.

The Governor, Lieutenant Governor, and leading legislators chastised TxDOT severely. In response, the agency has terminated toll roads in the project pipeline, including US 290 West in Oak Hill.

On May 4, 2018 TxDOT published the draft EIS and announced that US 290 project in Oak Hill would henceforth be non-tolled.

Dropping tolling from the 290 plans should now trigger a new design evaluation of a genuine parkway, for the following reasons:

1. environmentally sensitive location
2. frontage roads not necessary for a free alternative now
3. historic and park elements trigger legal requirements to avoid taking them
4. current TxDOT policy of not building new frontage roads
5. similar access regimes to a parkway exist and are ubiquitous throughout the US
6. actual existing parkways were built and are successfully operating here in Austin, Texas
7. parkway would be a simpler, hence faster and cheaper, construction

A New Opportunity

These new circumstances (dropping tolling on the 290 project) suggest that development of a smaller footprint roadway design for the 'crucial one mile' of 290 is both possible and necessary, so long as such an alternate design can fulfill the project's purpose and need.

In the DEIS, "purpose and need" are defined broadly (without quantification measures) as improving mobility and efficiency; managing congestion by increasing capacity; improving safety and emergency response; responding to population growth and suburban development; etc. A parkway of some size and configuration should be able to meet these goals at less cost than DEIS Alternative A.

In any case, a comparison of grade-level options was not made, so such study must occur before a parkway can be definitively ruled out.

The alternatives analysis is the "heart" of the EIS" [40 C.F.R. § 1502.14] and must discuss a range of alternatives, including all "reasonable alternatives."

40 CFR Section 1500.2 states "Federal agencies shall to the fullest extent possible:...Use the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment."

The Council on Environmental Quality (CEQ) says "Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant."

Here is the *prima facie* case for 'reasonableness' of a parkway option (as compared to proposed Alternative A):

- A freeway without frontage roads is a typical design for high-speed limited-access roadways in the United States. It is not at all exotic.

- Ground-level construction will be less costly and more capable of noise abatement than an elevated freeway of the same size at the same place.

- The number of access issues to be resolved as compared with Alternative A would be no greater for a parkway aligned on the same route.

- Buyouts of otherwise land locked parcels to create a parkway would likely be cheaper than building frontage roads to give the same parcels access. In any case, the calculations either to support or refute this idea have not been performed by TxDOT.

- Capacity would be similar for both facilities, each having six main lanes.

- Later phases for a parkway could readily add more main lanes within the ROW, and/or build parallel local roads outside the project ROW. Nothing prevents this if it is needed in the future.

- Retaining the existing 300 to 400 foot ROW—but building a six lane ground level freeway—leaves ample open space to expand main lanes; to add parallel frontage road lanes; or build elevated lanes later on, should that be deemed necessary.

- By contrast, there is no space left over in the Alternative A design to expand the roadway. If the elevated structure causes unacceptable impacts, it will be effectively impossible to remove.

- In FHWA and AASHTO guidance manuals, frontage roads count as access, not capacity. However, if frontage roads are supplying extra capacity in peak hours, that is less efficient (less through traffic per lane-mile per hour) than adding another freeway lane instead would be.

- The original EIS showed two freeway lanes carrying more Average Daily Trips (ADT) than the six frontage lanes combined. A later update by CAMPO in 1996 shows the 50 percent of pavement area represented by the frontage roads carrying only 6 percent of the corridor's total traffic (for a nontolled 290 in a typical forecast year).

- Adding lanes can more readily be logistically accomplished on the ground with a parkway, than in the air with Alt A's bridge structure. Two added freeway lanes can carry more traffic at higher average speeds than the six lanes of frontage roads can. A parkway design is therefore a more efficient design to allow for any eventual widening to accomodate more traffic.

- Do the DEIS traffic projections define a reasonable "purpose and need"? If these projections are inflated, then six lanes will be sufficient for a longer period without adding extra lanes.

- An intelligently designed parkway should be less expensive to build than Alternative A, because all cost categories are shared with the A design, but there are fewer of them. The only increased element would be buyouts for properties landlocked by having no frontage road. There is every reason to believe this expense will be more than offset by the potential savings on construction.

- As a rough reality check, the recently completed SH 45 Southwest 'parkway' cost about $108 million, while US 290/SH 71 Alt A is expected to cost ~$400 million or more for almost the same length of new roadway. While there are many differences in the two projects, some issues are the same (aquifer, endangered species).

Other reasons for the involved agencies to actually take an alternatives analysis seriously:

- to safeguard public resources
- speed up project completion and avoid further needless delays
- free up funds to plan, build other segments of US 290/SH 71 to Dripping Springs & Bee Cave
- spend the money savings on other regional transportation projects of higher priority
- it is good policy and it is the law.

Thank you for your service to the public, and for your consideration of our views. Please don't hesitate to continue to reach out to all affected communities, in order to promote better transportation solutions for our region and our nation.

Sincerely

Carol Cespedes
[redacted]
Spokesperson for the Fix290 Coalition

http://fix290.org

From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Friday, June 29, 2018 10:33 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Karen and John Sperry
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2:
City: Austin
State: TX
Zip: 78749
Comments: This is my 7th attempt to upload comments. It is 10:31 pm on Friday, June 29, 2018. The upload system does not appear to be working properly, so I am not able to tell of my 246 kb file is going through. It is far less than the 3MB limit. /Users/karensperry/Desktop/Official Response Draft EIS.pdf
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: Official_Response_Draft_EIS.pdf

June 29, 2018

Official Comments Related to the Oak Hill Parkway Project and Draft EIS

From: Karen and John Sperry, [redacted]., Austin, TX 78749

We are the original owners (since 1982) of our property at [redacted] in the Westcreek Neighborhood, one of the closest neighborhoods adjacent to the OHPWY project ROW near Highway 290 and Joe Tanner Road and/or Westcreek Drive. Our home is one of approximately 100 bordering Williamson Creek immediately downstream of the ballfields between 290 and Mopac South.

We are supportive of the needed highway improvements and have closely followed the project since the inception back in 2012, attending Open Houses, workshops, other meetings and speaking directly with project representatives. However, we do not believe that the project is "context sensitive" by any stretch of the imagination. It is much larger than necessary, impossible to properly mitigate, will cause irreparable environmental harm and will likely cost much more than estimated, if approved and built as currently proposed. We care greatly about many factors related to the project and we trust that other members of the public are weighing in on various matters. Our greatest immediate concerns are related to potentially increased flooding and associated impacts to the Edwards Aquifer / water quality. Since we assume that the Save Our Springs Alliance (SOS) and other environmentally focused organizations and citizens are communicating on the environmental impacts associated with the aquifer and water quality, and in the interest of being succinct, we are focusing our official comments on water quantity, potentially increased flooding and the imperative for adequate flood control measures.

When we originally purchased our home in 1982, the 100 year floodplain ran across the back property line. Over the years, the floodplain maps have been revised at least two times and our home is now in the 25 year floodplain. And for that reason, we have purchased flood insurance most every year. Our foundation is approximately 4 ft high due the proximity to Williamson Creek. There have been times when the creek has risen out of it's banks, but even with the historic storm events in October of 2013 and May of 2015, the water has never reached our foundation. In our area, these rare instances have always flash flood events, where the water rises and recedes quickly,

usually within 10-15 minutes. While a few homes in the neighborhood have suffered localized flooding due to insufficient drainage infrastructure or inadequate foundation height, none of the homes along Williamson Creek have experienced "creek flooding." This is contrary to what is depicted on some City of Austin sponsored flood risk maps where homes are marked with red dots and depicted as "structures flooded." Sheds or fences may have been impacted, but to our knowledge no houses have had water intake from creek flooding.

In closely following the project, we have been given the impression that all appropriate measures are being taken to prevent increased flooding downstream. But we remain concerned and wish to take this opportunity to provide some correction and/or clarifications to the Draft EIS and also to point out some areas of deficiency in terms of the study and adequacy of flood mitigation planning even though the process of purchasing ROW for the project began over twenty years ago.

First, on page 53, it states:

The proposed OHP Project is in the southwest portion of the COA in an area known as Oak Hill. The Oak Hill community was annexed into the COA in 1989.

First, this is a broad generalization. Secondly, it is entirely incorrect according to City Annexation documents. See document "Austin Full and Limited Purpose City Limits: Annexations by Decade 1960-2012" dated July 26, 2013, which reveals that various areas of "Oak Hill" (including areas now referred to as East and West Oak Hill), were annexed between 1970 and 1985. For a more clear annexation document of the immediate area, see Figure 2-19 Annexation History from Chapter 2 of the Oak Hill Combined Neighborhood Plan. The areas most likely to be adversely impacted by stormwater runoff were annexed in 1975, 1977, 1981, 1983, or before.

This is important, because it serves as only one example of inaccuracies that must be corrected in the DRAFT EIS, and more importantly, it begs the question of how a section of 12 total lanes of highway and frontage roads plus wide multi-modal paths, estimated at 74 acres of concrete, impervious cover, be dropped within the City of Austin jurisdiction with little to NO involvement by City of Austin, as a participating agency? Especially, when the potential flooding caused by the project will flow directly over and into the Edwards Aquifer Recharge Zone which begins just to the

East of William Cannon, is extremely environmentally sensitive and serves as a major source of drinking water for City residents.

Although, it is known that TxDOT is not legally obligated to design or meet local agency requirements and doing so would certainly increase the cost of the project up front, in the long-term, much closer scrutiny of the Draft EIS, in close coordination with the City of Austin and 3rd party objective reviewers, would reduce future costs for local, state and federal entities, and ultimately for taxpayers.

And in fact, the City of Austin passed Resolution No. 20140828-091 on August 28, 2014, related to "minimizing the US 290 physical footprint" and directing the City Manager to recommend to CTRMA, TxDOT and the Federal Highway Administration (FHWA) that a non elevated and non-tolled "parkway" design with minimal frontage roads be advanced as adoption for full and fair consideration under the EIS in the final design phases for the US 290/SH 71 Oak Hill Parkway project.

It should be noted that while a grade-level "parkway" option names Alternative F was favored by many local residents, it was dropped from consideration. In spite of that, the project, now proposed as 12 total lanes with 2-3 being frontage roads and including flyover ramps is still referred to as the Oak Hill Parkway Project.

Given the circumstances, it is mind boggling that any of the agencies involved would not agree to the importance of having the City deeply involved in this project because it is well over 90% within the full purpose jurisdiction of the City of Austin AND almost entirely within the Williamson Creek watershed, a 19 mile creek that lies completely within the City of Austin boundaries and as mentioned earlier will drain to the environmentally sensitive Edwards Aquifer Recharge Zone.

The only proposed detention/retention ponds are located upstream of the project and at the very top of the watershed where it begins with several "unnamed tributaries." This is a huge project which will involve the addition of 74 additional acres of impervious cover.

Here is the information on the proposed upstream detention facilities:

- ***Proposed upstream detention facility locations:***
  - Old Bee Caves Road near Sunset Ridge
    - Maximum available storage is approximately 100 acre-feet or 32 million gallons
    - Pond surface area is approximately 13 acres
  - SH 71 near Covered Bridge Drive
    - Maximum available storage is approximately 45 acre-feet or 15 million gallons
    - Pond surface area is approximately 12 acres

They are very large, but given their proximity upstream and the fact that the Draft EIS states that the capacity will be fully needed to offset the impervious cover associated with the project, it is simply not believable that there is a genuine commitment to preventing downstream flooding. These ponds will only capture rain from the immediate area and small "unnamed tributaries." While the detention / retention ponds are large and seem to have a great deal of capacity to hold and slowly release stormwater, it must be noted that due to the upstream location, they will not capture a single drop of rainfall that occurs over the actual project. Modeling of the percentage reductions downstream and all the way to IH 35 is promising, but these two ponds are of greatest benefit to the areas, neighborhoods and property owners closest to them. The benefit of the ponds is greatly reduced downstream and should be the subject of further review in terms of adequacy. In addition, the full benefit is largely dependent upon where and how long the rain falls. TxDOT simply cannot guarantee that these two ponds will offset the impervious cover they propose to add.

While there are 15-17 water quality treatment facilities planned for both the recommended Alternative A and Alternative C, for the most part, these are designed to treat the first one inch or "first flush" of stormwater runoff for water treatment purposes and will primarily be vegetated filter strips, sand filter systems with 4 bio retention and one extended detention pond upstream on Hwy 290.

Accounting for other Development in the Area

The fact that the retention / detention capacity is fully required to offset the project itself means that additional runoff, whether delayed or not, from recent, ongoing and future development will undoubtedly result in increased and potentially devastating downstream flooding. Parts of the Draft EIS attempt to quantify past, present and

foreseeable developments, but fall short of providing meaningful data that is useful in predicting potential negative water "quantity" impacts or additional flood mitigation measures that can be made.

Attachment B of the Cumulative Impacts Reports addresses **"Past, Present and Reasonably Forseeable Future Projects."** It includes "Past Subdivision Developments in Travis County" and appears to be a substantially complete listing of subdivisions built in the County between 1881 into the early 1900s and all following decades through 2014, a cumulative number of over 1,300 subdivisions in Travis County. It is not clear how all of this county-wide data is relevant to the Oak Hill Project Environmental Study and it only serves to demonstrate a lack of interagency coordination and attention to information that is actually relevant to this Environmental Impact Study. As an aside, it must be noted that while 1.300 subdivisions are listed, somehow, the Westcreek subdivision, the subdivision likely to be most impacted by downstream flooding from the Oak Hill Project is OMITTED from the list. Again, the Westcreek area was annexed by the City of Austin beginning in 1975. None of the homes along the creek have experienced creek flooding.

On page 44 of the Cumulative Impacts Analysis Technical Report, Table 7 lists the "Planned Projects in the Combined Resource Study Area." This table lists all of the planned developments in Dripping Springs and Bee Cave and some of the larger emerging projects in Austin within the combined Resource Study Area (RSA). Table 7 also includes information about planned transportation projects within the combined RSA. The table states that "his is a partial list of planned projects as of March 2017".

And Attachment B-3 is a complete listing of the Emerging Projects as of February 2017 within the City of Austin, a listing of approximately 300 emerging developments across the entire City. It is difficult to understand how this particular detailed listing is relevant to the Oak Hill Parkway Environmental Impact Study.

An essential component that is missing from the Cumulative Impacts Section of the Draft Environmental Impact Study is an accounting for all of the "Past, Present and Reasonably Forseeable Future Development" from the top of the Williamson Creek Watershed to the end of the project ROW where Williamson Creek, 290 and Joe Tanner intersect. That information must be quantified and put into the context of "current conditions" including a specified date for what is considered "current." Only

then can cumulative impacts be determined based on the various design options. The City of Austin should be encouraged to participate in this process and also in identifying other viable solutions for flood mitigation which will also serve to mitigate harmful environmental impacts.

Related to this, are the Evaluation Parameters for Natural Resources Impacts. As appropriate, multiple resources are identified for evaluation which is completely appropriate. In keeping with the downstream flooding concerns, the focus of these official comments, there are two examples of insufficient or inappropriate measurement parameters. For the Criterion to "Minimize flood-stage flow in Williamson Creek" with the evaluation parameter being the 100-year flow rate of Williamson Creek at William Cannon Dr. with measure being cubic feet/second. The location identified above at the confluence of Hwy 290, Joe Tanner and Williamson Creek is a much more appropriate location for his measure as it is at the project ROW limits where impacts to Williamson Creek can be more accurately measured. The historical site of flood measures for Williamson Creek in the Oak Hill area has been the intersection of Joe Tanner Road at 290, a roadway which is always one of the first subject to closure, among all City of Austin roadways, during heavy rain events. The William Cannon location may be useful in meeting the flow rate criteria that may negatively impact portions of the actual parkway / roadway during a heavy rain event, but it is insufficient to measure the impact to flow rates immediately downstream of the project. Of course, it may be prudent to measure in both locations as that would result in obtaining measures of flow reduction for the water treatment facilities east of the William Cannon location. Another example is under "Minimize 100-year floodplain (FEMA) impacts, the evaluation parameters are "acres of floodplain displaces by fill within proposed ROW." How can that be used as a measure of success when it says nothing about offsetting the displaced acres with measurable retention /detention facilities?

Currently, the Cumulative Impacts Analysis Technical Report contains the following information on page 10, Table 2, regarding "Floodplains."

Direct Impacts to Floodplain:
There are 71.77 acres of Federal Emergency Management Agency (FEMA)-mapped floodplains within the project area. The proposed project would impact between 69.42 and 69.66 acres of FEMA-mapped floodplains, depending on the alternative selected. Impacts to floodplains would be minimized by using Best Management Practices (BMPs) during both construction and operation of the proposed project. The proposed project would disturb over 5 acres of earth. A Stormwater Pollution Prevention Plan (SW3P) would be implemented. Stormwater runoff would be addressed through compliance with the Texas Pollutant Discharge Elimination System (TPDES) and Edwards Aquifer Protection Program. The proposed project would span the ordinary high water mark (OHWM) of Williamson Creek. It is anticipated that bridge support structures (e.g., piers, abutments) could be designed to avoid causing an increase in the base flood elevation that would violate applicable floodplain regulations. Many of the other crossings are culverted and may require modification. Coordination with the local floodplain administrator would be required.

Encroachment-Alteration effects anticipated to Floodplain:
The proposed project would result in encroachment-alteration effects within a regulatory floodplain. The proposed project would increase impermeable surfaces and have the potential to indirectly affect sediment and pollutant loading in the flood hazard areas as mapped by FEMA. However, floodplain management regulations and design standards would require that the project be designed so as not to alter base flood elevations and not cause adverse flood impacts to upstream or downstream properties.

Will the Resource (Floodplains) be indirectly impacted by potential induced growth?
Approximately 1.3 percent of currently undeveloped land in the area of influence (AOI) (1,148 acres) is within the 100-year floodplain.

Is the resource (Floodplains) in poor or declining health?

No. Future construction within the 100-year floodplain would be in compliance with appropriate permitting and general land use policies.

Resource (Floodplains) included in the cumulative Effects Analysis?

No

This above information is far too general considering the serious nature of the potential outcomes. A more in-depth, objective analysis is justified.

As a part of the Draft EIS review and Record of Decision Process, the Evaluation Criteria and Parameters should be subject to further review, 3rd party, objective review and improvement to ensure acceptable and defendable outcomes are achieved. And full information regarding accountability for meeting the criteria after a design is selected, both during and after project construction should occur, as required.

TxDOT and the FHWA should understand that this project requires a higher level of diligence than projects in less sensitive areas. While funding for highways in in short supply the project must be designed to minimize impact to the environment and reduce the required impervious cover. This will require the exploration of all options for interagency cooperation and funding to provide for retention, detention and water quality treatment facilities to fully address any potential increase in downstream flooding and associated degradation to water quality.

We appreciate the great amount of work that has gone into the project thus far and hope that the additional analysis will lead to greater public confidence that the final design is reasonable given the challenging circumstances. Please remember that it is far easier for those who will travel over what used to be Oak Hill to easily provide feedback to “just build it!” Failure to listen to those who came before, when Oak Hill was “out yonder” from Austin, those who spent a great deal of time sitting in traffic on the four lane roadway to get in and out of Austin, deserve to be heard.

Thank you for your consideration and attention to our input.

ATTACHMENT A

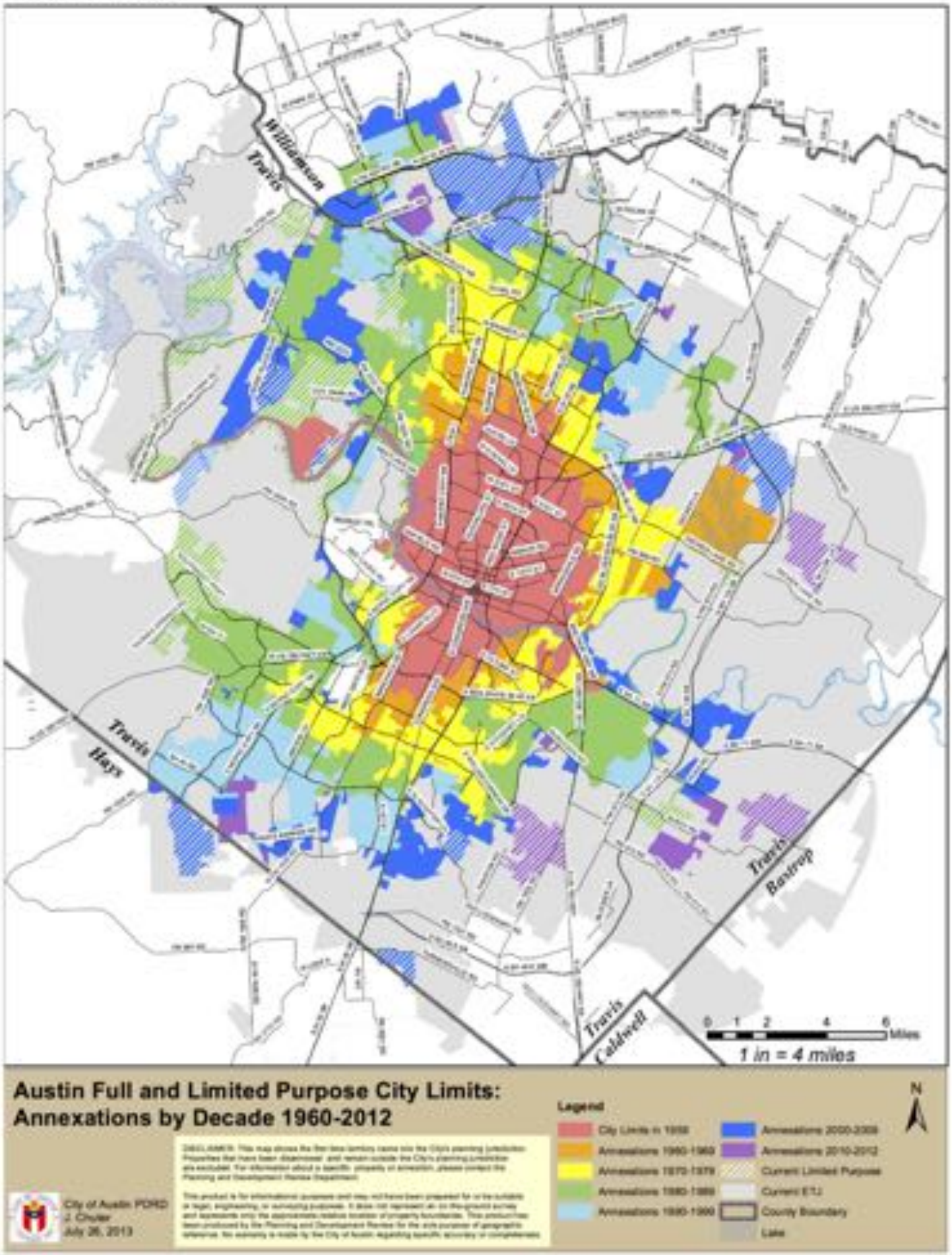
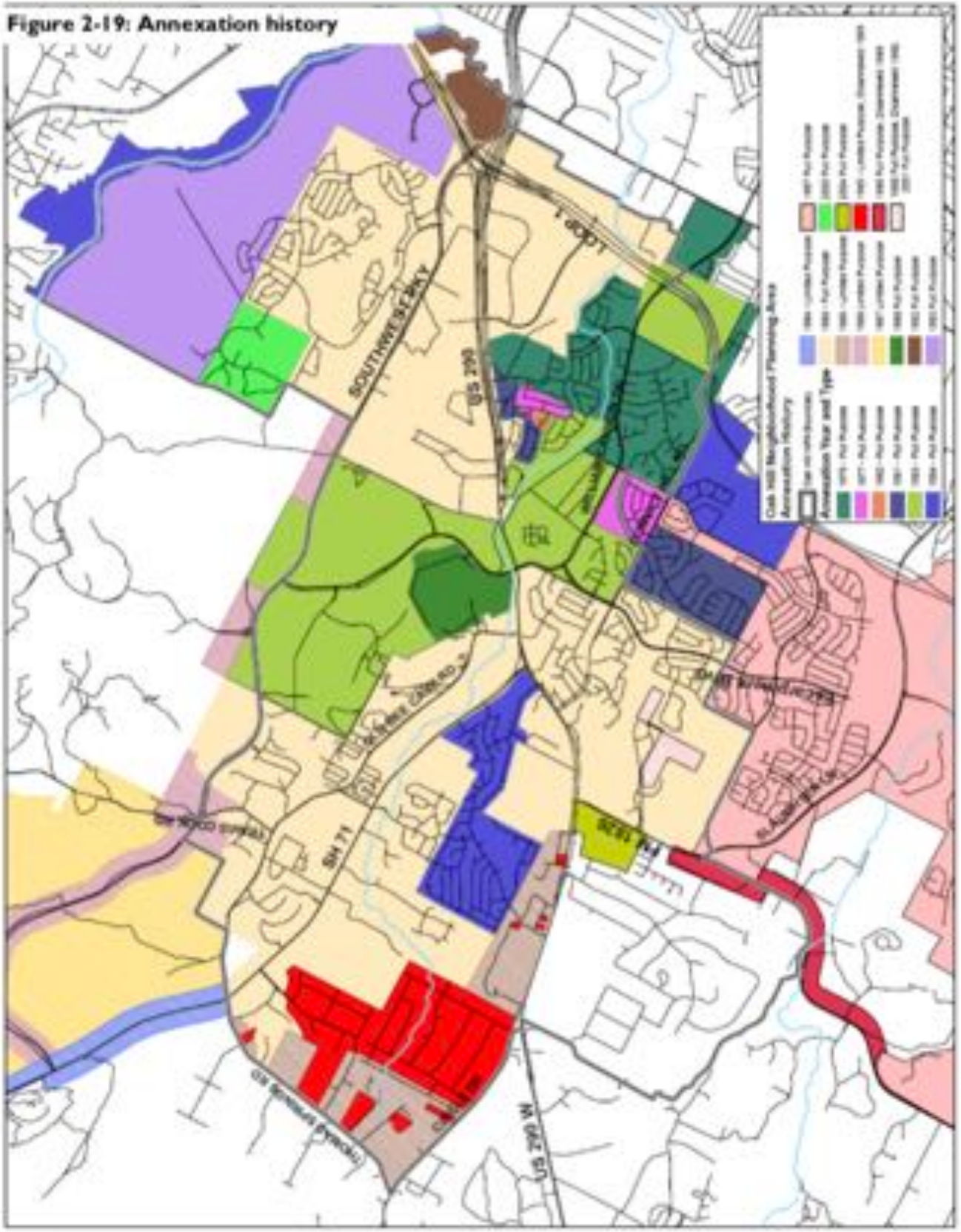


Figure 2-19: Annexation history



From: [redacted] on behalf of Oakhill Parkway VOH [redacted]
Sent: Friday, June 29, 2018 11:32 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Kelly D Davis
Phone: [redacted]
Email: [redacted]
Email Confirmation: [redacted]
Address: [redacted]
Address 2: [redacted]
City: Austin
State: TX
Zip: 78704
Comments: Please see the attached comment letter submitted by Save Our Springs Alliance.
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: 18.06.29_Oak_Hill_Pkwy_Comments_FINAL_WITH_ATTACHMENTS_REDUCED.pdf

June 29, 2018

TxDOT Austin District Environmental Coordinator
c/o Jon Geiselbrecht
Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas, 78761-5426

Re: Comments on Draft Environmental Impact Statement for Oak Hill Parkway

Dear TxDOT Austin District Environmental Coordinator:

Save Our Springs Alliance ("Save Our Springs") submits the following comments on the Oak Hill Parkway Draft Environmental Statement, released on May 4, 2018.

Save Our Springs incorporates by reference the comments dated November 9, 2015, regarding Alternatives A and C. With the exception of the tolling aspect, the suggestions and critiques in those comments apply to the DEIS. Those comments are attached here as Attachment 1.

I. Scale of Project

Save Our Springs supports improvements at US 290 and SH 71. However, the alternatives carried forward in the DEIS are not sufficiently different and both entail a massive undertaking that will be expensive, time-consuming, environmentally destructive, and forever change the character of Oak Hill.

Save Our Springs urges TxDOT to consider a scaled-down version of the project with a smaller footprint that is more appropriate to the context of the area—including the preservation of the trees (all large trees, not just the iconic oaks), Williamson Creek, Edwards Aquifer Recharge Zone, and local businesses. A scaled-down version could also reflect the withdrawal of toll funding from this project. The Oak Hill Parkway was until recently conceptualized as a $700 million project funded by tolls. Now that toll revenue has been removed from the equation, the proposed project's magnitude should be reconsidered.

Given the major change to the project of dropping tolling, TxDOT should go back and revisit fundamental design features. It seemed clear before that the state law requiring toll facilities to preserve the same number of free lanes was driving the massive, ten to twelve-lane road. Now that the pressure is off to have a certain number of lanes, TxDOT should consider alternatives that are more fiscally responsible and reflect community values.

This DEIS is premature. It came out too soon after the project was switched from toll to non-toll, as much of it appears to have been written while the project was still being proposed as a tollway. That switch is a game-changer, and although TxDOT does not want to go back and re-analyze alternatives and impacts, the fact is that it must. Many of the technical reports were prepared with the assumption the project would be tolled.[1] These reports are supposed to contain the detailed analysis to support the statements in the DEIS—yet they are considering a different project.

The repeated references to the project being tolled also creates a legitimate concern that the project really will be tolled later on down the road, such as when there is a change in leadership at the state level. By having this toll/not tolled analysis mishmash, TxDOT can straddle the line and claim either option has been sufficiently evaluated. The public deserves transparency and to receive accurate, up-to-date analyses—and the National Environmental Policy Act, 42 U.S.C. §§ 4321 *et seq.* (NEPA) requires no less. *See* 40 C.F.R. § 1500.1(b) (NEPA implementing regulation providing that an EIS must contain high-quality information and accurate scientific analyses).

TxDOT is clear that the reports are obsolete, but apparently believes that this does not disrupt the NEPA process:

> [T]he OHP DEIS references a number of technical reports that provide resource-specific analyses including detailed technical data, field survey findings, and relevant background information. These technical reports are used to support information and conclusions contained in the DEIS. As the DEIS summarizes the most up-to-date analyses for each resource area, **the findings in this document supersede any discrepancies** that may exist between what is presented in the DEIS and what was previously analyzed in the technical report. Prior to the release of the FEIS, the air and noise technical reports will be revised to reflect the change in traffic data which may occur due to TxDOT's and the Mobility Authority's decision to move forward with non-tolled mainlanes.

DEIS at 2. So, the technical reports are supposed to provide detailed support for the DEIS's conclusions, but in some cases the DEIS contradicts the technical report. The air and noise technical reports will be revised "prior to the release of the FEIS," but that is too late. The public comment period will be over without the public ever having a chance to review accurate information about the non-tolled project. Also, there is no indication that any other reports (indirect effects, cumulative impacts, etc.) will ever be revised. The public is either receiving inaccurate information about the project's effects, or the project really will be a tollway.

[1] For example, the Cumulative Impacts Analysis Technical Report states that, for both Alternatives A and C "[t]he main lanes of the proposed project would be toll lanes."

II. Groundwater Impacts

The DEIS provides that 36 percent of the project is in the Recharge Zone for the Barton Springs Segment of the Edwards Aquifer, and the remaining 64 percent is in the Contributing Zone thereof. While Save Our Springs has not independently verified these numbers, we will assume they are correct in discussing impacts to Barton Springs and the Edwards Aquifer. Regardless of the precise percentages, it is undisputed that the proposed project lies over an extremely vulnerable karstic aquifer with a range of industrial, domestic, and recreational uses, in addition to it serving as habitat for two federally endangered salamanders found nowhere else: the Barton Springs Salamander (*Eurycea sosorum*) and Austin Blind Salamander (*Eurycea waterlooensis*). The Edwards Aquifer is also a drinking water resource and has been designated as a sole source aquifer by the State of Texas and the U.S. Environmental Protection Agency. Water recharging this area flows both to Cold Springs on Lady Bird Lake and to the Barton Springs Complex.

The parameter used by the Texas Commission on Environmental Quality Edwards Aquifer Rules (TCEQ's Edwards Rules) for determination of pollutant removal compliance is Total Suspended Solids (TSS). The DEIS states that the proposed project will comply with TCEQ's Edwards Rules and remove 80 percent of the increased TSS load from the project.

However, consideration of TSS alone is not sufficient in determining potential impacts to Williamson Creek, the Edwards Aquifer, or federally protected species. Other pollutants associated with the construction and operation of highways should be evaluated for their potential impacts, including nutrients, dissolved solids, metals, and petroleum hydrocarbons (all of which are addressed in the City's SOS Ordinance).

In contrast to the TCEQ's Edwards Rule, the City of Austin requires that stormwater runoff be managed through water quality controls and on-site pollution prevention and assimilation techniques to that no increases occur in the respective average annual loadings of total suspended solids, total phosphorus, total nitrogen, chemical oxygen

The negative impacts of impervious cover to receiving water hydrology and quality have been well documented. The health of salamander populations at Barton Springs is directly related to the quality and quantity of water discharging from the Edwards Aquifer.

Recharge features to the karst aquifer have been identified in Williamson Creek in the area of the project that could be negatively impacted by the construction of the proposed project or degradation of stormwater runoff quality once it is in operation. Water quality or quantity changes in Williamson Creek from the proposed project have the potential to directly impact the Edwards Aquifer and thus adversely affect federally protected species. These changes could also impair Barton Springs Pool and Lady Bird Lake, which support recreation and tourism in Austin.

a. Water Pollution Abatement Plan

"A Water Pollution Abatement Plan (WPAP) would be required for the proposed project and would address potential impacts to water quality and quantity associated with karst features.

Approval of the WPAP by the [TCEQ] would be required before initiation of project construction." DEIS at 10.

The WPAP, or at least a draft thereof, should be part of the draft EIS, as it is integral to TxDOT's claims that the groundwater resources will be protected. Furthermore, recent experience shows that TxDOT needs to create the WPAP along with the NEPA documents to be held accountable. In the case of the nearby and under-construction MoPac Intersections project, that project's Environmental Analysis claimed that the project would add 7.7 acres of impervious cover, several times this number is repeated and relied upon to justify a finding of no significant impact. However, the WPAP application submitted to TCEQ showed that the increase in impervious cover would actually be 15.87 acres. TxDOT never corrected this discrepancy in the acreage numbers in the EA or revisited the conclusions based thereon. *See* Attachment 2, Ross Second Supplemental Declaration, *Fath et al. v. TxDOT et al.* (Mar. 16, 2017). This episode illustrates that TxDOT should not be allowed to bifurcate WPAP development from the NEPA analysis; consistency across these documents is essential for the public and decisionmakers to have full and accurate information prior to a NEPA decision. The DEIS nowhere indicates the timeline of WPAP application or submission, and a search of TCEQ records yielded no results showing a WPAP application having been submitted on this project.

TxDOT should be required to comply with the TCEQ's Optional Enhanced Measures (OEM) for developments in the Barton Springs Zone. The DEIS mentions these measures but does not state TxDOT intends to comply with them. This is true for many of the Best Management Practices (BMPs) discussed in the DEIS and technical reports; they are "recommended" or "may be included." TxDOT should commit to utilizing BMPs in this OEM manual, which is designed for this unique geology and would contribute towards reducing impacts to endangered species.

Further, the DEIS should provide a detailed plan and schedule for regular and emergency maintenance. Failures of TxDOT water quality controls in the Barton Springs Zone have been a problem in the past. A BMP's effectiveness only lasts as long as they are properly maintained. This includes replacing silt fences, removing debris from hazardous material traps, and observing whether stormwater overtops rock berms. This requires diligent oversight of construction and operation.

b. Construction Impacts and Impervious Cover

"Construction activities may expose geologic units encountered during construction to erosion, but erosion would be minimized to the extent practicable by using proper techniques and [BMPs] during construction." DEIS at ES-10.

The intent to minimize erosion "to the extent practicable" amounts to a vague and subjective commitment, at best. Who determines what is practicable? What are "proper techniques" and how do they differ from BMPs? And the DEIS does not discuss the effects to the karst features, creeks, and Aquifer of the erosion that will occur because it is not "practicable" to control? A vague assurance that "we'll do our best," without any explanation or contingency plan if our best fails, does not satisfy NEPA's requirement to fully disclose information about

environmental effects and alternatives *before* a decision is made. *See* 40 C.F.R. § 1500.1 ("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.").

"Impacts from the Build Alternatives would be largely consistent with the No Build Alternative, but due to the higher Total Suspended Solids (TSS) removal, some water quality impacts could be mitigated." DEIS at ES-10.

Here, the DEIS claims that adding 74 acres of impervious cover, digging below grade, filling in recharge features and undergoing soil-disturbing construction for several years will have *basically the same impacts* (on water quality) as doing nothing. This statement is unsupportable, and seems geared to achieve public buy-in of the build alternative. The DEIS continues the incredulity by claiming that TSS removal will actually improve with the new project. This is highly misleading—assuming that the targeted TSS removal will be achieved, such that, yes, there will be more TSS removal post-project than there is now, that is only because there will be that much more TSS to be removed. TxDOT cannot credibly claim that there will be a net decrease in TSS leaving the project area after the project is built.

In fact, buried in the technical reports (Appendix A of Appendix G) is the revelation that TxDOT will remove current BMPs that are being employed in the area to remove TSS—the permeable friction course (PFC) along US 290 and SH 71. ("In both alternatives, the existing PFC will be removed with the roadway realignment and reconstruction." Preliminary Water Quality Analysis and Design at 11.). The same memo states that TxDOT will make up for this removal by providing additional treatment, but that only means that the build alternative will not completely undo existing TSS treatment, but will still add 74 acres of impervious cover and the attendant TSS.

"Furthermore, the Project proposes to request a water quality credit of 4,405 lbs. provided from the removal of impervious cover in the TxDOT storage area." Preliminary Water Quality Analysis and Design at 11. Little information is provided about this storage area, except that it is "within the OHP project area" and was removed in 2013. DEIS at 157. It is not clear if the area was restored to pre-development conditions, or what the area's use is now. At any rate, "credits" for TSS generation/removal should not be a fungible item to be banked and used several years later. This goes against the requirements of the Edwards Rules to remove 80 percent of the increased load of TSS from a project. Long-past dismantling of impervious cover (likely for reasons unrelated to water quality) is not a valid factor in TCEQ's TSS calculations. A search of TCEQ RG-348 regarding TSS calculations nowhere indicated a policy of providing credit for previous acts. TxDOT should not subtract the 4,405 lbs. from its required TSS removal amount.

c. Endangered Salamanders: Issues with Barrett 2016 Report

Of particular concern is the fact that much of the discussion on impacts to Barton Springs and the two federally endangered salamanders relies on one source: a 2016 unpublished report

that has only been cited as an authority in this DEIS and the environmental documents of one other TxDOT project:

Barrett, M. 2016. *Threats to the Barton Springs and Austin Blind Salamanders from Urbanization and Highways: A Concern Revisited*. Unpublished Report.[2]

Dr. Barrett used data collected by the City of Austin Watershed Protection Department and the U.S. Geological Survey to conclude that the constituents of concern that are increasing in Barton Springs are not from highways or their construction and that development under the TCEQ's Edwards Rules and City of Austin are adequate for protection of the salamanders. There are several problems with TxDOT's nearly exclusive reliance on this report.

First, the report is unpublished, which means it has not been peer-reviewed—that is, reviewed by several experts in the same field to insure the report's quality. Second, the author is not a biologist. A review of his scholarly work does not indicate that he has anything more than rudimentary expertise in biology. Yet the report does not make use of any of the available scientific literature on the endangered salamanders. The report is 11 pages, including graphics, which is remarkably short considering it draws conclusions contrary to many other reports totaling hundreds of pages. Thus, his conclusions linking water quality parameters and impacts to salamanders are questionable at best. There are many other published reports (and unpublished ones) on the subject of urbanization's effects on *Eurycea* salamanders. The 2013 listing of the Austin Blind Salamander references many such sources. (The DEIS cites the 2013 listing, but only for background information and not to any of the discussion on threats to the salamander).[3]

Reliance on one unpublished report when many other reports by experts in the field are available violates NEPA's implementing regulations require that information in environmental documents "be of high quality," and state that "[a]ccurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA." *See also* 40 C.F.R. § 1502.24 ("Agencies shall insure the professional integrity, including scientific integrity of the discussions and analyses in [EISs]."). Similarly, this reliance violates the Endangered Species Act's requirement to use "the best scientific data available." 16 U.S.C. § 1536(a)(2).

The Barrett report concludes that "TSS levels in Barton Springs have declined over the last 20 years of monitoring." There are several mechanisms that may account for this observation. This statement appears to come from an underlying assumption that TSS either increases or decreases over time. It is possible that TSS fluctuates in association with discharge. High flow has the strength to move sediment through the Aquifer to Barton Springs Pool, while low flow does not. Therefore, we would expect TSS to fluctuate and lag slightly behind changes in discharge. The decline referenced here may just be a result of timing and analytical method.

[2] *See* DEIS at 138-39; 176; Water Resources Tech. Report at 20-21, etc., for a total of about 20 cites.
[3] A recent study demonstrates the negative effect of sediment cover on abundance of Barton Springs Salamanders. In all four sites observed, as the sediment depth increased, the abundance of salamanders decreased. Dries and Colucci 2018.

Moreover, even the City of Austin, whose data Dr. Barrett used, disagreed with his analysis. Regarding a presentation by Dr. Barrett to the CTRMA Board in 2016 about his findings documented in the report, City of Austin staff wrote to CTRMA: "[w]e are aware of Dr. Barrett's analysis of City data and disagree with his findings and conclusions. Our staff believes the data does [sic] not support his conclusion that the changes in Barton Springs' water quality are the result of state required water quality controls. City of Austin letter to CTRMA (June 24, 2016).[4]

Further scientific critique of the Barrett report, by Dr. Lauren Ross, PhD, P.E., are attached to these comments as Attachment 3.

d. New Occurrences of Barton Springs Salamanders

Furthermore, there have been recent new occurrence records of Barton Springs Salamanders in springs and wells that had not previously been known to house salamanders. The discoveries occurred from 2015-2017, and a report was published in March 2018 (Devitt & Nissen 2018). Most relevant to this project, a Barton Springs salamander was found at Backdoor Springs, along Barton Creek about three miles northeast of the "Y" and along the groundwater flow paths delineated in the DEIS. The DEIS does not take into account the presence of this salamander in a closer spring, and impacts should be reevaluated in light of this new information.

e. Subsurface Drainage Basins

The DEIS at ES-13 states that the "proposed OHP Project area does not occur within the ***mapped*** subsurface drainage basis for any caves." (emphasis added). The mapped subsurface drainage basins represent only a portion of the subsurface drainage basins in existence. This statement is misleading because it would lead a lay member of the public to conclude that the project does not affect any subsurface drainage basins. TxDOT should not be able to suggest that there are no impacts to subsurface drainage basin, when the reality is a lack of information about what may be affected. Mapping subsurface drainage basins is resource and time intensive; it is often not done absent a compelling reason to do so, e.g., a project is proposed in the vicinity. TxDOT should map the subsurface drainage basins of nearby caves.

III. Other Water-Related Impacts

a. Williamson Creek

Williamson Creek maintains perennial flow adjacent to the proposed roadway, under normal (non-drought) conditions. As such, the Creek support aquatic life and houses a functional wooded riparian ecosystem. A small public greenbelt runs along the Creek adjacent to the existing US 290. In addition, Williamson is one of six creeks that recharge the Barton Springs Segment of the Edwards Aquifer, granting it special consideration in evaluating, avoiding, and mitigation impacts, see above.

[4] *Available at* www.austintexas.gov/edims/document.cfm?id=257518.

TxDOT should provide compensatory mitigation for the adverse effects the project will have on the Creek, such as purchasing preservation land elsewhere on Williamson Creek. Further, the project should specifically include plans to restore the Creek from any sedimentation, channelization, or damage to the riparian area occurring during construction.

b. Hydraulics and Hydrology

There are several deficiencies in the analysis of hydraulics and hydrology at Appendix I. These problems are described in detail in SOS's second set of comments on the DEIS and a letter from Jeff Kessler, P.E., attached as Attachment 4.

IV. Inconsistency with Local Plans

NEPA requires that: To better integrate environmental impact statements into State or local planning processes, statements shall discuss any inconsistency of a proposed action with any approved State or local plan and laws (whether or not federally sanctioned). Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law. 40 C.F.R. § 1506.2(d). See also 40 C.F.R. § 1502.16(c) (An EIS must "include discussions of: possible conflicts between the proposed action and the objectives of Federal, regional, State, and local [] land use plans, policies, and controls for the area concerned.").

The proposed project is inconsistent with the Imagine Austin Comprehensive Plan (IACP), adopted in 2012. The DEIS discusses the IACP, but erroneously concludes the project would be inconsistent. This directly contravenes the City of Austin's letter, dated December 6, 2012, regarding the Scoping for the Oak Hill DEIS.

"The plan embodies public expectations and preferences with regard to the future development and redevelopment of the Oak Hill area, and it reaffirms protection of the Barton Springs Segment of the Edwards Aquifer as a priority."

In addition, the Oak Hill Combined Neighborhood Plan (OCNP) also presents specific goals for the area to be served by and affected by the Oak Hill Parkway. This plan, which is the product of extensive stakeholder involvement, outlines specific major goals of this plan, which can be found here: ftp://ftp.ci.austin.tx.us/npzd/Austingo/oakhill-np.pdf.

Among those goals are providing public transportation, maintaining the quiet enjoyment of neighborhoods, preserve environmental resources, enhancing the Hill Country look of Oak Hill by preserving trees, expand park-like and recreational options, preserve and restore natural beauty of open spaces, encourage a diversity of local businesses, and promote community spirit.

Rather than consider these plans and the values and goals embodied therein during the scoping and alternatives analysis, as requested by the City of Austin, the DEIS makes a tortured argument of why the proposed project would not be inconsistent with these plans. The DEIS heavily relies on the fact that this project would include, in addition to the expanded

capacity for cars, the project would include a shared use path, i.e., a wide sidewalk. But at the same time, the project would take out the existing transit park and ride, thus making another mode of transportation more difficult. Furthermore, it is questionable how comfortable bicyclists and pedestrians will feel on a path under and adjacent to a 12-lane mix-master style interchange. The project is clearly designed to increase personal vehicle capacity; the mere existence of a sidewalk does not necessarily promote multimodal transportation, as envisioned by the IACP and OCNP. The DEIS should, at a minimum, be revised to consider the impact of removing the park-and-ride on the availability of multimodal options.

And, the DEIS inadequately justified the project as consistent with the OCNP on the basis that the OCNP included a goal to enhance redevelopment, asserting that the highway development will include other investments. DEIS at 54-55. But the multi-level ramps mean fewer people will have access to the businesses, thus threatening their survival. Oak Hill will become a "drive-over" community, with only locals regularly accessing the shopping centers underneath the new flyovers. The "Access Analysis" of the DEIS finds that "31 driveways would be eliminated, and access to 61 driveways would change from having two-way access to/from the roadway to having one-way frontage road access." DEIS at 87. Although for some reduced access, a person may just have to drive longer, people driving through on a flyover are not going to access a local business, and cumulatively this hurts businesses and community cohesion.

Both the IACP and OCNP envisioned Oak Hill to be a safe, accessible, relatively quiet, environmentally conscious and beautiful community with a town center at its heart comprised of local businesses. By taking out trees, adding 74 acres of impervious surface, dividing the north and south parts with 12 lanes of tri-level concrete, adding impediments to transit, and towering over and reducing access to the two main shopping centers, the proposed project is anything but consistent with these plans.

Moreover, the proposed project would not conform to the community standard of non-degradation as codified in the City's Save Our Springs Ordinance,[5] which was passed overwhelmingly by the voters in 1992. Save Our Springs acknowledges that TxDOT is not required to comply with this ordinance, but the DEIS should disclose TxDOT's intentions. The DEIS makes no mention of this non-conformity with this local land-use law, which limits impervious cover and requires stringent water quality measures. To the contrary, the DEIS relies heavily on a report that concludes that TCEQ and City of Austin protections together have resulted in no degradation to Barton Springs.[6]

In short, the project does not attempt to minimize conflict with local plans nor conform to the City's long-term plans for the Oak Hill area.

[5] *See* City of Austin Land Development Code Chapter 25-8.

[6] Save Our Springs does not concede the validity of this report or its conclusions, but makes this point only to demonstrate the inconsistency in relying on a law aimed at protecting resources that TxDOT itself does not intend to comply with.

V. Parkland

The Oak Hill area is deficient in public parks and lacking in connectivity among the existing green spaces. Recognizing this, the Austin City Council voted on June 28, 2018 to submit a resolution to the voters which includes $45 million for the acquisition of parkland, including funds for "a destination park in the Oak Hill area." For the reasons cited above, the proposed project would diminish the value of such a park and hinder its chances of becoming a destination. This is yet another example of how the local jurisdiction's land-use plans are in conflict with the proposed project.

VI. Park & Ride and Transit Options

Under either alternative, the Oak Hill Park-and-Ride would be relocated. ES-11. The vague statement in the DEIS gives rise to several questions: How big is this park-and-ride? Where will it be relocated? How much impervious cover will relocating the park-and-ride add to the overall project? Will the relocated park-and-ride be just as accessible to public transit options, or will it be more difficult for commuters to park and take public transit in Oak Hill?

Early on in project development (2013), Todd Hemingson of Capital Metro (CapMetro) wrote an email to TxDOT (with several others copied) stating that: "The single biggest concern [about the Oak Hill proposed project] is the almost complete lack of transit in the discussion." He noted that CapMetro worked for years with TxDOT in this area and had "recently [in June 2013] reached an agreement to be able to retain our park and ride facility in the 'Y.' " He continued: "We are very appreciative of the working relationship and the cooperation from TxDOT that allowed us to retain the park and ride through and after the current construction effort… Transit has a major role to play in this corridor. Transit priority elements should be considered and be part of this project's purpose and need."

The DEIS does not reflect such consideration, and Hemingson's plea went unanswered. The DEIS at ES-9 states that the "Build Alternatives would be implemented with input from Capital Metro to implement appropriate transit options within the corridor." However, it does not appear that CapMetro has been consulted (or listened to) as of yet, which will lead to sudden and unplanned disruptions to transit service in Oak Hill. As the DEIS benignly describes it, "under the Build Alternatives, the Oak Hill Park and Ride would no longer operate." DEIS ES-9. In other words, the park and ride will be demolished in favor of the highway, and no suitable alternative location has been identified. Yet, the comprehensive revision of the CapMetro system, which was developed for over a year and launched this June 2018, includes the Oak Hill Park and Ride. If the park and ride's existence was in question throughout the study of the Oak Hill Parkway, that information should have been communicated to CapMetro, so they could have started searching for an appropriate alternative. Although the DEIS states that "a new park and ride location is being identified by the Mobility Authority, Capital Metro, and CAMPO as part of their initiative to develop park and ride facilities for express service on the Mobility Authority's transportation corridors," this line is a remnant from when the facility would have been tolled. It is true that the Mobility Authority allows some Capital Metro buses to use its tolled express lanes for free, but absent the tolls, it's unclear whether this

partnership would remain intact. TxDOT should identify and obtain for CapMetro an alternative park and ride location prior to the Oak Hill Parkway receiving final approval.

Furthermore, a report prepared as part of the Mobility Investment Priorities Project states, at A-18:

> Capital Metro is studying transit alternatives on US 290 including future express and bus rapid transit service and the potential for a new park-and-ride lot; however, there is limited available real estate for the development of a transit facility in the correct ridership catchment zone.

Thus, it is conceded that there is no readily suitable alternative location for a park-and-ride. In light of these conditions, the DEIS does not reflect a consideration of whether the recommended alternative provides long-term congestion relief or real multimodal options.

VII. Conclusion

Constructing an elevated, twelve-lane mix-master through the heart of Oak Hill and the Edwards Aquifer/Barton Springs recharge zone—as the recommended alternative would do—favors moving mass amounts of personal vehicles at a cost to local scenic, aesthetic, historic, and environmental resources. Honestly evaluating the impacts to those resources and choosing among alternatives that reflect more than a grade change is vital to sound decisionmaking and public integrity.

Thank you for your consideration.

Sincerely,

/s/ Kelly D. Davis
Kelly D. Davis
Staff Attorney
[redacted]

/s/ Bill Bunch
Bill Bunch
Executive Director
[redacted]

Save Our Springs Alliance
905 W. Oltorf St., Ste. A
Austin, Texas 78704

REFERENCES

Devitt TJ, Nissen BD (2018) New occurrence records for *Eurycea sosorum* Chippindale, Price & Hillis, 1993 (Caudata, Plethodontidae) in Travis and Hays counties, Texas, USA. Check List 14 (2): 297–301. https://doi.org/10.15560/14.2.297.

Dries L and Colucci L (2018). Variation in Abundance in the Barton Springs Salamander Associated with Flow Regime and Drought. Herpetological Conservation & Biology 13(1): 302-316.

U.S. Fish and Wildlife Service. 2013. 50 CFR Part 17 Endangered and Threatened Wildlife and Plants; Determination of Endangered Species Status for the Austin Blind Salamander and Threatened Species Status for the Jollyville Plateau Salamander Throughout Their Ranges; Final Rule. *Federal Register* Vol. 78 No. 151, 51278–51326. 20 August, 2013.

ATTACHMENT 1

November 9, 2015

Oak Hill Parkway Project Team
c/o Texas Department of Transportation

Re: Comments on Oak Hill Parkway project and potential alternatives A and C

Dear TxDOT:

Save Our Springs Alliance ("SOS Alliance") submits the following comments on the proposed Oak Hill Parkway project and the potential alternatives identified at the October 29th Open House as Alternatives A and C.

In general, the environmental study should be expanded to reflect the Context Sensitive Solutions (CSS) goals. The current purpose and need is framed too narrowly, resulting in two proposed alternatives (A and C) that are very similar in nature and are not representative of a meaningful set of alternatives as required by NEPA. Instead of only A and C, the environmental study should also consider an alternative, or alternatives, that includes no flyover, and one that is specifically non-tolled and without frontage roads. Finally, the environmental study process should include consideration of cumulative and indirect effects from related projects and induced growth.

A. The proposed alternatives do not meet the stated needs. The purposes and needs should be expanded to include the goals of Context Sensitive Solutions.

The Oak Hill Parkways project's stated purposes are to: (1) improve mobility and operational efficiency; (2) promote long-term congestion management; (3) increase multimodal travel options for people and goods; (4) improve safety; and (5) improve emergency response.

The needs for the project are characterized in terms of problems TxDOT is trying to solve. These are: (a) traffic congestion related to population growth; (b) crashes on US 290/SH 71 West; (c) lost time; (d) lack of reliable connectivity; and (e) unreliable route for transit and emergency vehicles.

SOS Alliance takes issue with various aspects of TxDOT's characterization of these purposes and needs, as well as the ability of the proposed alternatives to meet them. The overarching concern is that the project's stated purpose and needs are too narrowly defined to result in only alternatives that involve toll roads using variable pricing, in violation of NEPA.

<u>"Reliable connectivity" is too narrowly tailored in violation of NEPA.</u> The website identifies as a project need "reliable connectivity" without further explanation. First, use of this term causes

unnecessary confusion, and TxDOT should have defined this term or described this "need" in more accessible terms to the public. But the most significant flaw in this "need" is that framing it in this way precludes considering non-tolled alternatives. Although not at all explained here, CTRMA has in other contexts claimed "reliable connectivity" (or a similar term) as an outcome of using variable toll pricing.[1] That is, by adjusting the price upward or downward, CTRMA claims it can guarantee a travel time for a particular route. Because traffic demand fluctuates, the argument goes, the only way "reliability" can be achieved is through the use of variable toll pricing. **Thus, "reliable connectivity" is (at least in theory) a *result* of the proposed alternatives (both of which are tolled), not a *need* or problem to be solved**. The need is to relieve congestion and decrease travel times, which could be addressed in a number of ways. In contrast, reliable connectivity is tied to one specific toll-pricing policy. In effect, TxDOT reverse engineered the "need" by looking at what the proposed alternatives would do. This is not permissible under NEPA.

Alternatives A and C will not "promote long-term congestion management." Long-term congestion management is a worthy purpose, but it will not be achieved with the proposed alternatives. Providing more capacity for personal vehicles will, at most, provide short-term congestion management. As TxDOT acknowledges, "it is increasingly clear that we cannot build our way out of congestion." TxDOT 2015-2019 Strategic Plan. By building projects that encourage use of single-occupancy vehicles, TxDOT is ensuring that as population increases, congestion will again become a problem. Variable toll-pricing may help keep the new lanes relatively uncongested, but with price based on demand, the price of the tolls will soon become out of reach for the average Austin-area resident. TxDOT should explore alternatives that would discourage the use of single-occupancy vehicles and also promote fairness and equity, such as mass transit.

Alternatives A and C will not necessarily improve safety. The website identifies crashes on US 290/SH 71 West as a problem to be addressed, and lists one of the project's purposes as improving safety. The website states that "868 crashes occurred on US 290/SH 71 between 2010 and 2014, resulting in five fatalities, 20 incapacitating injuries, plus other injuries and property damages." But TxDOT does not provide any further information as to the cause of those crashes, nor whether the crashes all occurred within the boundaries of the proposed expansion. Thus, it is not clear if this project can solve those particular safety problems. Moreover, the severity of crashes tends to increase as speed increases, and fatal crashes occur at a threshold of 55 miles per hour. By slowing cars down, congestion actually reduces the occurrence of serious accidents. It is not clear how adding a six-lane elevated highway that is specifically designed to keep cars free-flowing would increase safety. By simply providing a number of crashes without any information as to their nature, it is not possible to ascertain whether the proposed project would reduce the number of collisions, and no other reasons are given for how safety would be improved.

Alternatives A and C will not necessarily improve emergency response. The project's stated purpose is to "improve emergency response," in reaction to the problem of having "an unreliable route for transit and emergency vehicles." First, this problem is overstated. Emergency vehicles can currently use the shoulder to bypass congestion, and have the ability to change traffic lights to facilitate their passage through an intersection. Thus, adding a six-lane turnpike is not justified on the basis that it will improve emergency response time. Moreover, because each of the proposals is

[1] *See* MoPac Improvement Project website, where CTRMA states: "[t]o ensure the Express Lanes remain free flowing, variable tolls are used to manage the number of vehicles entering the lanes at any given time." *Available at* http://www.mopacexpress.com/express-lanes/pricing-101.php#sthash.jB998GZV.dpuf.

for a "controlled access highway," the entrances and exits will be limited. Thus, it is questionable how useful the turnpike would be for emergency vehicles.

Furthermore, by using the term "unreliable route," TxDOT implicates the "need" for "reliable connectivity" discussed above. By framing the problem in this way, TxDOT impermissibly narrows the range of alternatives that could solve this problem, because according to CTRMA, only variable toll pricing accomplishes the goal of "reliability" that is allegedly lacking for emergency vehicles. And as mentioned above, for the project to provide such reliability to emergency vehicles, the emergency vehicles must make use of the tollway from a designated entrance to a designated exit, a dubious assumption.

Alternatives A and C do not increase multimodal travel options or address unreliable route for transit. The proposed alternatives do not increase multimodal travel options. Both alternatives are designed for more people to get around in their personal vehicles. Making sidewalks and shared use paths *available* for multimodal traffic, specifically bicycles and pedestrians, is much different than making shared use paths *attractive*. Bike lanes and pedestrians crossings that run alongside or under high-speed flyovers are less attractive than those that run through a green space or nearby an activity center. Although both alternatives include sidewalks and shared use paths, they would also eliminate green space and overall create a noisy, unpleasant environment that would discourage cyclists and pedestrians. This is not a realistic multimodal travel option.

SOS Alliance recognizes that buses would be able to use the tolled roads for free, but it is questionable how this will have a practical effect on use of public transit in this area. There is only one bus route in this area, with only three bus stops. Based on the locations of these stops and the configurations of the proposed alternatives, the bus would not even make use of the direct connectors. Thus, the proposed alternatives would not provide a reliable route for transit.

In contrast, there are options available for increasing reliability of transit, such as dedicated bus lanes. According to the website, "the project team is also working with Capital Metro to determine possible places for park and rides along the corridor." This process needs to be inclusive to ensure that any such infrastructure provides practical and attractive options for commuters. TxDOT should work with the citizens who live, work, and attend school in the area to identify viable alternatives to personal vehicles.

The stated purposes and needs all center on moving cars faster and do not include the Context Sensitive Solutions (CSS). According to the Oak Hill Parkway project website: "Throughout the Oak Hill Parkway project planning process, the project team is incorporating a comprehensive approach to design development known as Context Sensitive Solutions (CSS)." Under CSS, the goals of the Oak Hill Parkway project are "to preserve and enhance local scenic, aesthetic, historic, and environmental resources, while improving transportation safety, mobility, and infrastructure."

Constructing an elevated, six-lane turnpike through the heart of Oak Hill and the Edwards Aquifer/Barton Springs recharge zone—as both proposed alternatives would do—gives absolutely no deference to these important community values. Rather, the current purposes and needs, and the resulting alternatives, are weighted heavily in favor of moving mass amounts of personal vehicles at a cost to local scenic, aesthetic, historic, and environmental resources.

B. TxDOT should include an alternative without a flyover.

Elevated highways create visual blight and substantial noise, separate communities, and harm a community's quality of life. Many communities are recognizing these harms, and choosing to tear down their flyovers in favor of true parkways that connect communities and encourage walkability, bike-ability, and accessibility to local businesses. Yet, both of the only remaining alternatives (Alternatives A and C) incorporate an elevated highway design that will fundamentally change the nature of Oak Hill.

Alternatives A and C are largely a result of the narrow purposes and needs, as well as TxDOT's over-simplified policy on how to handle traffic volume: "build out" or "build up." For one, this policy is based on a false premise that the only way to handle traffic volume is by creating more concrete for personal vehicles. As mentioned above, TxDOT acknowledges that we will not build our way out of congestion. Therefore, rather than increasing lanes and space for individual vehicles, TxDOT should consider forward-thinking alternatives that include strategic traffic congestion solutions.

For example, TxDOT could include the use of round-abouts at all of the signalized intersections along 290 and 71 in the proposed project area as an alternative to flyovers. Another such alternative is the Continuous Flow Intersection design. The proposed flyovers will end at stoplights, creating the very bottlenecks the flyovers are ostensibly being built to relieve. Flyovers just move the bottlenecks further out at a tremendous financial and environmental cost. Other possible solutions include high-occupancy-vehicle (HOV) lanes during rush hour and improved public transit. The bottom line is that TxDOT must analyze designs that eliminate flyovers if all reasonable alternatives are to be included.

C. TxDOT should include an option that is specifically a non-tolled option, without or with limited frontage roads, and should be more upfront about the probability of Alternatives A and C being tolled projects.

At least one unequivocally non-tolled option should be considered. Although the project website states that "the proposed design would be essentially the same if it was to be built non-tolled," the decision to toll lanes actually can drive design and is clearly driving the design of the Oak Hill Parkway project.

Under State law, an equal number of non-tolled lanes must be maintained if a project utilizes tolling as a way of financing a project. TxDOT and CTRMA typically use frontage roads to meet this State law requirement. If the Oak Hill Parkway project is non-tolled, unnecessary additional lanes (frontage roads) will not be required to meet this particular requirement. This could significantly open up the design to other alternatives that do not include a frontage road. This is a reasonable alternative that should not be excluded from the environmental process.

Furthermore, providing for a non-tolled alternative would allow the frontage roads to be considered only where and if they are functionally useful, instead of being included purely because of the State's requirement. In 2001, TxDOT adopted a policy to *NOT* build frontage roads on new freeways.[2] This was followed by several TxDOT-sponsored studies that closely examined the utility

[2] Texas Transportation Commission Minute Order 108731, approved December 13, 2001.

of frontage roads.[3] The TxDOT studies state that "[t]he financial costs associated with frontage road facilities were found to be considerably higher than those associated with non-frontage road facilities. Such comparisons favored non-frontage road facilities both when frontage roads were considered to only provide access and when it was assumed that their purpose was also to carry additional capacity." In addition to cost, frontage roads also take up more space and can have drawbacks with regard to safety, congestion, and increased environmental impacts. It is important to include an alternative that is non-tolled and that does not require the implementation of frontage roads so as not to foreclose consideration of other reasonable alternatives.

In addition, the fact that TxDOT intends on implementing variable toll pricing on this project is not made clear on the website. Nothing in the description of the two build alternatives indicates they will be tolled. In fact, the schematics for each alternative classify the segments as "freeways" (not to mention that the project name has co-opted the term "parkway" which has traditionally been reserved for non-frontage road facilities). It is disingenuous to present alternatives to the community while omitting a significant component of those alternatives. TxDOT should be more transparent in identifying the alternatives as toll roads.

D. TxDOT should consider more conservative growth projections and should envision Oak Hill as a scenic and historical activity center.

The project website states: "Traffic at the US 290/SH 71 intersection will more than double by 2035." The project website also concludes: "Without new highway lanes, by 2035, it would take you 30 minutes to go five miles in this corridor." Both statements are attributed to the results of CAMPO's travel demand model—a model that does not account for human behavior. Before traffic doubled at the intersection, it is likely that people would find an alternative route.

That is not to say that we advocate for the "No Build" scenario. In fact, SOS Alliance supports improvements at US 290 and SH 71. However, TxDOT should use a more accurate model to honestly represent predictions to the public, rather than using inflated hyperbolic traffic scenarios to scare residents into paving and building over the natural and historic beauty of Oak Hill and the Hill Country.

TxDOT should also take into account existing factors that will limit growth and development in the Hill Country—limits such as water supply, the environmentally-sensitive nature of the area and applicable regulatory framework. The comprehensive plans of the City of Austin (Imagine Austin) and Travis County (Land, Water & Transportation Plan) encourage new growth to be more compact and connected, rather than sprawling in nature. Both plans identify Oak Hill as an "Activity Center," not a "Transit Corridor." Together, these factors would predict a slower rate of growth in traffic at 290 and 71 than the project website. TxDOT should provide an alternative that accounts for more conservative growth projects.

[3] Frontage Roads in Texas: Legal issues, Operational Issues, and Land Use Distinctions (2001); Frontage Roads in Texas: A Comprehensive Assessment (2001); Freeway Design Decisions for Revised Frontage Road Policy (2004).

E. The environmental study for the Oak Hill Parkway should include consideration of cumulative impacts from other related projects as well as indirect impacts from its effect on land use and development patterns.

At the same time the proposed Oak Hill Parkway project is being prepared, TxDOT is also preparing improvements to MoPac South and Loop 360. Like the Oak Hill Y, these projects are also proposed over the sensitive areas of the Edwards Aquifer recharge and contributing zones. They are connected both spatially and temporally. Therefore, TxDOT should complete a programmatic EIS to study the cumulative and indirect impacts of all of these projects before looking at the effects of any one project in its own EIS.

Expanding highways has been shown across the county to affect land use and development patterns. Expanding US 290 and SH 71 will further exacerbate sprawling land use and development patterns that have increased pollution of Barton Springs and the Edwards Aquifer. Consideration of these indirect and cumulative impacts also must be included in any environmental study of the Oak Hill Parkway project. Additionally, any study must include significant funding to purchase undeveloped land to mitigate for increases in impervious cover and the indirect impacts of highway expansion.

The purpose and need of the project should be reevaluated and proper weight assigned to all important purposes and needs—not only those designed to solve the problems that TxDOT has identified, but also those designed to preserve the local scenic, aesthetic, historic, and environmental resources. The current alternatives sacrifice these Context Sensitive Solutions (CSS) goals for more lanes for personal vehicles. The alternatives do not provide long-term congestion relief or real multimodal options. TxDOT has not explained how the alternatives will improve safety or improve emergency response. In order to fulfill NEPA's mandate to consider all reasonable alternatives, TxDOT should include a non-tolled alternative without flyovers or frontage roads.

Thank you for your consideration.

Sincerely,

/s/ Lauren Ice
Lauren Ice
Staff Attorney

/s/ Kelly Davis
Kelly Davis
Staff Attorney

ATTACHMENT 2

UNITED STATES DISTRICT COURT

FOR THE WESTERN DISTRICT OF TEXAS

AUSTIN DIVISION

SHUDDE FATH, *et al.*, *Plaintiffs*	§	
v.	§	No. 1:16cv00234-LY
TEXAS DEPARTMENT OF TRANSPORTATION, *et al.*, *Defendants*	§	

SECOND SUPPLEMENTAL DECLARATION BY

D. LAUREN ROSS, PH. D., P.E.

Sealed on March 16, 2017

LIST OF ATTACHMENTS

Attachment A. Cover page and unnumbered, excerpted page from MoPac (State Loop 1) Intersections Water Pollution Abatement Plan; Travis County, Texas, prepared for the Texas Department of Transportation and sealed by Craig L. Hebbe, State of Texas Professional Engineer, December 2016 stating existing and proposed project impervious area.

Attachment B. A copy of General Information Form Attachment A – Road Map from MoPac (State Loop 1) Intersections Water Pollution Abatement Plan; Travis County, Texas, prepared for the Texas Department of

Transportation and sealed by Craig L. Hebbe, State of Texas Professional Engineer, December 2016.

Attachment C. Cover page and page 21 from Texas Department of Transportation, Water Resources Technical Memorandum; MoPac (State Loop 1) Intersections, Austin District, June 2015.

Attachment D. Cover page and page 7 from Texas Department of Transportation, Preliminary Risk Assessment of Proposed MoPac Underpasses at Slaughter Lane and La Crosse Avenue, MoPac (State Loop 1) Intersections, Austin District, October 2014.

Attachment E. Cover page and page 22 from Texas Department of Transportation, Additional Geologic Studies; MoPac (State Loop 1) Intersections, Austin District, October 2014.

Attachment F. Page 24 from Texas Department of Transportation, Additional Geologic Studies; MoPac (State Loop 1) Intersections, Austin District, October 2014.

Attachment G. Letter from Carlos Swonke, Texas Department of Transportation to Darren LeBlanc, U.S. Fish and Wildlife Service with highlighted text documenting the expected volume of excavation for the MoPac (Loop 1) Intersections construction project.

INTRODUCTION

1. My name is Debra Lauren Ross. I am of sound mind and make the following true and correct statements of personal knowledge.

2. I have submitted a previous affidavit in this case on September 23, 2016 which described my relevant qualifications, licensure, experience and training, all of which are relevant to the opinions that I am offering in this Second Supplemental Declaration.

3. In forming the opinions expressed in this Second Supplemental Declaration, I have relied upon information provided by the Texas Department of Transportation in these documents:

- MoPac (State Loop 1) Intersections Water Pollution Abatement Plan; Travis County, Texas, prepared for the Texas Department of Transportation and sealed by Craig L. Hebbe, State of Texas Professional Engineer, December 2016. This document has been prepared and submitted to the Texas Commission on Environmental Quality on behalf of the Texas Department of Transportation.

- Texas Department of Transportation, Final Environmental Assessment; MoPac (State Loop 1) Intersections, Austin District, December 2015.

- Texas Department of Transportation, Water Resources Technical Memorandum; MoPac (State Loop 1) Intersections, Austin District, June 2015 (incorporated by reference into the project Final Environmental Assessment, see Table 1 on page 4).

- Texas Department of Transportation, Additional Geologic Studies; MoPac (State Loop 1) Intersections, Austin District, October 2014 (incorporated by reference into the project Final Environmental Assessment, see Table 1 on page 4).

- Texas Department of Transportation, Preliminary Risk Assessment of Proposed MoPac Underpasses at Slaughter Lane and La Crosse Avenue; MoPac (State Loop 1) Intersections, Austin District, October 2014 (incorporated by reference into the project Final Environmental Assessment, see Table 1 on page 4).

- Letter from Carlos Swonke, Director of Environmental Affairs Division, Texas Department of Transportation to Darren LeBlanc, U.S. Fish and Wildlife Service, June 17, 2016.

4. Because of its location within the regulatory-defined Edwards Aquifer Recharge Zone, the proposed Mopac (State Loop 1) intersection construction cannot commence prior to obtaining a Water Pollution Abatement Plan permit approval from the Texas Commission on Environmental Quality , based upon an accurate

description of the proposed project, including added impervious area. This requirement is contained within Texas Administrative Code Title 30 Part 1 Chapter 213.

5. Specifically, Rule §213.3(28)(A)(i) states that regulated activities include any construction-related or post-construction activity on the recharge zone of the Edwards Aquifer having the potential for polluting the Edwards Aquifer and hydrologically connected surface stream including, but not limited to, construction of roads or highways.

6. Attachment A is the cover page and an un-numbered page of MoPac (State Loop 1) Intersections Water Pollution Abatement Plan; Travis County, Texas, prepared for the Texas Department of Transportation and sealed by Craig L. Hebbe, State of Texas Professional Engineer, December 2016. The un-numbered page in Attachment A states: *"Impervious cover at the project site is 26.10 acres in existing conditions and 41.97 acres in proposed conditions after the roadway improvements and the construction of the two at-grade bridges."* Attachment B is a copy of a map of the proposed project that would add impervious cover. Based on information provided to the Texas Commission on Environmental Quality as part of the Water Pollution Abatement Plan permit application, the proposed added impervious cover for the roadway construction project would be 15.87 acres.

7. The stated proposed change in impervious cover presented in the Water Pollution Abatement Plan permit application text is confirmed in the applicant's numerical calculations of estimated pollution from the project. In the TCEQ Spread Sheet for the Required Load Reduction for the total project, this information is provided:

   "Predevelopment impervious area within the limits of the plan = 26.10 acres*

   "Total post-development impervious area within the limits of the plan = 41.97 acres*

   " The values entered in these fields should be for the total project area"*

8. Based on information submitted to the Texas Commission on Environmental Quality by the Texas Department of Transportation in the MoPac (State Loop 1) Intersections Water Pollution Abatement Plan; Travis County, the post-development impervious area within the project limits will be 41.97 acres. Based on information provided to the Texas Commission on Environmental Quality, the impervious area increase for the project would be 15.87 acres.

9. Information provided by Texas Department of Transportation as part of the Final Environmental Assessment for MoPac (State Loop 1) Intersections, however, consistently identifies the amount of new impervious area for the project as either 7.7 acres or about 8 acres. Attachment C to this Second Supplemental Declaration, for example, is a page from the Water Resources Technical Memorandum (incorporated by reference into the project Final Environmental Assessment, see Table 1 on page 4) that states: "*The proposed improvement would result in minimal impacts to water quantity resulting from the placement of 7.7 acres of new impervious cover.*"

10. Attachment D to this Second Supplemental Declaration is a page from the Preliminary Risk Assessment of Proposed MoPac Underpasses at Slaughter Lane and La Crosse Avenue (incorporated by reference into the project Final Environmental Assessment, see Table 1 on page 4) that states: "*While the project will add approximately eight acres of new impervious cover over the Recharge Zone, . . .*"

11. Attachment E to this Second Supplemental Declaration is a page from the Additional Geologic Studies (incorporated by reference into the project Final Environmental Assessment, see Table 1 on page 4) that states: "*The proposed improvements to the Slaughter and La Crosse intersections will add about eight acres of new impervious cover on the recharge zone*"

12. Attachment F to this Second Supplemental Declaration is another page from the Additional Geologic Studies (incorporated by reference into the project Final Environmental Assessment, see Table 1 on page 4) that states: "*While the project*

will add approximately eight acres of new impervious cover over the Recharge Zone, . . .”

13. The 7.7 acres of new impervious area described in the project information provided to support the Final Environmental Assessment is less than one-half of the 15.87 acres of new impervious cover for the project that was described to TCEQ as part of the Water Pollution Abatement Plan permit application. Assuming that the information provided to the TCEQ under the seal of Craig L. Hebbe, State of Texas Professional Engineer, December 2016 is correct, the new project impervious cover represented in the Final Environmental Assessment is too low by about 8.17 acres. This difference in impervious area, as represented in the Final Environmental Assessment, is significant in terms of the volume and rate of storm runoff from the site, if the project were approved, as well as pollution loads.

14. Attachment G is a Letter from Carlos Swonke, Director of Environmental Affairs Division, Texas Department of Transportation to Darren LeBlanc, U.S. Fish and Wildlife Service, June 17, 2016. This letter states *“To accommodate the main lanes beneath Slaughter Lane approximately 241,086 cubic yards of bedrock will be excavated. Approximately 410,289 cubic yards of bedrock will be excavated for the La Crosse underpass. A total of 690,027 cubic yards of bedrock will be excavated for the proposed project.”* (Highlighted on page 3 of Attachment G.)

15. Nearly 700,000 cubic yards of excavated material is a substantial amount of material and creates a significant potential source of sediment in its excavation, transport, and storage. My careful review of the Water Pollution Abatement Plan, however, found no reference to this excavated material volume. Furthermore, the project plan set that was provided to me and one that I believe to be like the one submitted to the Texas Commission on Environmental Quality as part of the permit application did not include Sheets 17 through 47. These are the sheets related to estimates of project quantities and I presume they would have included an estimate of excavation volumes, since this quantity is a fundamental component of project cost.

16. While the activities regulated by Texas Administrative Code Title 30 Part 1 Chapter 213 Edwards Rules apply to roadway construction and to excavation, most projects regulated by these rules would either not require the volume of excavation proposed for this project, or else would be specifically a quarry project where significant quantities of excavation are expected. Because of the unusually large excavated material volume for the proposed road project, quantification of the volume would be a relevant and necessary fact to determine an accurate assessment of the potential pollution from the proposed project, which is required by the rules.
17. There are numerous potential environmental hazards associated with the proposed road excavation. These hazards include sediment generation, the potential to intersect currently unidentified voids, the removal of all sediment-filtering soil and vegetation, the potential to concentrate sediment- and pollution-laden storm runoff over unidentified, unprotected, or inadequately protected karst recharge features, and the potential to intersect, damage, or rupture the oil-and-gas pipelines that traverse the project. While some of these potential environmental hazards have been discussed generally in Texas Department of Transportation, Final Environmental Assessment; MoPac (State Loop 1) Intersections, Austin District, December 2015, the actual potential environmental damage from road excavation cannot be assessed without quantifying the volume of excavation. Despite its import, the Final Environmental Assessment fails to quantify the estimated excavation volume for the proposed project.

18. I received and reviewed the MoPac (State Loop 1) Intersections Water Pollution Abatement Plan; Travis County during the week of March 6, 2017 and only confirmed the discrepancy in the areas of new impervious cover between the Water Pollution Abatement Plan and the Environmental Assessment for the same project on March 13, 2017.

MoPac (State Loop 1) Intersections Water Pollution Abatement Plan

Travis County, Texas

Prepared for:

Texas Department of Transportation

Texas Department of Transportation

Prepared by:

Lockwood, Andrews & Newnam, Inc.
A LEO A DALY COMPANY
PLANNING • ENGINEERING • PROGRAM MANAGEMENT

8911 N. Capital of Texas Hwy Bldg 2, Suite 2300 • Austin, Texas 78759
Phone: 512.338.4212
Firm No. 2614
http://www.lan-inc.com

CSJ: 3136-01-015

December 2016

STATE OF TEXAS
CRAIG L. HEBBE
94722
LICENSED PROFESSIONAL ENGINEER

Craig L Hebbe, P.E.

Impervious Cover

Impervious cover at the project site is 26.10 acres in existing conditions and 41.97 acres in proposed conditions after the roadway improvements and the construction of the two at-grade bridges. The existing impervious cover is comprised of asphalt paved main lanes, frontage roads and cross streets, as well as concrete sidewalks along the outside of the cross streets. There is also an existing shared use path located outside the project ROW on the west side of the main lanes running south, from Slaughter Lane to across Slaughter Creek. The shared use path section that goes through Slaughter Creek is paved with concrete. The proposed impervious cover is composed of 7.38 acres of non-roadway and 34.59 acres of roadway. Permeable friction course (PFC) is proposed on the main lanes. A concrete paved shared use path is proposed along the outside of the southbound frontage road.

Proposed Site Use

This section of MoPac is located in southwest Austin and is characterized as an urban freeway in both existing and proposed conditions. Proposed facilities will better accommodate both cyclists and pedestrians. The intersection of MoPac and Slaughter Lane is characterized by commercial shopping centers and some multi-family residential properties. The MoPac and La Crosse Avenue intersection is predominantly parkland space and single family residential communities. The proposed shared use path will provide a safe route between Slaughter Lane and La Cross Avenue for both pedestrians and cyclists. The proposed project would not impact land use in the project area because it would be built entirely within the existing right-of-way (ROW).

Site History and Previous Development

A search of historical aerial photography dating back to 1973 was conducted as part of the project's environmental assessment. In combination with a review of the Travis County Tax Appraisal District's records and a "windshield" survey, the research showed that no buildings from this era were within one-quarter mile from the ROW.

The MoPac Expressway was included as part of the 1961 City of Austin Master Plan and Circulation Plan when only 160,000 people lived in Travis County. The southern section of MoPac has been constructed in different phases over the past four decades. The MoPac Expressway section from US 290 to Slaughter Lane was completed in 1990. In 1991, construction was completed on the MoPac Expressway section from Slaughter Lane to SH 45. The entire existing MoPac facility from State Highway 45 South to State Highway 45 North was constructed over a 34-year period from 1973 to 2006. The Loop 1 roadway project was designed in 1989 prior to the WPAP effective date of March 21, 1990. Do to this the original project did not submit a WPAP. The existing BMPs located within the project site were constructed after the initial installation of the roadway. A WPAP was received for the improvement plans of Loop 1 Hazardous Material Traps CSJ: 3136-01-081 on Mar 12th 1993. Construction of the Hazardous Material Traps (HMT) and Vertical Sand Filters (VSF) for Mopac were finished in February of 1994. After the 1994 improvements, a right turn lane was added on southbound MoPac at the intersection of Slaughter lane.

that the greater number of runoff events during normally dry periods would result in little change in the minimum discharge rates.

The proposed improvements would result in minimal impacts to water quantity resulting from the placement of 7.7 acres of new impervious cover. All of the impervious cover would be placed within the existing ROW. Any impacts to water quantity are anticipated to be insignificant and discountable. The proposed improvements would also not require the withdrawal or use of groundwater. If the proposed improvements are not constructed, there would be no anticipated changes to water quantity in the project area.

If the proposed project were not built, the result would be no change in the quality of groundwater. The proposed improvements may negatively impact groundwater quality, primarily during the construction phase, due to increases in contaminants (e.g. TSS, from sediment) in stormwater runoff. If contaminants are mobilized by stormwater they could flow into Slaughter and Williamson creeks and enter the aquifer via faults, fractures, or other unidentified recharge features, or contaminants could also flow directly into caves or sinkholes whose drainage basins intersect the proposed project. One karst feature was identified within the ROW. This feature is a zone of enlarged fractures within the bed of Slaughter Creek with high recharge potential. The proposed project is also mapped within the subsurface drainage basin for Blowing Sink Cave; therefore, any changes in groundwater quality resulting from the project may impact the cave stream in Blowing Sink Cave. Water quality within the subsurface drainage basins for known caves and sinkholes and the fractured bedrock areas of Slaughter Creek should be treated as sensitive areas, especially during the construction phase. Temporary erosion and sedimentation controls should be used to protect these features.

The greatest possibility for groundwater impacts during the construction phase of the proposed project could occur if voids connected to the aquifer or containing groundwater are intersected during the down cutting of bedrock below the current grade or other excavation activities. When voids are encountered, 30 TAC 213.5(f)(2) rule requires that construction in the vicinity of the void cease. A geologist would 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 the geologist, submitted to the TCEQ, and approved prior to the implementation of mitigation, and before continuing construction in the vicinity of the void. In addition, a section 10(A)(1)(a) permitted scientist should inspect the site as soon as possible in order to evaluate potential species habitat. If habitat for federally listed and endangered karst invertebrates or *Eurycea* salamanders is encountered, there may be an effect on those species (for information on the salamanders and other threatened and endangered species in the proposed project area see the *Biological Studies Technical Memorandum*, which is available at the TxDOT-Austin District and Mobility Authority offices and at www.MoPacSouth.com). Measures would be taken to ensure that there is project-wide awareness and education about the need to report void discoveries and implement protection measures.

The proposed improvements would incorporate a variety of approved practices for managing stormwater runoff during all phases of the project. During construction, TCEQ-approved measures to reduce erosion and maintain sediment on site would be implemented and documented in the SW3P. The erosion control measures could include minimizing the amount of disturbed land, locating potential sources of pollutants away from steep slopes, streams, and any other sensitive areas, stockpiling topsoil for re-vegetation, and stabilizing slopes with blankets or mulches as appropriate. Channels would be stabilized with geotextiles and check dams would be installed as needed to reduce runoff velocities and minimize erosion. Sediment control measures, such as silt fencing, would be installed along the project perimeter and at

water quality BMPs that treat all flows leaving the ROW once the proposed project is operational.

- Because Blowing Sink Cave intersects the phreatic (saturated, regional water table) zone, it is possible that the project could impact the phreatic portion of the cave, but unlikely that portions of the cave within the vadose zone will be impacted. Near La Crosse Avenue, Wildflower Cave, which is not a BCCP cave, is at approximately 2% gradient from the closest intersection cut at La Crosse Avenue, and is therefore unlikely to be impacted by the project. Again, any impacts to the phreatic groundwater within Blowing Sink Cave would be mitigated by water quality BMPs.

C) Water Quantity

- Engineered solutions will be implemented for subsurface voids encountered with evidence of significant groundwater flow.

- While the project will add approximately eight acres of new impervious cover over the Recharge Zone, proposed roadway improvements may help to sustain flow during droughts due to an overall increase in treated runoff released from water quality structures compared with existing conditions.

- Due to the relatively small footprint and drainage area of the proposed project relative to the potential subsurface drainage area of Blowing Sink Cave, it is unlikely that the proposed project would impact the quantity of water reaching Blowing Sink Cave in either the vadose or phreatic zones.

- Water quality BMPs are designed to create hydrographs with an extended period of discharge, which will benefit downstream recharge opportunities in the receiving waterways.[ii]

D) Protected Species

- No federally-listed karst invertebrate species are known from any caves or karst features within the proposed project ROW or within 1 mile of the proposed project.[iii]

- No BCCP-protected caves containing species of concern are within the ROW.

- Analysis of topography and hydraulic gradient from the cut areas to the eight closest BCCP caves (within ~1 mile) indicates that it is unlikely that there will be vadose flow impacts to any BCCP-protected caves except Slaughter Creek Cave, which has a slight risk of being impacted during

Water Availability *– Develop water balance to evaluate the impacts of the project on aquifer recharge volumes*

Provided by Michael Barrett, Ph.D., P.E., D.WRE, Center for Research in Water Resources: One concern related to the creation of new impervious surfaces on the Edwards Aquifer recharge zone is a reduction in the amount of aquifer recharge. A recent study by Hauwert and Sharp[13] documented that most rainfall that falls on the Edwards recharge zone is lost to evapotranspiration (ET). The amount returned to the atmosphere through ET is a function of precipitation, but appears to average about 70%. About 5% of rainfall becomes surface runoff to creeks and upland recharge features, while only about 25% enters the aquifer through diffuse recharge[14].

The proposed improvements to the Slaughter and La Crosse intersections will add about eight acres of new impervious cover on the recharge zone. The long term average discharge at Barton Springs is approximately 51 f^3/sec (cfs)[15]. Assuming an annual rainfall of 32 inches, the expanded roadway will reduce diffuse recharge by about 232,000 ft^3/yr. Although this is a substantial amount of water, it represents only 0.015 % of the average annual flow at Barton Springs.

A more important fact is that adding impervious cover largely eliminates ET, which is the fate of the largest fraction of rainfall. Assuming a runoff coefficient of 0.9, the additional pavement at these two intersections will generate about 837,000 ft^3/yr of runoff in an average year, which will be discharged to Slaughter Creek and its tributaries after treatment. It is in the beds of these and other creeks where a majority of Edwards Aquifer recharge occurs.

Historical flow data from many of the creeks crossing the Barton Springs portion of the Edwards Aquifer demonstrates that isolated, small to moderate sized rain events generally do not result in creek flow. This is especially true for periods of extended dry weather when soil moisture is low prior to rain events. This low soil moisture also increases ET and reduces diffuse infiltration, further reducing the volumes available for recharge. Conversely, impervious cover generates runoff from virtually all rainfall events, even during drought, and this flow will recharge the aquifer in the beds of the creeks. During droughts there is little to no flow in the creeks, which means that virtually all of this runoff is likely to infiltrate. Consequently, the proposed roadway improvements will actually help sustain flow during droughts to a greater degree than the no-build alternative.

[13] Hauwert, N. and Sharp, J. 2014. Measuring Autogenic Recharge over a Karst Aquifer Utilizing Eddy Covariance Evapotranspiration. *Journal of Water Resource and Protection*, 6, 869-879. doi: 10.4236/jwarp.2014.69081.

[14] Slade, Jr. R.M. 2014. Documentation of a recharge-discharge water budget and main streambed recharge volumes, and fundamental evaluation of groundwater tracer studies for the Barton Springs segment of the Edwards Aquifer. *Texas Water Journal*, Volume 5, Number 1. ISSN 2160-5319, 12-23. Available at: https://journals.tdl.org/twj/index.php/twj/article/view/6988/6091.

[15] Slade, Jr. R.M. 2014 (see footnote 14).

- While the project will add approximately eight acres of new impervious cover over the Recharge zone, proposed roadway improvements may help to sustain flow during droughts due to an overall increase in treated runoff released from water quality structures compared with existing conditions.
- Water quality BMPs are designed to create hydrographs with an extended period of discharge, which will benefit downstream recharge opportunities in the receiving waterways.[16]

- Protected Species:
  - No federally-listed karst invertebrate species are known from any caves or karst features within the proposed project ROW or within 1 mile of the proposed project[17].
  - No BCCP-protected caves containing species of concern are within the ROW.
  - Analysis of topography and hydraulic gradient from the cut areas to the nine closest BCCP-protected caves (within ~1 mile) indicates that it is unlikely that there will be vadose flow impacts to any BCCP-protected caves except Slaughter Creek Cave, which has a slight risk of being impacted during cutting of the upper 1 ft of bedrock at La Crosse Avenue based on the hydraulic gradient (12.1%). During the operation phase, Slaughter Creek Cave is unlikely to be impacted, as the hydraulic gradient will be reduced to 8.9%. It is important to note that Slaughter Creek Cave is west of the project area and groundwater flow is generally to the east. Based on the hydraulic gradient and location of Slaughter Creek Cave in relation to the La Crosse Avenue cut, it is very unlikely that the cave will be impacted by the proposed project. Based on the hydraulic gradients, no impacts to species of concern are anticipated in any other BCCP caves.
  - Potential impacts to federally-listed *Eurycea* sp. salamanders in Blowing Sink Cave or Barton Springs are highly unlikely due to existing and proposed water quality BMPs that will treat any surface water flowing from the project area before it recharges the Barton Springs Segment of the Edwards Aquifer.

[16] K. Friese & Associates. 2014. MoPac Intersections Environmental Study Preliminary Water Quality Analysis and Design. Prepared for Central Texas Regional Mobility Authority and Texas Department of Transportation.

[17] Zara Environmental LLC. 2014. Draft: Karst Invertebrate and Salamander technical Report MoPac Intersections Environmental Study, Austin, Travis County, Texas. Prepared for Jacobs Engineering, Inc. 17 June 2014.

ATTACHMENT 3

1405 Hillmont Street
Austin, Texas 78704
Phone: 512-326-8880
e-mail: [redacted]

January 12, 2017

Sealed on
January 12, 2017

Mr. William Bunch, Attorney
Save Our Springs Alliance
905 West Oltorf, Suite A
Austin, Texas 78704
Transmitted via email: [redacted]

Subject: Review of TxDOT Supplement to Consultation with U.S. Fish and Wildlife Service Regarding the MoPac Intersections Project

Dear Mr. Bunch:

At your request, I have reviewed an October 6, 2016 email from Mr. Andrew Blair to Mr. Carlos Swonke, both staff with the Texas Department of Transportation (TxDOT). The subject of the email is "Mopac Intersections Supplemental Letter." I have also reviewed these attachments to the email:

- *"Threats to the Barton Springs and Austin Blind Salamanders from Urbanization and Highways: A Concern Revisited"* by Michael Barrett, Ph.D., P.E. dated September 27, 2016;
- Pages headed: "BMP Details"; and
- A draft letter from Mr. Carlos Swonke to Mr. Darren LeBlanc, U.S. Fish and Wildlife Services regarding Section 7 Consultation; MoPac (Loop 1) Intersections: From north of Slaughter Lane to south of La Crosse Avenue; CSJ: 3136-01-015, no date.

The documents I reviewed are Bates-numbered pages TXDOTFATH_00002047 through TSDOTFATH_00002080.

The documents that I reviewed are intended to support TxDOT's determination that the MoPac Intersections Project is not likely to adversely affect the Barton Springs and Austin Blind Salamanders. The documents fall short, however, of achieving that goal in the following ways:

1. Water quality parameters analyzed by Barrett and presented in his report are limited to total suspended solids, zinc, phosphorus, and nitrate. These constituents fail, however, to represent the range of water quality parameters in highway runoff which also include but are not limited to: arsenic, cadmium, iron, lead, iron, copper, nickel, chromium, mercury, chlorinated hydrocarbons, pesticides, inorganic salts like calcium chloride, sodium chloride, sulfate and bromine, oils, fuels, asbestos, rubber, polycyclic aromatic hydrocarbons, total petroleum hydrocarbons, chemical oxygen demand, and special compounds.[1] Water and sediment characteristics other than those analyzed by Barrett are more likely to affect salamander habitat quality. Polycyclic aromatic hydrocarbons, for example, are demonstrably associated with vehicular traffic and increase over time.[2] They negatively affect a key salamander food source: the amphipod *Hyalella azteca.*[3] Pesticides are another group of chemicals associated with highway operation that affect salamander habitat quality. These key indicators are ***not*** evaluated by Barrett in his September 27, 2016 report.
2. Methods used by Barrett to evaluate water quality in Barton Springs and conclude no temporal trends fail to consider flow conditions at the time of sampling. Relationships among spring flow, recharge conditions, and water quality are a well-established principle in determining trends.[4] Barrett reports,

---

[1] Gupta, M.K., R. W. Agnew, and N. P. Kobriger. *Constituents of Highway Runoff Volume I, State-of-the-Art Report.* Federal Highway Administration, 1981; also Herrera Environmental Consultants, Inc. *Untreated Highway Runoff in Western Washington.* Prepared for Washington State Department of Transportation, May 2007.
[2] See Van Metre, Mahler, and Furlong, 2000.
[3] White, J. Allen, F. James Dwyer, Elizabeth Materna, Douglas Hardesty, and David Whites, *Water and Sediment Quality in Habitat Springs of Edwards Aquifer Salamanders,* U.S. Fish and Wildlife Service, July 2003.
[4] See, for example, Helsel, D. L. and R. M. Hirsch. 2002. *Statistical Methods in Water Resources: Techniques of Water Resources Investigations Series Book 4, Chapter A3.* U.S. Geological Survey. Washington, DC.
Herrington, C. and S. Hiers. *Temporal Trend Analysis of Long Term Monitoring Data at Karst Springs*, *2009.* City of Austin Watershed Protection Department. SR-10-06. 2010.
Herrington, C., and S. Hiers, D. Johns. *Update of Barton Springs Temporal Trend Analysis-2005*. Water Resource Evaluation Section, Environmental Resource Management Division, Watershed Protection & Development Review Department, City of Austin. SR-05-09. 2005.

for example, a negatively sloping regression for total suspended solids as a function of time (see Figure 2 in his report). This result may depend entirely, however, on high total suspended solids measurements for isolated events between 1993 and 1999. When spring flow and recharge conditions are evaluated in determining trends, seven water quality parameters in Barton Springs are apparently increasing over time during baseflow conditions: calcium, chloride, conductivity, magnesium, nitrate/nitrite, sodium and sulfate.

3. Neither Barrett nor the City of Austin have analyzed segregated water quality measurements on samples taken during storm flow conditions for increasing trends over time. Barrett used baseflow-dominated water quality data to make assertions regarding the effectiveness of TCEQ and City of Austin development standards that are fundamentally geared towards reducing stormwater loads to the Barton Springs Edwards Aquifer. It is storm flow rather than baseflow, however, that is most likely to reflect water quality changes from urban storm runoff, including highway runoff. No conclusions are appropriate from trend analyses of water samples obtained during non-storm conditions by either Barrett or City of Austin regarding the effects of highway construction or operation on salamander habitat quality during storm flow conditions.
4. Barrett postulates that the changes in water quality at Barton Springs are more likely associated with increased flows to the spring from across the Edwards Aquifer "bad water line," than with changes in the level of development and highway use. The City of Austin analysis of temporal differences, however, shows

---

Porras, A. *Updated Analysis of Dissolved Oxygen Concentrations at Barton Springs.* City of Austin Watershed Protection Department. SR-14-11. 2014.
Porras, A. *Analysis of Water Quality trends at Barton Springs and Surrounding Springs in Austin, TX (1995-2015) and an Alternative framework for Future Analysis*. City of Austin Watershed Protection Department. SR-16-04. 2016.
Turner, M. *Update of Barton Springs Water Quality Data Analysis-Austin, Texas.* City of Austin Watershed Protection Department, Environmental Resources Management Division. SR-00-03. 2000.
Turner, M. *Data Report for the Barton Springs and Austin Blind Salamanders - 2006.* City of Austin Watershed Protection Department. DR-07-01. 2007.

seven parameters at Barton Springs with an increasing trend during recharge conditions (calcium, chloride, conductivity, magnesium, nitrate/nitrite, sodium and sulfate) compared to only one parameter (conductivity) with an increasing trend during non-recharge conditions. Water is less likely to migrate across the bad water line during recharge conditions than during non-recharge conditions when aquifer pressures are generally lower. The larger number of parameters that show increasing concentrations over time during recharge conditions compared to non-recharge conditions is inconsistent with the following hypothesis: observed increases in water constituent concentrations are solely associated with decreased water pressure in the Edwards Aquifer and consequent groundwater migration across the bad water line.

5. The draft letter from Mr. Swonke to Mr. LeBlanc states *"Direct effects from the Mopac Intersections project could result if construction activities within TXDOT's right-of-way (ROW) directly impacted habitat for BSS or ABS. This could theoretically occur if excavation for the underpasses or drilled shafts was to intercept the local water table in the project area, though all existing information indicates that the saturated (phreatic) zone within the project area is more than 100 feet below the deepest proposed excavation and groundwater was not encountered during geotechnical boring in the project area. . ."* Direct effects would also occur if excavation for underpasses or drilled shafts encountered karst voids with direct connection to the phreatic zone, whether or not the voids were water-filled at the time of excavation. This potential effect on similarly-situated Jollyville Plateau Salamander habitat was recognized by the City of Austin and its contractors in excavations to construct Water Treatment Plant #4 in the Northern Edwards Aquifer recharge zone. Specific and detailed contingency and mitigation plans were implemented to protect Jollyville Plateau Salamanders during subsurface excavation above the phreatic zone, even though they were not listed as an endangered species at the time. But for the project mitigation of excavation, which is not proposed by TxDOT, it is likely that

Jollyville Plateau Salamander habitat would have been negatively affected by construction.

6. Table 3 of the Barrett report shows higher concentrations of total nitrogen, chemical oxygen demand, and zinc from permeable friction course runoff compared to undeveloped land. These higher concentrations have the potential to negatively impact endangered salamander habitat quality. Measurable concentrations of organic contaminants, including 13 organochlorines, 5 polycyclic aromatic hydrocarbons (PAHs) and 2 pyrethroid pesticides. PAHs in sediment at Barton Springs were sufficiently elevated to impact *Hyalella azteca,* an amphipod food source for the Barton Springs salamander.[5] Volatile organic compounds, which are a component of chemical oxygen demand, are shown in the Barrett report as detected in Barton Springs, indicating that, contrary to claims made by Barrett, development and highway construction and traffic in the contributing watersheds have impacted water and salamander habitat quality.[6] Permeable friction course concentrations of zinc (22 μg/l) are ten times higher than the maximum concentration of 2.0 μg/l measured in samples from spring flow and represent a potential for degradation of water and salamander habitat quality at the spring outlets and within the aquifer.[7]
7. On page 12, Barrett states *"Many of these wells are within the primary flow paths in the aquifer or located adjacent to development that has occurred over the last 20 years and yet there are no publicized reports of water quality issues with these wells."* This statement is not true. The Barton Springs Edwards Aquifer

[5] AUTHORS??? *Water and Sediment Quality in Habitat Springs of Edwards Aquifer Salamanders*. U.S. Fish and Wildlife Service, July 2003.
[6] Mahler, B.J., Garner, B.D., Musgrove, M., Guilfoyle, A.L., and Rao, M.V. *Recent (2003–05) water quality of Barton Springs, Austin, Texas, with emphasis on factors affecting variability: U.S. Geological Survey Scientific Investigations Report 2006–5299*. U.S. Geological Survey, 2006, p. 37.
[7] Mahler, B.J., Garner, B.D., Musgrove, M., Guilfoyle, A.L., and Rao, M.V. *Recent (2003–05) water quality of Barton Springs, Austin, Texas, with emphasis on factors affecting variability: U.S. Geological Survey Scientific Investigations Report 2006–5299*. U.S. Geological Survey, 2006, p. 30.

Conservation District found above-normal concentrations of petroleum hydrocarbons, sediment, bacteria, pesticides, and metals in wells and springs near highly developed portions of the Edwards Aquifer.[8] Several State of Texas annual water quality reports have identified contamination of water from wells in the Barton Springs Edwards Aquifer.

8. On page 11, Barrett states *"Salamanders and other aquatic organisms are affected by the concentrations of various constituents not the pollutant load; consequently, pollutant load is not an appropriate standard to apply when considering potential impacts to aquatic species."* Barrett's statement that pollutant load is not an appropriate standard is false. A standard based on pollutant loads is necessary when stormwater flows are mixed with water having a different concentration, as is the case in standards to protect the Barton Springs Edwards Aquifer water quality and salamander habitat quality. This fact is widely recognized and is the reason for both TCEQ and City of Austin standards based on pollutant loads. The U.S. Fish and Wildlife Service have also recognized the necessity for standards based on loads: *"Development is planned so as to not result in water pollutant* ***loads*** *to springs where salamanders occur greater than pre-development conditions*."[9] (Emphasis added.)
9. The draft letter from TxDOT to Mr. Darren LeBlanc, U.S. Fish and Wildlife Service, states: *"Potential impacts to federally-listed Eurycea sp salamanders in Blowing Sink Cave or Barton Springs are highly unlikely due to existing and proposed water quality BMPs that will treat any surface water flowing from the project area before it recharged the Barton Springs Segment of the Edwards Aquifer."* This statement fails to consider extensive data on storm water control failures, including failures of those maintained by TxDOT in the Barton Springs

[8] *Water and Sediment Quality in Habitat Springs of Edwards Aquifer Salamanders*. U.S. Fish and Wildlife Service, July 2003.
[9] *Conservation Needs of the Jollyville Plateau, Georgetown, and Salado Salamanders*. Technical White Paper. U.S. Fish and Wildlife Service, February 2013.

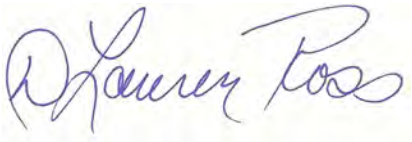
recharge zone. It also fails to consider the limited potential to mitigate aquifer contamination and threats to habitat during construction excavation.

10. The draft letter from TxDOT to Mr. Darren LeBlanc, U.S. Fish and Wildlife Service, states: *"Once completed, the Mopac Intersections project will improve the quality of storm water runoff, as measured by total suspended solids (TSS) reduction, compared to pre-project conditions."* This statement neglects total suspended solids from increased downstream erosion caused by increases in storm runoff volume. These erosional total suspended solids are the primary contributor to aquifer sedimentation and are not considered in TxDOT's calculated total suspended solids reduction. Furthermore, calculated total suspended solids reductions fail to account for an increase in the toxic polycyclic aromatic hydrocarbons and toxic metal species associated with total suspended solids from highway runoff. Dissolved highway construction and operation pollution whose treatment is not encompassed by measures to reduce total suspended solids are also not considered.
11. The draft letter from TxDOT to Mr. Darren LeBlanc, U.S. Fish and Wildlife Service, states: *"Given the possibility of encountering a void that would act as a conduit to the aquifer and the added unlikely circumstance that rainwater runoff entering the void might be contaminated to an extent that upon reaching the Edwards Aquifer it might so contaminate that larger reservoir of groundwater so as to reach and degrade the water quality at Blowing Sink Cave (over one mile away) or Barton Springs (approximately seven miles away) that it results in measureable habitat modification or degradation that it actually results in take of a salamander, we submit that each link in this chain of circumstances is so attenuated by the other links that it makes an adverse effect unforeseeable."* TxDOT's inability to foresee a potential adverse effect is of great concern. Groundwater movement within a karst aquifer is so rapid and unattenuated through cavernous and void openings that the one-mile and seven-mile distances referenced in the letter are very short. Travel times for pollutants

across those distances in the Barton Springs Edwards Aquifer have been measured in terms of hours or days and there is relatively little opportunity for pollution attenuation. It is not unlikely that the proposed construction would encounter a karst void. Construction projects in similar locations routinely encounter karst voids. Furthermore, undetected voids have resulted in structural failures of water quality controls.[10] Because they are created by mineral dissolution, the presence of a void indicates hydraulic connectivity. Typical construction-phase erosion controls, such as silt fences, sedimentation, or hazardous chemical trap basins, cannot be implemented between heavy equipment used in an excavation process and the rock that is being excavated. Similar contamination has occurred historically and is a real and possible threat from the proposed activity.

For these reasons, the documents I have reviewed fail to demonstrate that the proposed MoPac Intersections Project is unlikely to affect the quality of endangered Barton Springs and Austin Blind Salamander habitat.

Sincerely,



Lauren Ross, Ph. D., P. E.
President
Glenrose Engineering, Inc.

[10] Scott Hiers, City of Austin Watershed Protection Department, personal communication regarding stormwater pond failure at Arbor Trails, DATE???

References

Gupta, M.K., R. W. Agnew, and N. P. Kobriger. *Constituents of Highway Runoff Volume I, State-of-the-Art Report.* Federal Highway Administration, 1981.

Helsel, D. L. and R. M. Hirsch. *Statistical Methods in Water Resources: Techniques of Water Resources Investigations Series Book 4, Chapter A3*. U.S. Geological Survey. Washington, DC, 2002.

Herrington, C. and S. Hiers. *Temporal Trend Analysis of Long Term Monitoring Data at Karst Springs, 2009.* City of Austin Watershed Protection Department. SR-10-06. 2010.

Herrera Environmental Consultants, Inc. *Untreated Highway Runoff in Western Washington.* Prepared for Washington State Department of Transportation, May 2007.

Mahler, B.J., Garner, B.D., Musgrove, M., Guilfoyle, A.L., and Rao, M.V. *Recent (2003–05) water quality of Barton Springs, Austin, Texas, with emphasis on factors affecting variability.* U.S. Geological Survey Scientific Investigations Report 2006–5299, 2006.

Porras, A. *Updated Analysis of Dissolved Oxygen Concentrations at Barton Springs.* City of Austin Watershed Protection Department. SR-14-11. 2014.

Porras, A. *Analysis of Water Quality trends at Barton Springs and Surrounding Springs in Austin, TX (1995-2015) and an Alternative framework for Future Analysis*. City of Austin Watershed Protection Department. SR-16-04. 2016.

Turner, M. *Update of Barton Springs Water Quality Data Analysis-Austin, Texas.* City of Austin Watershed Protection Department, Environmental Resources Management Division. SR-00-03. 2000.

Turner, M. *Data Report for the Barton Springs and Austin Blind Salamanders - 2006.* City of Austin Watershed Protection Department. DR-07-01. 2007.

U.S. Fish and Wildlife Service, *Water and Sediment Quality in Habitat Springs of Edwards Aquifer Salamanders.* July 2003.

U.S. Fish and Wildlife Service, *Conservation Needs of the Jollyville Plateau, Georgetown, and Salado Salamanders*. Technical White Paper, February 2013.

White, J. Allen, F. James Dwyer, Elizabeth Materna, Douglas Hardesty, and David Whites. *Water and Sediment Quality in Habitat Springs of Edwards Aquifer Salamanders,* U.S. Fish and Wildlife Service, July 2003.

ATTACHMENT 4

June 29, 2018

Save Our Springs Alliance

Bill Bunch

Subject: Oakhill Parkway DEIS Review Comments

Dear Bill,

The purpose of this letter is to provide my comments on the referenced report that you sent to me via email link last Wednesday, June 27. The following summary outlines my thoughts regarding the report's assessment of hydrologic and hydraulic (H&H) impacts. In general, the report presents a very thorough assessment of these analyses and related design considerations. The overall design goal to account for and develop design solutions that would mitigate increases in runoff volumes generated by each "build alternative." Except for one modeled reach, the stormwater designs are reported to achieve that goal and prevent downstream adverse (flood) impacts. However, the report does not address additional flood risks presented by these primary flood control facilities. There are two very large detention basins proposed upstream of the roadway project that, by their size, should be designed with dam safety as a primary goal. The report describes these as simple detention structures, but their size would classify them as dams according to state rules (Title 30, TAC Chapter 299, Dams and Reservoirs). I believe there are flood risks presented by the stormwater designs that are not yet addressed in the DEIS.

1. The DEIS report documents increases in impervious cover for all considered "build alternatives" and indicates modest increases in impervious cover for each affected drainage subarea. However, the cumulative acreage that is impacted by these improvements causes substantial increases in runoff volume. The proposed designs call two very large detention facilities to mitigate these increases. Still, the flood mitigation effects are marginal and were not sufficient to prevent a small rise in the design floodplain elevation. The report concludes that while these concept designs may cause a minor rise in the floodplain, this rise could be mitigated in the final design process. No adverse floodplain impacts are anticipated.

   Based on the reported design characteristics of these detention basins, I would classify each proposed detention embankment as a dam (elevation difference of 6 feet or more between the embankment crest and the outfall flowline. The report tables indicate that these proposed detention embankment heights are on the order of 16-20 feet. The DEIS suggests that these detention facilities are simply stormwater detention ponds. I believe the DEIS should make a clear assessment of the safety and flood risks presented by these large detention facilities.

   While these structures are intended to drain and be empty at the start of each significant storm event, their unusually large size will result in substantial (temporary) impoundments that present the risk of overtopping and embankment failure as would any dam. Furthermore, the DEIS analyses results indicate less than one-foot of freeboard (the elevation difference between the embankment crest and the impounded water surface elevation) will be provided by the proposed embankments during the one-percent annual (100 yr) storm event. Overtopping of earthen embankments is considered a dam failure condition, and one foot of freeboard is not adequate

given the risks associated with an embankment failure. By their locations, these detention embankments could be classified as High Hazard dams, with significant potential for loss of life and property. Clearly, the public safety and regulatory impacts of these substantial flood control facility designs have not been fully considered in the DEIS. I believe, there are flood risks that come with constructing stormwater impoundment embankments of this size and that the designs must include extra measures to mitigate these risks (e.g., extra overflow spillway capacity, greater freeboard requirements). Operation and maintenance of such structures is considerable and the report should identify those responsible for ongoing maintenance and emergency response.

2. The geology section of the DEIS describes the presence of potential recharge features in the project area: Excerpt from DEIS, Section 4.4.2 Geology:

> "Some of the development within the project area predates the era of comprehensive record-keeping of karst features; therefore, it is possible that construction in the vicinity of developed lots might encounter undocumented karst features covered during prior development."

The proposed detention facilities would cover a substantial area, impounding water to depths of approximately 20 feet. I did not see any specific discussion on the potential recharge associated with these proposed impoundments. There was general discussion about plugging recharge features found during construction, but plugging holes in karst formations, especially at these extensive detention sites deserves more design investigation and analysis. Hopefully, more site specific geotechnical data will be available for the final EIS and the corresponding design issues will be addressed.

The opinions and comments that I provide should in no way endorse the work conducted by others who prepared the Oakhill Parkway DEIS. My opinions are intended to provide assitance to Save Our Springs Alliance in understanding of the report findings. Please contact me if you have questions.

Thank you,

Jeffrey S. Kessel

6/29/18

Jeffrey S. Kessel, P.E.
Texas License No.66623
1415 Newning Avenue
Austin Texas 78704
(512) 925-4233

From: [redacted] on behalf of Oakhill Parkway VOH <[redacted]>
Sent: Friday, June 29, 2018 11:55 PM
To: [redacted]
Subject: Oakhill Parkway Official Comment

Name: Steve Beers
Phone:
Email: [redacted]
Email Confirmation: [redacted]
Address:
Address 2:
City: Austin
State: TX
Zip: 78745
Comments: This is a supplement to comments filed by the SOS Alliance on their behalf
I am employed by TxDOT: No
I do business with TxDOT: No
I could benefit monetarily from the project or other item about which I am commenting: No
Sign up for our newsletter: No
File Upload: SOSA_comments_on_290_DEIS.odt

Comments of the
Save Our Springs Alliance (SOS)

June 29, 2018

RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT
CSJ: 0113-08-060 AND 0700-03-077

'OAK HILL PARKWAY' PROJECT
U.S. HIGHWAY 290 (US 290) / STATE HIGHWAY (SH) 71

PROJECT LIMITS:
US 290 WEST FROM STATE LOOP 1 (MOPAC) TO RANCH-TO-MARKET (RM) 1826; AND SH 71 FROM US 290 WEST TO SILVERMINE DRIVE, TRAVIS COUNTY, TEXAS

To Whom it May Concern:

The following remarks by SOSA note elements that were overlooked or omitted in the above draft environmental impact statement (DEIS) published by TxDOT and released for public comment on May 4, 2018.

There are many unanswered questions, inconsistencies, and ambiguities in the DEIS which should be corrected, prior to any publication of a final environmental impact statement (FEIS).

1. The end of project tolling should cause reconsideration of travel modeling used and the reported project impacts, prior to publication of a final Environmental Impact Statement.

In the executive summary (ES 2-3) "funding mechanisms" were given as a basic reason for undertaking this EIS in the first place.

Rather than completing the current project under a still operative August 22, 1988 record of decision (ROD), the Federal Highway Administration (FHWA) ordered TxDOT to undertake a new EIS on November 30, 2007.

FHWA cited, among other factors, TxDOT's decision in 2004 to toll US 290 in Oak Hill, reasoning that this constituted a new project not yet examined under NEPA.

While TxDOT and the CTRMA deny that they subsequently limited studied alternatives only to a toll-capable design, the impetus for a new EIS was closely related to the funding method and thus, we argue, decisions about tolling have inevitably affected the designs chosen.

Tolling logically and substantively affects any facility's physical design and operation; and therefore changes social, economic, and environmental (natural resource) impacts associated with the facility. No road design or its operation can be completely toll neutral. All facility plans would have to be revised with a change in tolling regime; and each will necessarily have different social, economic, and environmental impacts depending on the decision to toll or not to toll.

In fact, some configurations for a rebuilt US 290 in Oak Hill that would be plausible in terms of meeting the project's purpose and need would be entirely ruled out by certain practical and legal strictures given by the decision to toll itself.

For instance, choosing to toll an existing non-tolled road like US 290 under Texas law requires construction of an equal number of free lanes in the same right-of-way as existed prior to the conversion. Therefore *any* decision to toll an existing roadway predetermines a wider final roadway footprint, it is *not* a neutral decision.

Starting in 2005, citizen groups under a banner of 'Fix 290'—including SOS in coalition with other conservation groups; local Oak Hill neighborhood associations; anti-toll organizations; and civic groups representing commuters from Hays County and west Travis County— pressed TxDOT to study a non-tolled, grade-level six-lane 'parkway' design for the Oak Hill highway corridor.

The definition of a "parkway" offered by Fix 290 came from the Capital Area Metropolitan Planning Organization (CAMPO), meaning a limited-access freeway without frontage roads. 'Limited access' is entry/exit by ramp only, allowing only grade-separated crossings. Frontage roads were suggested by Fix 290 to be omitted in order to cause fewer negative impacts in a place where the route passes through an environmentally sensitive area. Please see the other comments on the DEIS submitted by Fix 290.org.

2. The congestion problem presented by TxDOT is not an adequate justification for the proposed project, because options were not developed using reasonable metrics and equivalent comparisons.

The central justification offered by TxDOT/CTRMA for the project is relief for traffic congestion. However, the highly general statements about congestion offered in the DEIS don't yield an accountable single standard for project development. Not every new road helps congestion, or helps enough.

The DEIS implies that if there's ever any congestion at all, that by itself justifies the proposed action—whether or not a specific plan is chosen that can reasonably and feasibly address the problem.

For example, consider claims made about the amount and value of time currently spent by drivers in traffic on 290 in Oak Hill. The DEIS cites a study by the Texas Transportation Institute (TTI) to say "Drivers wasted more than 454,000 hours per year stuck in traffic on US 290/SH 71 in 2014" as if this factoid is self-evidently strange or bad, or even revealing of much of anything at all.

Given that 40,000 to 50,000 vehicle trips per day were recorded in this area at that time, this means ten hours a year was allegedly lost for each daily motorist. That is not an insignificant cost, of course. TTI's reported excess adds up to more than a work day's worth of time per year for each daily driver; or a majority of a single day's waking hours for that driver (but spread out over an entire year).

Now, look at the same numbers another way. With 365 days in the year, the average time lost per daily driver would be only 600 minutes/365 = 1.6 minutes per driver per day. Counting only a typical work year (250 days), this average lost time per motorist climbs to 2.4 minutes per day. Still, that's no more than a minute or two lost, on average, for each leg of a daily commuting round trip.

Expressed this way, it is a relatively small benefit that could be easily lost in the maelstrom of other events, such as accelerated traffic growth, shifts in development trends towards other parts of the region or other metro areas, autonomous vehicles, economic or demographic shifts, or other circumstances not assessed in the DEIS.

Now, how would this presumed shifting and contingent 'benefit' compare with certain, permanent losses from a project that splits a community in half, costs half a billion dollars to complete, and threatens irreversible contamination of a major water source?

The claim is made elsewhere in the DEIS that the difference for each motorist between Alternative A as compared to a "No Build" scenario in 2040, following decades more growth, will be only four to six minutes more per driver per day.

And if this amount of time does get saved with this project, does it just converted to more driving elsewhere on the system? What are the social costs that might offset the benefits from an increase in average speed, either on one road or for the entire roadway network?

A "need for speed" is not a benefit, if the end result is that each driver spends about the same time driving each day as they did before (as long-term studies tend to show), but now with each destination spread farther apart, as with urban sprawl.

This entire mode of presentation and evaluation does not serve the purpose of judging trade-offs in terms that make sense. It seems almost propagandistic to claim, for example, "Overall travel times through corridor [are] anticipated to decrease" – for what year? (ES 6.2) p. 5

A better approach would be to define a discrete geographic area that serves as a primary commute shed for US 290 in Oak Hill, survey current travel demand in the corridor with origin/destination studies, and consider different scenarios for a given future year population in the area that we are planning for.

Trip generation studies would show a forecast travel demand on the roadway for that future design year, rather than mindlessly extrapolating from current or hypothesized future "trends," which are always uncertain and open to the manipulation of various agendas. Essentially this is picking a target population for the kind of future we want, then designing all the policies and investments around that.

Then planners with input from the public might apply a performance standard for transportation, such as holding the average travel time constant inside that commute shed while assuming that future population. That would yield a range of options to keep the overall travel times shorter: from road widening to transit, to telecommuting, to policies that can reduce or slow development, to mixed use neighborhoods that make daily trips shorter.

Yet another neglected approach would be to focus attention on the peak hours when most congestion occurs, rather than on all-day averages of traffic to justify projects that never seem to halt congestion. Here, travel demand management approaches would encourage a shift of travel away from peak hours through incentives or collaborating with large employers to stagger employee working hours.

3. The range of alternatives for study is too narrow, and examination too cursory, to be valid.

The DEIS claims that the "concepts represented a range of reasonable alternatives as required by NEPA" considering the funding constraints and public concerns, meanwhile meeting purpose and need.

However, none of those presumed factors received a meaningful quantitative evaluation. On every dimension that can be measured and counted, Alternatives A and C represented highly similar outcomes.

This suggests that other options more different than similar to the selected ones were excluded, and not because they were "unreasonable."

For instance, in the original 1988 EIS, one of the alternatives then considered was a "Boston Lane" option which would have developed a parallel route to relieve congestion on US 290 by diverting traffic away on a bypass route.

This rejected route, close to the alignment of today's Southwest Parkway, is more viable as an option bypassing the Oak Hill "Y" congestion hotspot, considering that arterial today is complete to SH 71. This rejected alternative should have been revived and updated, at least for a point of comparison.

It seems like a *pro forma* exercise for TxDOT to include as standard options those which don't expand roadways like Transportation Demand Management (TDM) or Transportation System Management (TSM) in a corridor EIS.

No detail is included sufficient to truly evaluate them as an option to manage a developing corridor like US 290/ SH 71. So why include them? This appears to be a token compliance with the NEPA mandate to study all reasonable options. TxDOT is "checking off the boxes" rather than taking these demand-reduction alternatives seriously.

There has never been an instance known to us where either TDM or TSM were ever chosen as preferred alternatives in an EIS. Conversely, when one of the 'build' options gets selected, why not still apply TDM or TSM to assist the project goals?

Another option is to combine pieces of the studied concepts in a hybrid approach; as articulated, they hardly seem like exclusive options. There should at least be a narrative exploration of that idea. A cut and paste of options can be undertaken with computer modeling to achieve an optimum combination, after the first round of options is selected to supply a more refined iteration.

The transportation-land use connection is acknowledged throughout academic planning literature, and is widely used to make travel demand forecasts. However, TxDOT has never developed or recommended regulations or land preservation in a developing urban fringe area like this one as a project alternative like TDM or TSM to offset or meet a corridor travel demand.

None of the study alternatives was a transit centered one. In fact, Alternative A will remove the Park and Ride facility currently operated by Capital Metro at the intersection of William Cannon and US 290. TxDOT does not propose to replace the lost service nor integrate transit into its facility planning.

Before, CTRMA had claimed that tolled lanes would be free to buses, and therefore this made the US 290 toll lanes a special provision for transit. Now that tolling is removed, no other HOV lanes or express bus/carpool lanes are being offered as replacement capacity for shared rides in the "new" project design.

Finally, see Fix 290's comments for a well-documented parkway option that is so far being disregarded in the evaluation process.

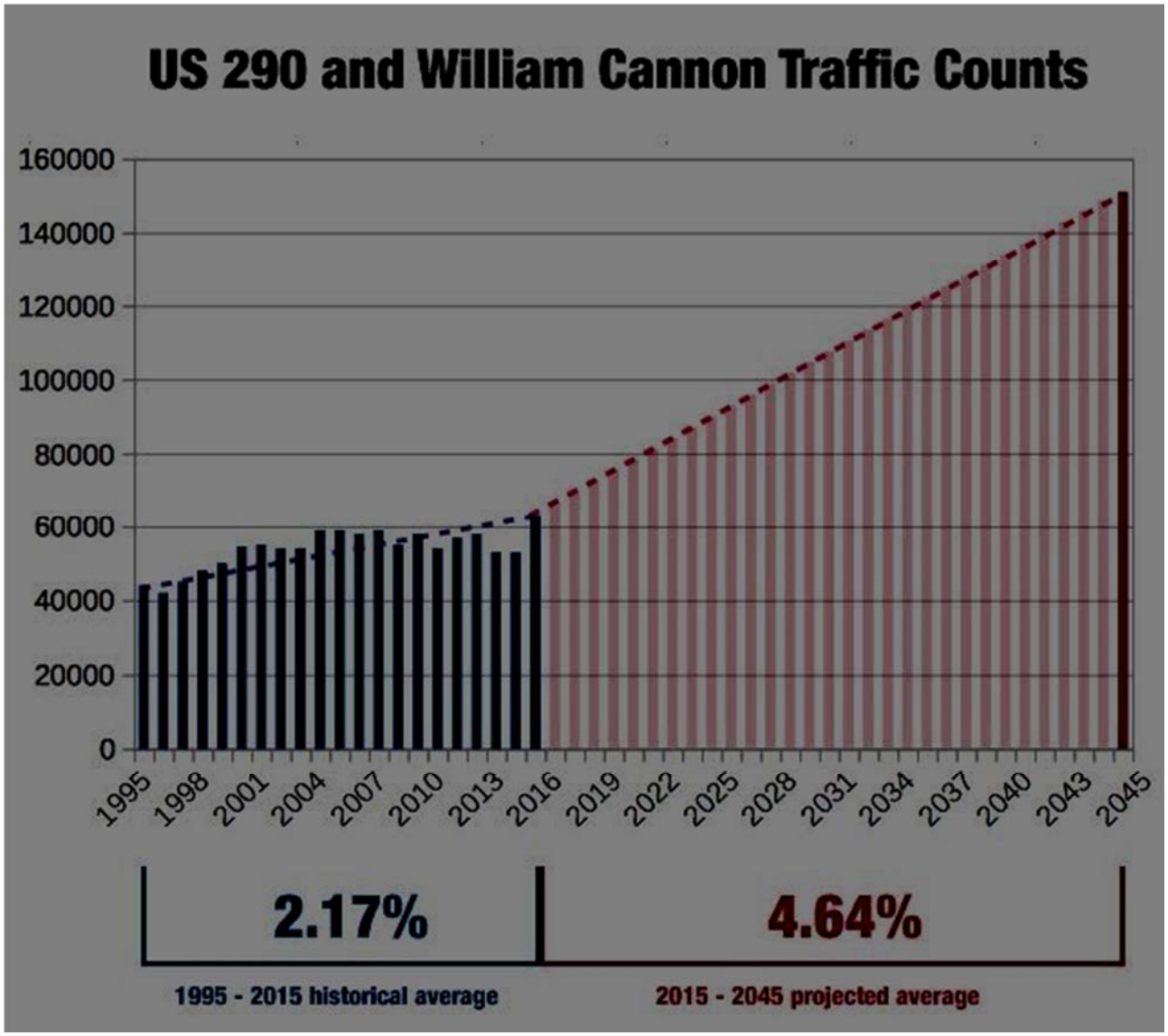
4. Purpose and need statements are too broad and vague.

While the P&N goals seem laudable – managing congestion, improving safety, increasing mobility, etc, there are no quantification measures offered to evaluate the effectiveness of the different options in

meeting the various goals. Congestion measures through traffic modeling are the only measures offered in any detail, and there are many conceptual and substantive problems with them.

The explanation of screening alternatives based on purpose and need offered seems merely qualitative and cursory. If there was a background analysis performed to do the screening, then where is it reported? As stated above, the alternatives selected for Phase 2 screening are simply too similar to one another to represent a full range of options.

5. Suspect future traffic projections contradict the known evidence from past experience.



Besides the suspect forecasting, "backcasting" using projections published in the 1988 EIS reveals that traffic counts at the "Y" in Oak Hill are still not as high as TxDOT said they would be in 2005.

6. Claims of 'no impact' to community goals contradicted by noise data.

While there is extensive discussion of compatibility with other community goals, with TxDOT claiming compatibility with plans for a mixed use Town Center at the Oak Hill "Y" the noise affected area means that 400 feet from the roadway is recommended for zoning to exclude new residential development.

Also, TxDOT concurs with a recommendation that a cluster of historic properties be incorporated into a National Historic Register District. Yet, two data points within a few feet of this District show elevated noise above the level triggering noise abatement criteria.

G.
Figures

G-1

Public Hearing Handouts

OAK HILL PARKWAY

ENVISIONING GREATER Mobility

MAY 2018

What Problem Are We Trying To Solve?

Congestion has reduced mobility and quality of life in Oak Hill and surrounding communities. The intersection of two major state highways, US 290 and SH 71 in Oak Hill, is a gateway to southwest Travis County and serves as a key route between central Austin and fast-growing suburban and rural communities such as Lakeway, Bee Cave, Dripping Springs, and Johnson City. US 290 is one of Texas' most congested highway corridors, and due to a lack of reliable connectivity, US 290 has become an unreliable route for both transit and emergency vehicles.

CONSIDER THESE FACTS:

- US 290 in Oak Hill is the 64th most congested roadway in the state of Texas (Texas A&M Transportation Institute, 2017)
- Travis County's population has grown from 212,000 in 1960 to just over 1.2 million in 2016, increasing congestion (US Census Data, 2016)
- 1,208 crashes occurred on US 290/SH 71 between 2010 and 2016, resulting in five fatalities, 30 incapacitating injuries, plus other injuries and property damage (TxDOT, 2017)
- Drivers wasted more than 454,000 hours per year stuck in traffic on US 290/SH 71 in 2014 (Texas A&M Transportation Institute, 2015)
- Traffic demand at the US 290/SH 71 intersection will more than double by 2040 (RTG using CAMPO's travel demand model)

WHAT ARE WE TRYING TO DO?

- Improve mobility and operational efficiency
- Promote long-term congestion management
- Increase multimodal travel options for people and goods
- Improve safety
- Improve emergency response

THE MISSION

The Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) are working with the City of Austin, Travis County, Capital Metro, and other local partners to improve long-term mobility in the region. These organizations have worked with the community to develop a solution that effectively addresses congestion, respects the environment, and adds value to the Oak Hill community.

THE PROCESS

The project team initiated a comprehensive study to thoroughly analyze the corridor and determine the best approach for improving mobility.This study identified a full range of alternatives, incorporated previous analyses, and through extensive analysis and community outreach, identified a recommended solution. The analysis and public involvement efforts have been documented through the preparation of this Draft Environmental Impact Statement (DEIS). The DEIS evaluates the potential environmental, social, and economic impacts resulting from the proposed construction of the project.

PROJECT PARTNERS

Texas Department of Transportation · Central Texas Regional Mobility Authority · City of Austin · METRO · County of Travis

Multiple concepts for the proposed Oak Hill Parkway were refined and narrowed using public input, the purpose and need for the project, and detailed traffic analysis. As a result of the final phase of evaluation, Alternative "A" has been recommended by TxDOT and the Mobility Authority as the proposed build alternative.

What Are We Proposing?

- TxDOT proposes an upgraded, state-of-the-art roadway consisting of three mainlanes for through traffic in each direction, as well as two to three frontage road lanes in each direction.
- An overpass for the US 290 mainlanes over William Cannon Drive would be built, along with flyovers between US 290 and SH 71. At this location, the US 290 mainlanes would be depressed, or go under, SH 71.
- The westbound US 290 mainlanes and frontage roads would be north of Williamson Creek.
- Intersections would be constructed along US 290 at Convict Hill Road, RM 1826, Scenic Brook Drive, and Circle Drive (South View Road), where the highway would go below ground and the cross street would be at ground level.
- U-turn lanes would be constructed at intersections along US 290 and SH 71 to allow vehicles traveling on frontage roads to U-turn to access the opposite direction frontage road.
- Along SH 71, the flyover ramps would extend past Scenic Brook Drive where the mainlanes would transition to a five-lane (three lanes northbound, two lanes southbound) rural highway with U-turns for local access.
- Significant bicycle and pedestrian accommodations would be built along the entire corridor including a seven-mile shared-use path, sidewalks, and a trailhead at Williamson Creek on William Cannon Drive.
- Upstream water detention ponds would be built to reduce potential flooding, and multiple stormwater detention and water quality treatment ponds would be built within the corridor.
- Additionally, new landscaping, tree plantings, and corridor aesthetics are proposed.

This proposal would require acquisition of new right of way, including four commercial property displacements and one single-family residential property displacement. Other impacts include tree and vegetation removal and the potential for traffic noise mitigation through sound walls.

All features illustrated in this rendering are proposed and considered an artistic rendering for conceptual purposes only. Subject to change.

What Is The No-Build, Or "Do Nothing," Alternative?

At the end of this environmental study, if the TxDOT Environmental Division decides that the No-Build Alternative is the preferred alternative, US 290 and SH 71 would continue to exist as they do today and would continue to have standard, routine maintenance over the next 30 years. Travel times are projected to increase to approximately 25 to 35 minutes over what they are today, and congestion, safety, and mobility would continue to decline in the Oak Hill area as population increases. In addition, the proposed bicycle/pedestrian accomodations and the upstream water detention ponds would not be constructed.

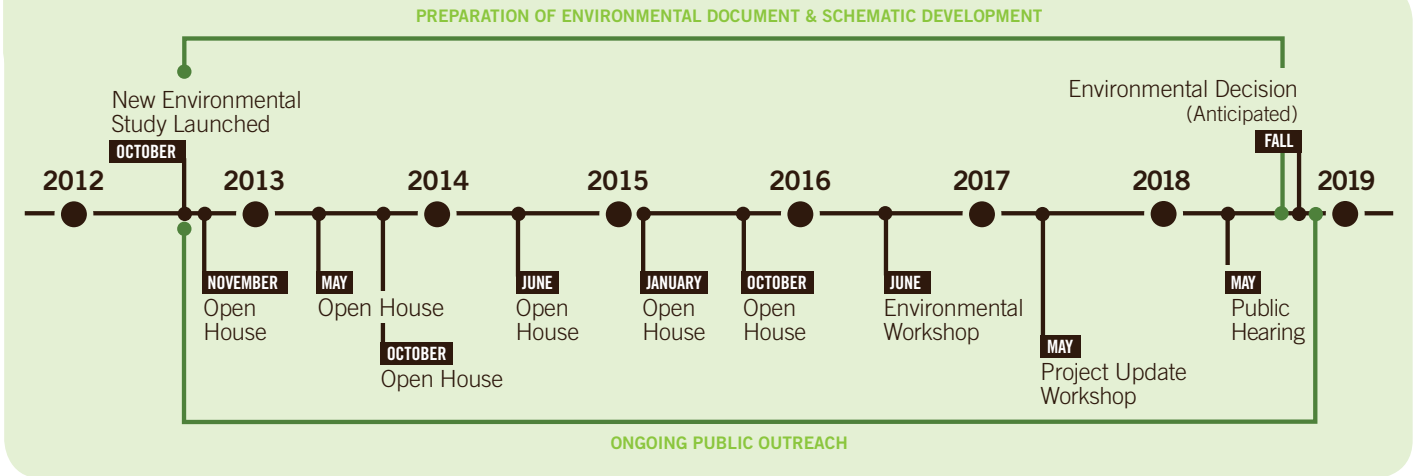
The No-Build Alternative is still an option on the table for approval and is being carried forward as a baseline for comparison.

YOU ARE SHAPING OAK HILL PARKWAY

We continue in our mission to engage and listen to you. Your participation in meetings, workshops and open houses has made significant improvements to the proposed alternatives. Some of these improvements include:

- Developing alternatives to address traffic congestion in the corridor
- Proposing a design to separate through traffic from local traffic
- Reducing the proposed elevation at the US 290/SH 71 intersection
- Adding new bicycle and pedestrian accommodations, including a shared-use path along the entire corridor
- Depressing the US 290 mainlanes at all crossings west of the US 290/SH 71 intersection
- Extending the improvements past Circle Drive and reducing the proposed project's footprint in that area
- Realigning the westbound US 290 exit to RM 1826 to improve access to Austin Community College
- Improving access for businesses along SH 71 just north of US 290
- Reducing potential flooding with upstream water detention ponds
- Minimizing impacts to Williamson Creek

TIMELINE



What Are The Next Steps?

After the May 24, 2018 public hearing, public and agency comments will be considered as the final environmental document, or Final Environmental Impact Statement (FEIS), is completed and submitted for final review. The TxDOT Environmental Division will review the FEIS and make a final decision known as the "Record of Decision," or ROD. The decision will determine whether the preferred build alternative moves forward or if the no-build alternative is selected instead. Should the build alternative be selected, TxDOT will seek state and federal funding. TxDOT has identified funding for utility relocation and right of way appraisal and purchase.

FREQUENTLY ASKED ? QUESTIONS

WHY ARE YOU BUILDING IT AS A NON-TOLLED ROADWAY?

Toll financing alone cannot pay for this specific project. In order to move this project forward, TxDOT will be seeking state and federal funding to pay for the construction of the non-tolled Oak Hill Parkway project. As a non-tolled project, improvements will be eligible for funding from Propositions 1 and 7. It is important to note that the non-tolled design is the same as the tolled design previously shown to the public. TxDOT is committed to improving the 100 most congested roads in Texas. This section of roadway currently ranks as the 64th most congested.

COULD A SMALLER PROJECT ADDRESS THE CONGESTION PROBLEMS IN OAK HILL?

Unfortunately, no. Traffic demand on this corridor is just too high. The project team is designing a project that meets the traffic demand along the corridor today and best manages the traffic projections of tomorrow. We are trying to keep the footprint as small as possible in order to responsibly meet the purpose and need of the project, and it's important to us to design something that requires very limited right-of-way acquisition.

When we launched the study in 2012, the community told us that traffic congestion was a serious problem. In fact, 83 percent of survey respondents agreed that a goal of any proposed improvement should be to reduce congestion and manage traffic. We are tasked with providing a real transportation solution that provides meaningful traffic relief.

WHAT ARE THE UPSTREAM WATER DETENTION PONDS?

We propose providing flood storage at two off-site and upstream detention ponds to ensure the project does not result in flooding impacts. In two locations, we would build a dam across natural creek valleys to capture flood waters during intense rain events. The water would then slowly recede over hours/days.

WILL YOU PLANT NEW TREES AND RELOCATE EXISTING TREES?

Various landscaping enhancements, including tree plantings and native plant seeding, would be included with the final project design, in response to public input regarding tree removal within the project area. TxDOT is willing to work with organizations wishing to relocate existing trees. Of note, the Grandmother Oak, the Grandfather Oak, the Nieces, and the Becket Grove Tree would be avoided by the proposed project.

IF APPROVED, WHEN CAN YOU START CONSTRUCTION?

If the build alternative is approved to move forward into construction, the earliest the project could break ground is 2020, once funding is identified.

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.

WELCOME!

Public Hearing – May 24, 2018

Bowie High School Cafeteria, 4103 Slaughter Lane, Austin, TX 78749

Welcome to the Public Hearing for the Oak Hill Parkway project. Your input is appreciated and will help us refine long-term mobility improvements for US 290 and SH 71 West in Oak Hill.

At today's hearing, you will have an opportunity to review and comment on the following:

- The Draft Environmental Impact Statement (DEIS); a comprehensive full disclosure document comprised of all the environmental studies performed since 2012
- The draft schematic design of the recommended build alternative, known as "Alternative A"
- Artistic renderings of key intersections

Staff members from the Texas Department of Transportation and other mobility partners are here to listen to you and answer your questions.

YOUR INPUT IS REQUESTED.

Official comments will be accepted by the project team in the following ways:

TONIGHT:
- Place your written comment in one of the comment boxes
- Fill out a speaker registration card to speak during the public comment session
- See the transcriber available during the open house session

ONLINE:
- Fill out a comment form on www.OakHillParkway.com

MAIL:
- Mail comments to

  TxDOT Austin District Environmental Coordinator
  c/o Jon Geiselbrecht
  Texas Department of Transportation
  P.O. Drawer 15426
  Austin, Texas, 78761-5426

FAX:
- Fax comments to 512-832-7157

Your comments must be received by Monday, June 18, 2018 to be included in the official record of this public hearing. We weigh public input along with other factors in the decision-making process. Thank you for submitting your comments for consideration.

The DEIS, draft schematic design, and all public hearing materials are available for review and download via the **Virtual Open House**, which can be accessed from www.OakHillParkway.com. This virtual experience will be available through June 18, 2018.

The DEIS is also available for in-person review at the following locations: TxDOT Austin District office, 7901 North I-35, Austin, TX 78753; Central Texas Regional Mobility Authority office, 3300 North I-35, Suite 300, Austin, TX 78705; and Hampton Branch at Oak Hill, Austin Public Library, 5125 Convict Hill Road, Austin, TX 78749.

Thank you for your interest and participation in the Oak Hill Parkway project. If you have questions after tonight's hearing, please call our hotline at 512-342-3281.

PUBLIC HEARING AGENDA

6:15 PM OPEN HOUSE SESSION

7 PM FORMAL PRESENTATION

INTRODUCTIONS AND MEETING FORMAT
Greetings and Public Hearing Format
Chris Bishop, TxDOT

TECHNICAL PRESENTATION
Description of the Proposed Improvements
Overview of the Environmental Process and DEIS
Wade Strong, RTG

RIGHT-OF-WAY ACQUISITION AND RELOCATION ASSISTANCE
Chris Bishop, TxDOT

BREAK

PUBLIC COMMENT SESSION

Facilitated by Chris Bishop, TxDOT

If you wish to address the project team during the public comment session, please fill out a Speaker Registration Card, located at the sign-in table, and provide to the sign-in table staff. Speakers will be heard in the order they signed up to speak. Each speaker will have three (3) minutes to make comments. There is no transferring of time to others.

ADJOURN

Proceedings will conclude after the last registered speaker has been heard.

COMMENT FORM

OAK HILL PARKWAY
PUBLIC HEARING

May 24, 2018
Bowie High School Cafeteria
4103 Slaughter Lane, Austin, TX 78749

US 290/SH 71 West from MoPac (State Loop 1) to RM 1826

Name (please print): _____

Comment:

Written comments may also be mailed to TxDOT Austin District Environmental Coordinator, c/o Jon Geiselbrecht, Texas Department of Transportation, P.O. Drawer 15426, Austin, Texas, 78761-5426, or faxed to 512-832-7157. You may also fill out a comment form on the project website, www.OakHillParkway.com. Comments received by mail, fax, or website must be received by **Monday, June 18, 2018.**

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

Per Texas Transportation Code, §201.811(a)(5), check each of the following boxes that may apply to you:
□ I am employed by TxDOT
□ I do business with TxDOT
□ I could benefit monetarily from this project

OAK HILL
PARKWAY

PUBLIC HEARING
May 24, 2018

SPEAKER REGISTRATION CARD

US 290/SH 71 West from MoPac
(State Loop 1) to RM 1826

NAME: _____

ADDRESS: _____

_____

_____

PHONE: _____

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

□ I am employed by TxDOT □ I do business with TxDOT □ I could benefit monetarily from this project

PLEASE RETURN THIS CARD TO THE SIGN IN TABLE

OAK HILL
PARKWAY

PUBLIC HEARING
May 24, 2018

SPEAKER REGISTRATION CARD

US 290/SH 71 West from MoPac
(State Loop 1) to RM 1826

NAME: _____

ADDRESS: _____

_____

_____

PHONE: _____

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

□ I am employed by TxDOT □ I do business with TxDOT □ I could benefit monetarily from this project

PLEASE RETURN THIS CARD TO THE SIGN IN TABLE

G-2

Public Hearing Exhibits

OAK HILL
PARKWAY

PROJECT PURPOSE

Or, What are we trying to do?

- Improve **mobility and operational efficiency**
- Promote **long-term congestion management**
- Increase **multimodal travel options** for people and goods
- Improve **safety**
- Improve **emergency response**

OAK HILL PARKWAY

PROJECT NEED

Or, what are we trying to solve?

- **Travis County's population has grown from 212,000 in 1960 to just over 1.2 million in 2016, increasing congestion** (US Census Data, 2016)

- **1,208 crashes occurred on US 290/SH 71 between 2010 and 2016, resulting in five fatalities, 30 incapacitating injuries, plus other injuries and property damage** (TxDOT, 2017)

- **Lost time** – Drivers wasted more than 454,000 hours per year stuck in traffic on US 290/SH 71 in 2014 (Texas A&M Transportation Institute, 2015)

- **Lack of reliable connectivity**

- **Unreliable route for transit and emergency vehicles**

OAK HILL
PARKWAY

PROJECT DESCRIPTION

Or, what are we proposing?

- **An upgraded, state-of-the-art roadway consisting of three mainlanes for through traffic in each direction, as well as two to three frontage road lanes in each direction**
- **An overpass for the US 290 mainlanes over William Cannon Drive**
- **New flyovers between US 290 and SH 71**
- **Significant bicycle and pedestrian accommodations along the entire corridor including a seven-mile shared-use path, sidewalks, and a trailhead at Williamson Creek on William Cannon Drive**
- **Upstream water detentions ponds to reduce potential flooding**
- **Multiple stormwater detention and water quality treatment ponds within the corridor**
- **New landscaping, tree plantings, and corridor aesthetics**

THE PROPOSED OAK HILL PARKWAY WOULD BE BUILT NON-TOLLED.

OAK HILL PARKWAY

ENVIRONMENTAL STUDIES

These social, economic, and environmental issues are being considered:

- WATER RESOURCES
- AIR QUALITY & TRAFFIC NOISE
- ARCHEOLOGICAL & HISTORIC RESOURCES
- SOCIAL & COMMUNITY IMPACTS
- LAND USE & PARKLAND
- VEGETATION & WILDLIFE
- THREATENED & ENDANGERED SPECIES
- INDIRECT & CUMULATIVE IMPACTS
- HAZARDOUS MATERIALS

OAK HILL
PARKWAY

NOISE STUDY COMPLETED

A noise study was performed to analyze the potential traffic noise impacts.

The noise study analyzed changes in the future traffic noise levels under each alternative. The study evaluated noise abatement measures, such as noise barriers, for adjacent land uses that might be impacted by traffic noise.

Currently, noise barriers are proposed for:

- **Ridgeview subdivision**
- **Vineyard Hills Apartment Complex**
- **Bell Quarry Hill Apartments**
- **Holiday Mobile Home Park**

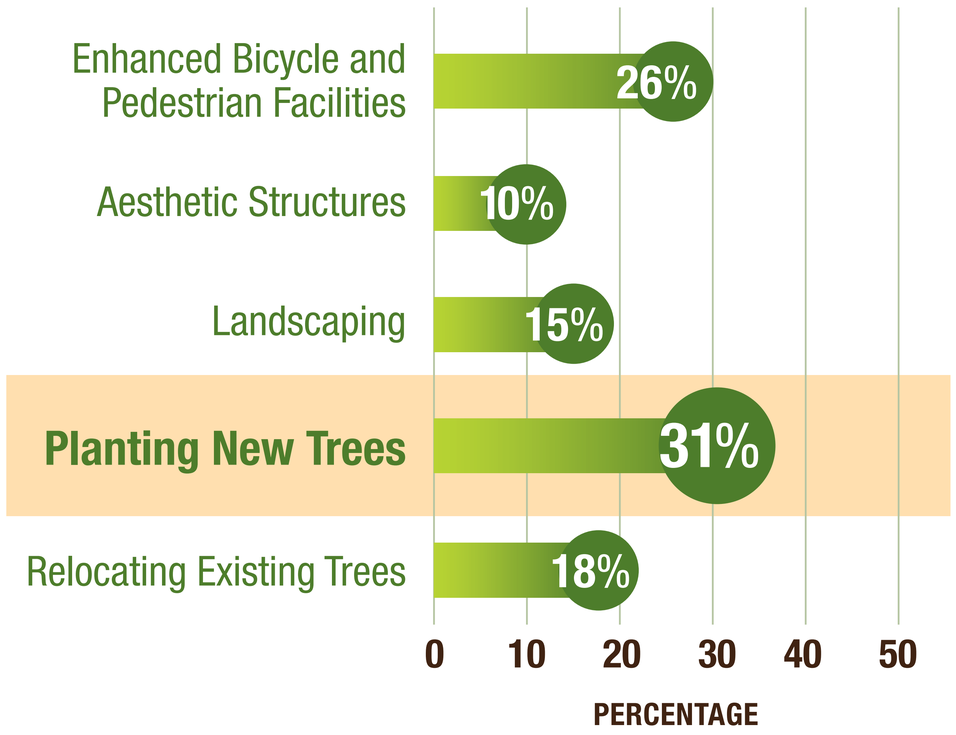
The final decision to construct noise barriers will not be made until completion of the project design and utility evaluation. Once this work is completed, the project team will hold noise workshops to provide information to property owners adjacent to each proposed barrier. These property owners will be invited to a workshop and receive a ballot by mail. They will be asked to vote for or against the barrier adjacent to their property. If the majority of adjacent property owners who return ballots want a proposed barrier, it will be constructed as part of the project.

OAK HILL PARKWAY

REPORTING BACK
Interactive Aesthetics Survey

We received great input from the June 2016 Interactive Aesthetics Survey and here are the results.

AESTHETIC BUDGET PRIORITIES RESULTS



WHAT WE HEARD:

- Support for bicycle and pedestrian facilities along the corridor
- Support for the preservation, planting, and relocation of trees in the corridor
- Support for a “natural” look in the project aesthetics and landscaping plan, including a mix of oaks and smaller flowering trees
- Support for an aesthetic style that reflects the history of the area
- Support for protecting Williamson Creek

OAK HILL PARKWAY

WHAT IS THE NO-BUILD ALTERNATIVE?

The No-Build Alternative <u>would not allow</u> for any new travel lanes, bicycle/pedestrian facilities, water quality features, and other elements of the proposed Oak Hill Parkway Project.

US 290 and SH 71 would continue to exist as they do today and would continue to have standard, routine maintenance over the next 30 years.

Travel times will increase approximately 25-35 minutes over today, and safety and mobility would continue to decline in the Oak Hill area as population increases.

The No-Build, or "Do Nothing" Alternative serves as the baseline against which the Build Alternative is evaluated and it remains an option for final approval.

OAK HILL PARKWAY

NEXT STEPS

What happens after the Public Hearing?

- ✓ Receive public and agency comments until June 18, 2018
- ✓ Consider public and agency comments
- ✓ Complete and submit Final Environmental Impact Statement to the TxDOT Environmental Division

As assigned by the Federal Highway Administration (FHWA), the TxDOT Environmental Division will then determine whether the preferred build alternative moves forward or not. This act is known as the Record of Decision.

If the build alternative is approved to move forward into construction, the earliest the project could break ground is 2020, once funding is identified.

Construction duration will depend on funding.

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.

OAK HILL PARKWAY

FINAL EVALUATION CRITERIA

KEY: DECIDING PARAMETERS | BETTER + | WORSE - | NO DIFFERENCE

PERFORMANCE MEASURES	CRITERION	EVALUATION PARAMETERS	EVALUATION PARAMETERS (UNITS)	ALTERNATIVE A	ALTERNATIVE C	NO-BUILD ALTERNATIVE
MOBILITY						
Improve mobility and operational efficiency	Improves **US 290** operational efficiency—increases roadway capacity and reduces travel time during peak hour for 2040 traffic	Through 2040 volume of US 290 mainlanes and frontage roads	Vehicles/day	152,030	151,120	61,400
		Westbound mainlanes: Travel time along WB US 290 mainlanes Old Fredericksburg Road to Circle Drive, p.m. peak	Minutes	3.5	3.4	9.5
		Westbound frontage roads: Travel time along WB US 290 frontage road from Old Fredericksburg Road to Circle Drive, p.m. peak	Minutes	7.7	7.5	9.5
		Eastbound mainlanes: Travel time along EB US 290 mainlanes from Circle Drive to Old Fredericksburg Road, a.m. peak	Minutes	3.5	3.5	7.9
		Eastbound frontage road: Travel time along EB US 290 frontage road from Circle Drive to Old Fredericksburg Road, a.m. peak	Minutes	7.9	7.7	8.4
	Improves **SH 71** operational efficiency—increases roadway capacity and reduces travel time during peak hour for 2040 traffic	Through 2040 volume of SH 71	Vehicles/day	57,760	62,040	41,750
		Westbound mainlanes: Travel time along WB US 290 and SH 71 from Old Fredericksburg Road to Silvermine Drive, p.m. peak	Minutes	2.8	2.9	5.7
		Westbound frontage roads: Travel time along WB US 290 and SH 71 from Old Fredericksburg Road to Silvermine Drive, p.m. peak	Minutes	5.4	4.9	5.7
		Eastbound mainlanes: Travel time along EB SH 71 and US 290 from Silvermine Drive to Old Fredericksburg Road, a.m. peak	Minutes	2.8	2.9	6.2
		Eastbound frontage road: Travel time along EB SH 71 and US 290 from Silvermine Drive to Old Fredericksburg Road, a.m. peak	Minutes	6.5	5.6	6.7
	Minimize conflicts between pedestrians/bicyclists and motor vehicles	Number of at-grade crossings of the shared-use path and streets	Number	19	23	N/A

OAK HILL PARKWAY

FINAL EVALUATION CRITERIA

KEY: DECIDING PARAMETERS | BETTER + | WORSE - | NO DIFFERENCE

PERFORMANCE MEASURES	CRITERION	EVALUATION PARAMETERS	EVALUATION PARAMETERS (UNITS)	ALTERNATIVE A	ALTERNATIVE C	NO-BUILD ALTERNATIVE
COST AND HUMAN IMPACTS						
Potential property impacts	Minimize residential relocations	Number of residential relocations	Each	1	1	N/A
	Minimize commercial displacements	Number of commercial displacements	Each	4	4	N/A
	Changes in access	Control of access purchased	Length of control of access to be purchased	10,480	10,890	N/A
Potential noise impacts	Minimize noise impacts to sensitive receivers	Average noise levels (No-Build 2013 and Build 2040 with noise walls)	Decibels	61.5	62.1	61.4
		Number of potential noise impacts (No-Build shows noise impacts as of 2013. Build Alternatives A and C show projected impacts)	Each	176	172	98
		Average decibel (dB) increase for all residents	Decibels	0.1	0.7	N/A
Potential air quality impacts	Minimize impacts to air quality	Reduces MSAT?	Yes/No	Yes	Yes	Yes
		Exceeds CO threshold?	Yes/No	No	No	No

OAK HILL PARKWAY

FINAL EVALUATION CRITERIA

KEY: DECIDING PARAMETERS | BETTER + | WORSE - | NO DIFFERENCE

PERFORMANCE MEASURES	CRITERION	EVALUATION PARAMETERS	EVALUATION PARAMETERS (UNITS)	ALTERNATIVE A	ALTERNATIVE C	NO-BUILD ALTERNATIVE
Community impacts	Minimize impacts to EJ communities	Are there EJ communities with disproportionate impacts?	Yes/No	No	No	No
	Minimize impacts to community cohesion/access	Change in length of access—SB Patton Ranch Road to EB US 290	Length	2,700	1,070	0
		Change in length of access—SB Old Bee Cave Road to EB US 290	Length	2,000	4,950	0
		Change in length of access—WB US 290 to McCarty Lane	Length	2,500	1,100	0
		Change in length of access—NB drive (Jim's Restaurant) to WB SH 71	Length	0	1,350	0
		Change in length of access—EB SH 71 to SB drive (McDonald's)	Length	0	1,450	0
		Change in length of access—WB SH 71 to NB drive (McDonald's)	Length	0	1,400	0
		Change in length of access—WB SH 71 to NB drive (Jim's Restaurant)	Length	0	1,400	0
		Total change in the length of access points in/out where there is a difference between Alternatives A and C	Length	7,200	12,720	0
Aesthetics and visual impacts	Community values	Feet of elevated structure	Linear Feet	10,840	14,000	0
		Area of Williamson Creek disturbance/restoration (including reconstruction of Old Bee Cave Road, William Cannon, and US 290 bridges)	Acres	0.84	0.69	N/A
		Volume of concrete bridges and culverts within floodplain removed	Cubic Yards	2,933	2,933	0
Preliminary project cost	Minimize construction cost	Preliminary total implementation cost estimate	$ Million	536	542	N/A
	Minimize right of way cost	Right of way area	Acres	74.58	75.19	N/A
	Minimize utility relocation cost	Preliminary right of way estimated cost	$ Million	26.5	26.8	N/A
		Preliminary utility relocation cost	$ Million	7.7	7.7	N/A

OAK HILL PARKWAY

FINAL EVALUATION CRITERIA

KEY: DECIDING PARAMETERS | BETTER + | WORSE - | NO DIFFERENCE

PERFORMANCE MEASURES	CRITERION	EVALUATION PARAMETERS	EVALUATION PARAMETERS (UNITS)	ALTERNATIVE A	ALTERNATIVE C	NO-BUILD ALTERNATIVE
CULTURAL RESOURCES IMPACTS						
Cultural resources	Minimize impacts to NHRP structures	Number of NHRP structures or properties affected by the project	Each	0	0	N/A
	Minimize impacts to recorded arch. sites	Number of recorded archeological sites affected by the project	Each	4	4	4
	Avoid impacts to Section 6(f) and 4(f) properties	Number of Section 6(f) and 4(f) properties affected by the project	Each	0	0	N/A
NATURAL RESOURCE IMPACTS						
Potential water resources impacts	Minimize Edwards Aquifer Recharge Zone and Contributing Zone impacts	Acres of additional impervious cover in the Edwards Aquifer Recharge Zone and Contributing Zone	Acres	74.0	73.6	N/A
	Minimize 100-year floodplain (FEMA) impacts	Acres of floodplain within proposed right of way	Cubic Feet per second	70.72	70.96	58.16
	Minimize flood-stage flow in Williamson Creek	100-year flow rate of Williamson Creek at William Cannon Drive	Each	10,114	10,114	11,159
	Minimize recharge features affected	Number of known recharge features filled	Acres	1	1	N/A
	Minimize stream/creek crossings	Acres of streams and water bodies within right of way	Pounds	3.40	4.78	2.73
	Maximize improvement of water quality	Total suspended solid (TSS) removal	Each	82,837	83,220	18,428
	Minimize impacts to wetlands	Acres of wetland impacted	Acres	0.03	0.03	0
Threatened endangered species potential impacts	Minimize endangered songbird impacts	Acres of potential habitat within proposed right of way	Acres	0	0	0
	Minimize endangered karst species impacts	Presence/absence within the proposed right of way	Yes/No	No	No	No
	Minimize endangered salamander species impacts	Is water quality improved?	Yes/No	Yes	Yes	No
Vegetation impacts	Minimize riparian woodland impacts	Area of riparian woodlands removed by the project	Acres	6.06	5.2	0
	Minimize impacts to large trees (larger than 35-inch diameter at breast height [DBH])	Number of trees (all species) removed (greater than 35-inch DBH)	Number	29	26	0
DOES THE ALTERNATIVE MEET THE STATED PURPOSE AND NEED?				**YES**	**YES**	**NO**
RECOMMENDED ALTERNATIVE?				**YES**	**NO**	**NO**

OAK HILL PARKWAY

ALTERNATIVE A

290 MAINLANES DEPRESSED

Artist Rendering: All mobility alternatives and context sensitive solutions illustrated in this rendering are proposed and are for **conceptual purposes only**. The dimensions, specifications, terms, materials, and furnishings contained in these plans are for general reference and purely representative in nature. All images are subject to change.

OAK HILL
PARKWAY

ALTERNATIVE A

290 MAINLANES DEPRESSED

Artist Rendering: All mobility alternatives and context sensitive solutions illustrated in this rendering are proposed and are considered an artist rendering for **conceptual purposes only**. The dimensions, specifications, terms, materials, and furnishings contained in these plans are for general reference and purely representative in nature. All images are subject to change.

OAK HILL
PARKWAY

ALTERNATIVE A

VIEW AT WILLIAM CANNON DR. LOOKING NORTH TO US 290

Artist Rendering: All mobility alternatives and context sensitive solutions illustrated in this rendering are proposed and are considered an artist rendering for **conceptual purposes only**. The dimensions, specifications, terms, materials, and furnishings contained in these plans are for general reference and purely representative in nature. All images are subject to change.

OAK HILL PARKWAY

CONTEXT SENSITIVE SOLUTIONS

Vision Statement

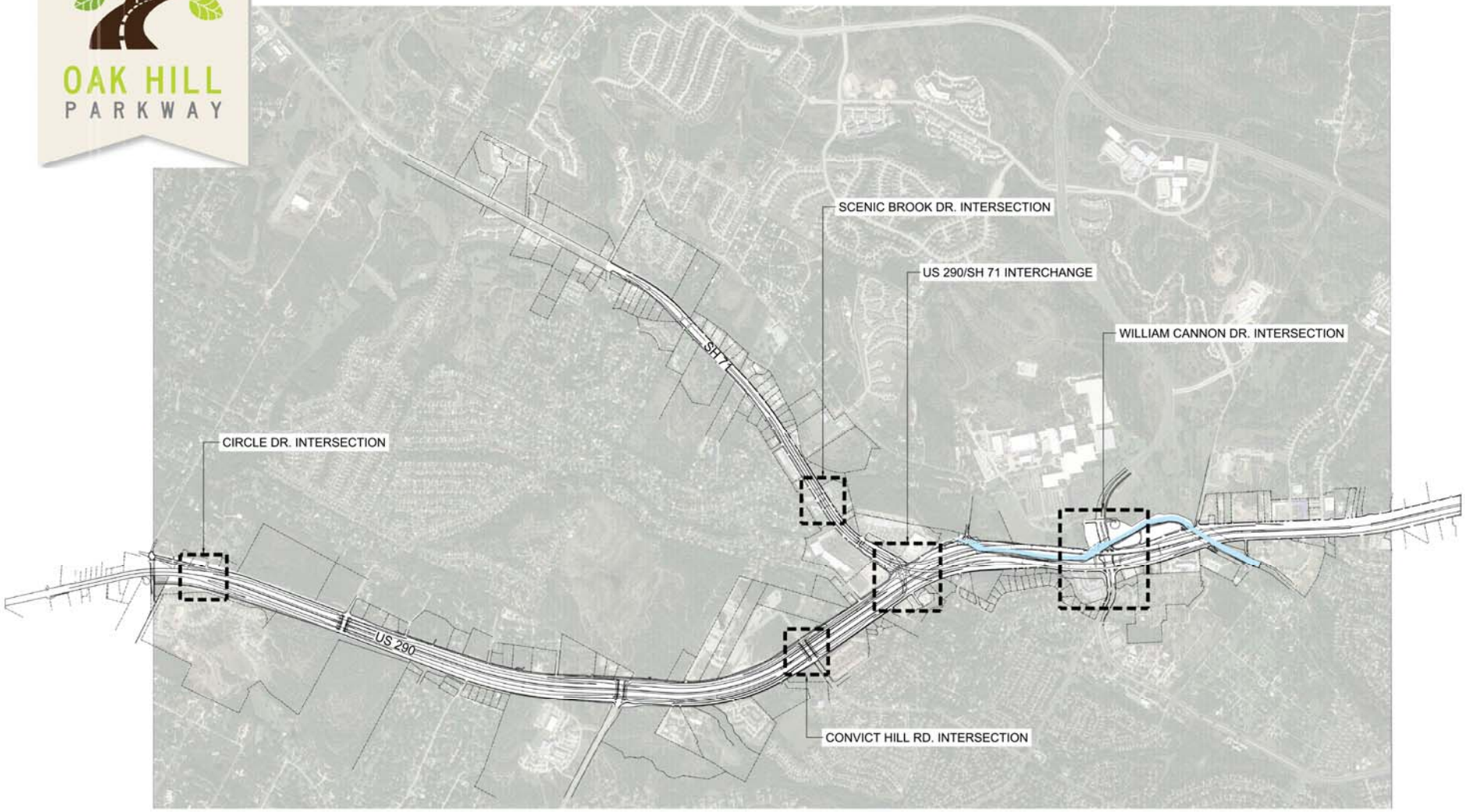
The Oak Hill Parkway will:

1. Be a safe and attractive transportation corridor that visually and physically connects, at a human scale, destinations on both sides of the highway.

2. Help create a unique place that functions well for all modes of transportation while integrating our history, aesthetics, and environment.

Good stewardship of our natural and cultural assets is a priority.

OAK HILL PARKWAY



OVERALL CSS KEY PLAN

NOT TO SCALE

NORTH

DRAFT - SUBJECT TO CHANGE

OAK HILL PARKWAY

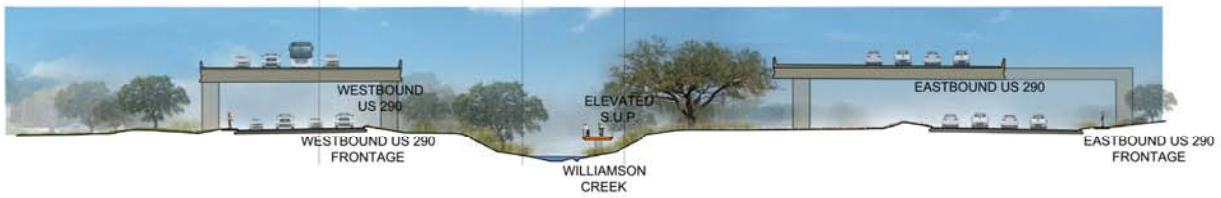
PERSPECTIVE

* TYPE OF ROCK TO GO DIRECTLY UNDER BRIDGES

WILLIAM CANNON DRIVE - PLAN VIEW - ALTERNATIVE A

0 50' 100'

NORTH

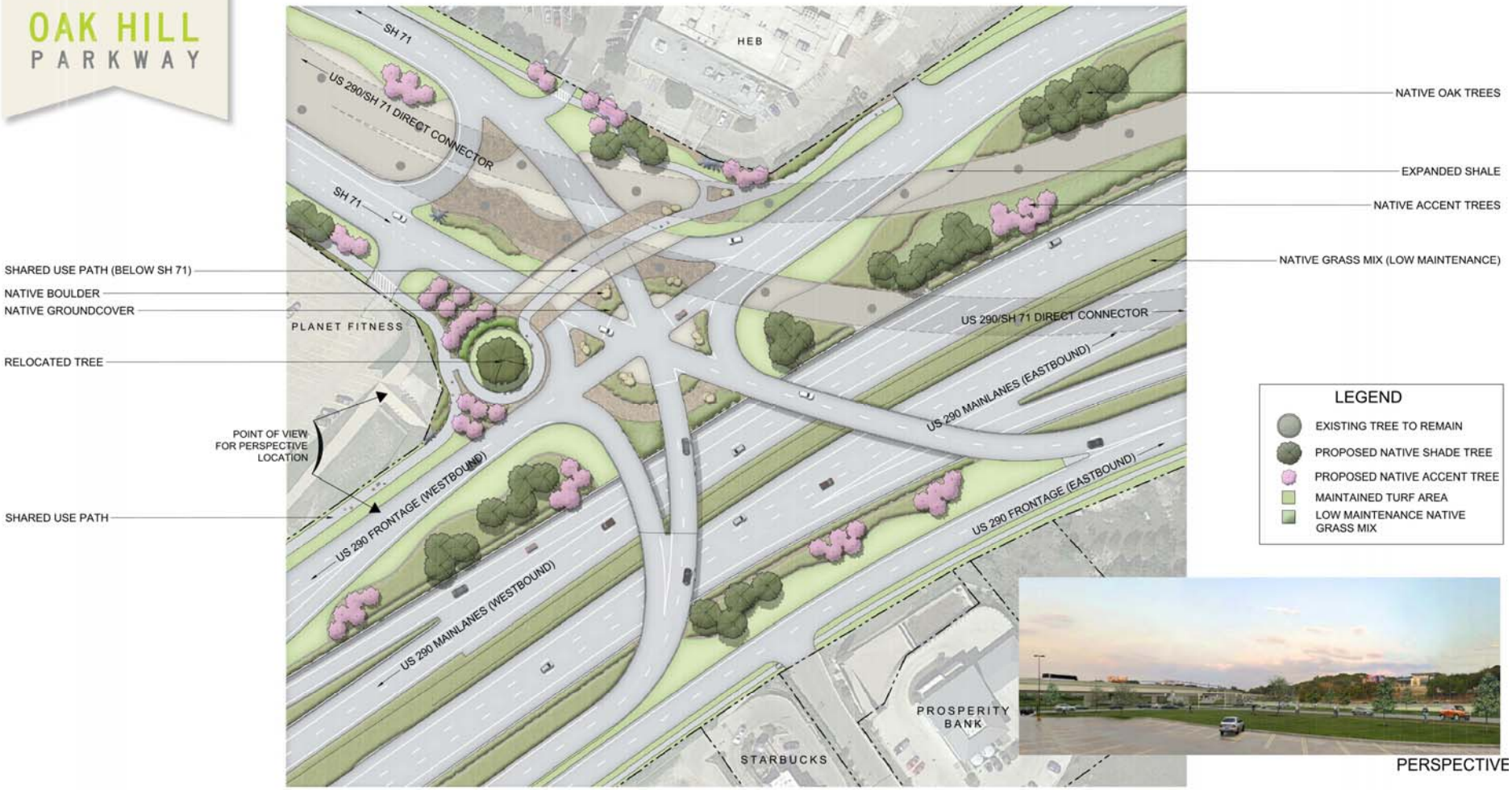


SECTION THROUGH WILLIAMSON CREEK NEAR WILLIAM CANNON DRIVE - ALTERNATIVE A

0 20' 40'

DRAFT - SUBJECT TO CHANGE

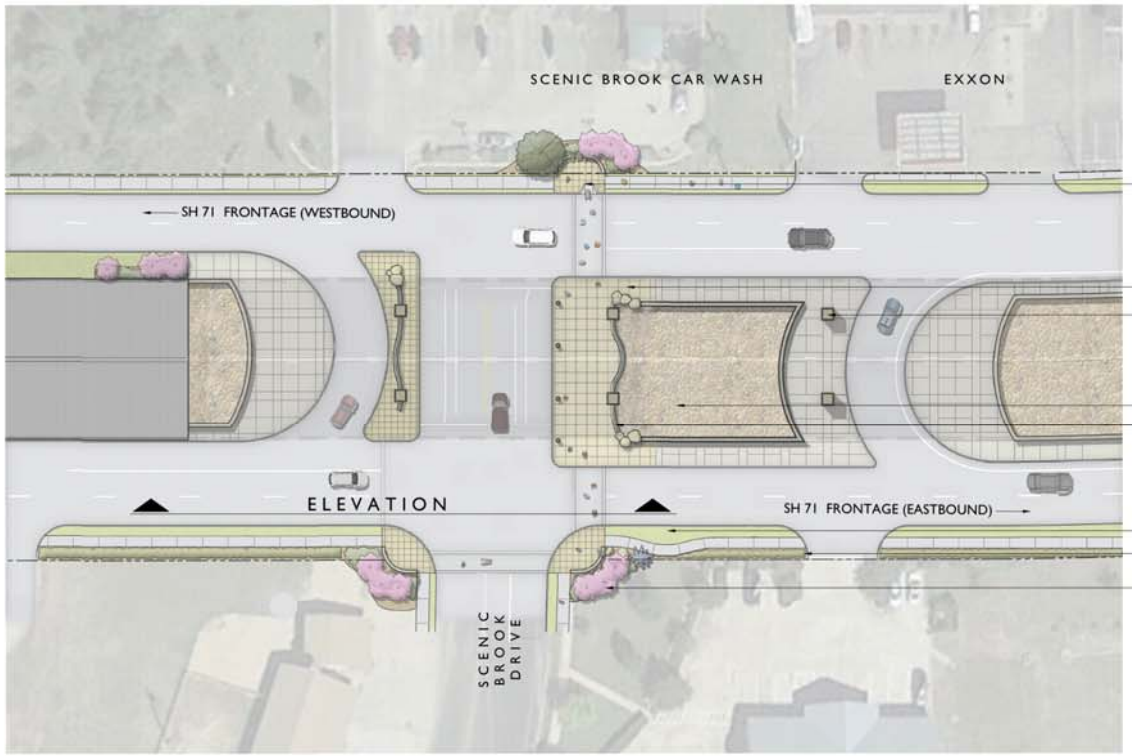
OAK HILL PARKWAY



US 290/HWY 71 INTERCHANGE - PLAN VIEW - ALTERNATIVE A

DRAFT - SUBJECT TO CHANGE

OAK HILL PARKWAY



LEGEND

- EXISTING TREE TO REMAIN
- PROPOSED NATIVE SHADE TREE
- PROPOSED NATIVE ACCENT TREE
- MAINTAINED TURF AREA
- LOW MAINTENANCE NATIVE GRASS MIX

SCENIC BROOK DRIVE - PLAN VIEW

0 20' 40'

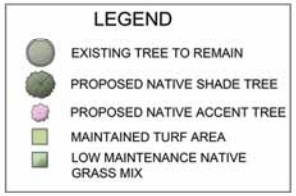
NORTH

SCENIC BROOK DRIVE - SECTION VIEW

0 10' 20'

DRAFT - SUBJECT TO CHANGE

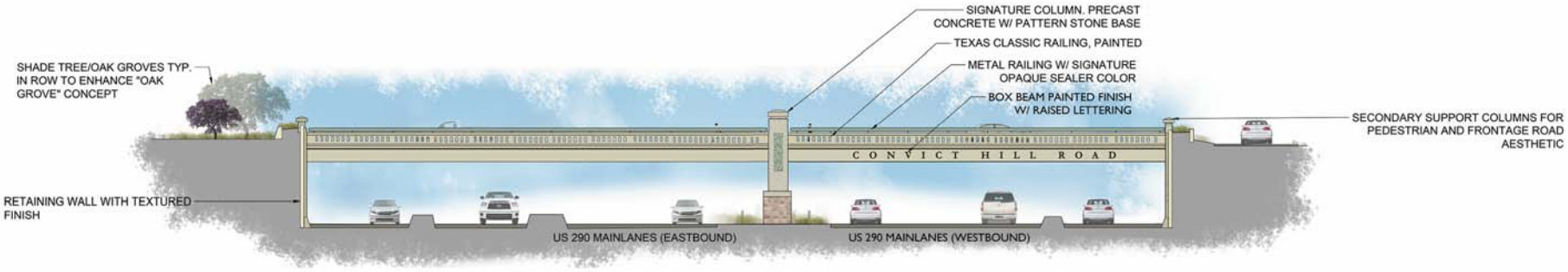
OAK HILL PARKWAY



CONVICT HILL ROAD - PLAN VIEW

0 20' 40'

NORTH

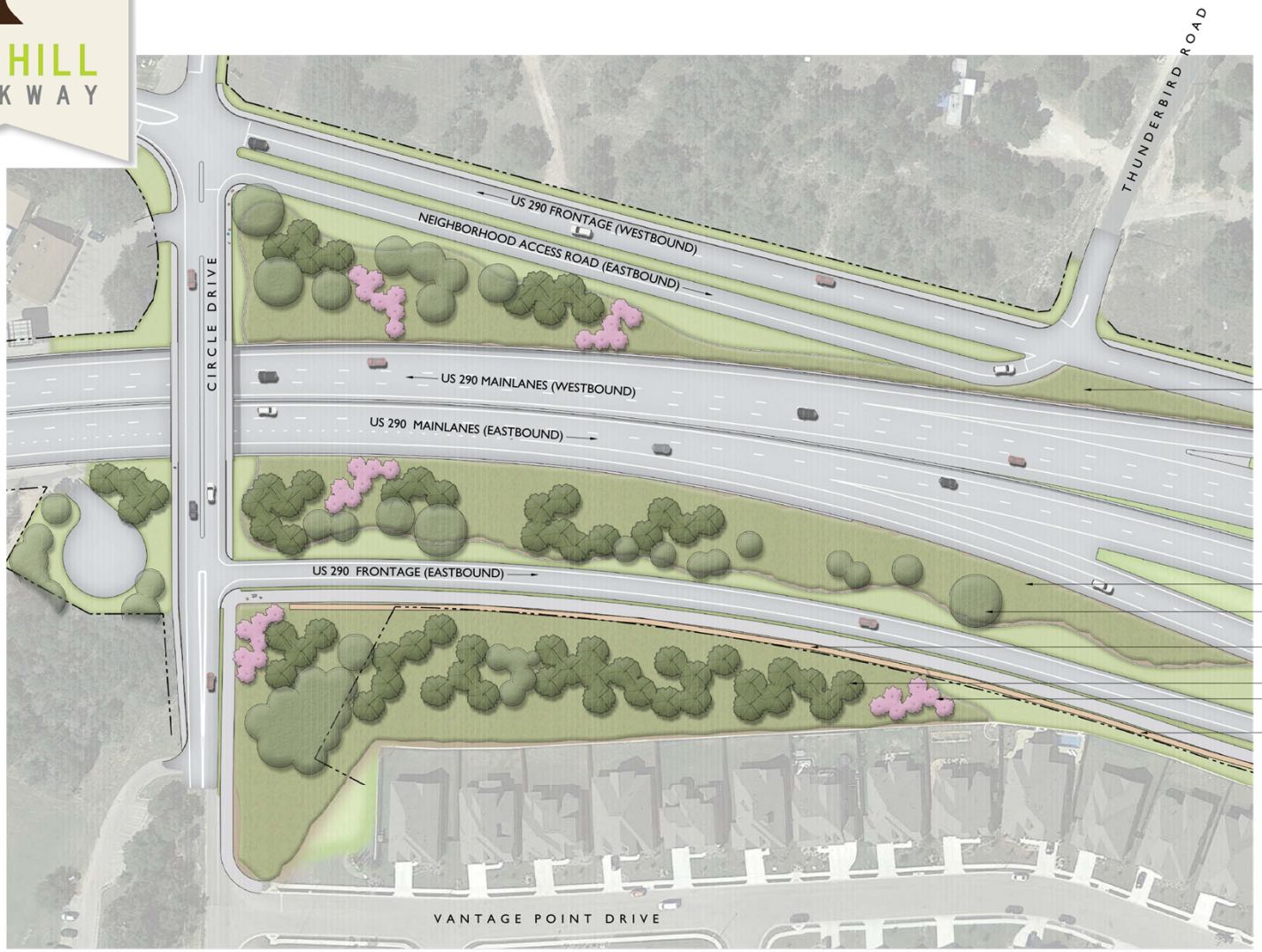


CONVICT HILL ROAD - SECTION VIEW

0 10' 20'

DRAFT - SUBJECT TO CHANGE

OAK HILL PARKWAY



LEGEND

- EXISTING TREE TO REMAIN
- PROPOSED NATIVE SHADE TREE
- PROPOSED NATIVE ACCENT TREE
- MAINTAINED TURF AREA
- LOW MAINTENANCE NATIVE GRASS MIX

NATIVE GRASS BLEND WITH WILDFLOWERS

NATIVE GRASS BLEND WITH WILDFLOWERS

PRESERVED EXISTING TREE, TYP.

PROPOSED SOUND WALL

NATIVE OAK TREES

NATIVE ACCENT TREES

MAINTAINED TURF (BETWEEN CURB AND ROW)

CIRCLE DRIVE - PLAN VIEW

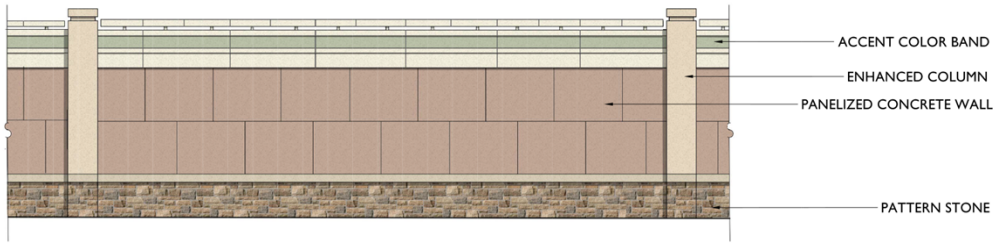
SCALE: 1" = 40'-0"

0 40' 80'

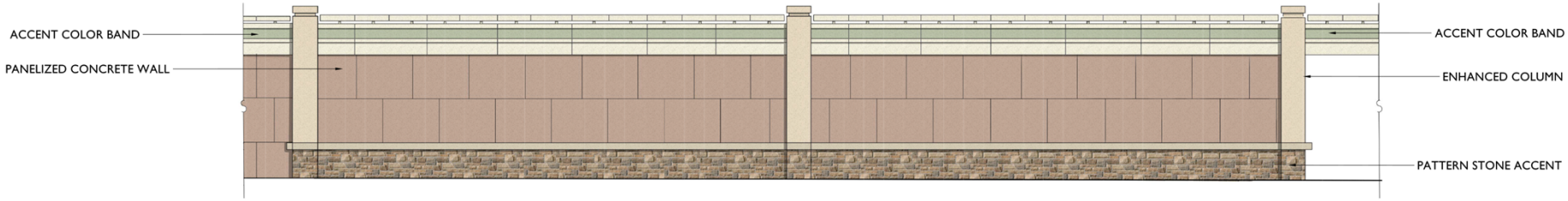
NORTH

DRAFT - SUBJECT TO CHANGE

OAK HILL PARKWAY



WALLS IN DEPRESSED LANES



RETAINING WALL

LIVE OAK

SHUMARD OAK

NATIVE SHADE TREES

TEXAS RED BUD

TEXAS MOUNTAIN LAUREL

NATIVE ACCENT TREES

LITTLE BLUESTEM, SIDEOATS GRAMA, BLUE GRAMA, ETC.

NATIVE GRASS MIX - LOW MAINTENANCE

MUHLY GRASS

DWARF MAIDEN GRASS

ORNAMENTAL GRASSES

PLANT EXAMPLES*

*THESE PLANTS DO NOT REPRESENT A COMPLETE PLANT LIST

TEXAS DEPARTMENT OF TRANSPORTATION

SCHEMATIC LAYOUT

ROADWAY: US290 / SH71 WEST

TRAVIS COUNTY

LIMITS : RM1826 TO SL1 (MOPAC) + TRANSITION TO CIRCLE DRIVE
C-S-J : US 290 = 0113-08-060, SH 71 = 0700-03-077
LENGTH = 8.4 MILES

OFFICE OF DISTRICT ENGINEER
AUSTIN DISTRICT

2015 ADT: 68,038

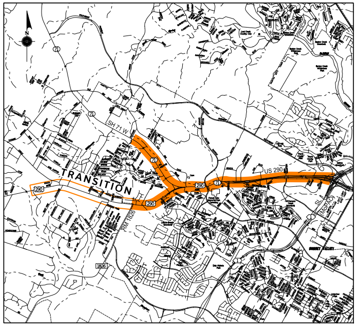
PROJECTED ADT:
US 290 MAINLANES TRAFFIC (2040) = 90,990

PROJECTED ADT:
US 290 FRONTAGE RD. TRAFFIC (2040) = 61,050

FUNCTIONAL CLASSIFICATION: FREEWAY

DESIGN SPEED:
MAINLANES - 50 MPH (MIN.)
FRONTAGE ROADS - 30 MPH (MIN.)
RAMPS - 45 MPH
DIRECT CONNECTORS - 45 MPH
CROSS STREET - 30 MPH (MIN.)

LOCATION MAP


N
TRANSITION
US 290
SH 71 W
RM 1826
MOPAC

NOT A BIDDING DOCUMENT

OAK HILL
PARKWAY

© 2018 BY TEXAS DEPARTMENT OF TRANSPORTATION; ALL RIGHTS RESERVED

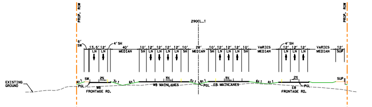
LEGEND

▬	PROPOSE PAVEMENT/ OVERLAYED EXISTING PAVEMENT
▭	PROPOSED BRIDGE STRUCTURE
🟧	PROPOSED SHARED USE PATHS
▭	PROPOSED SIDEWALKS
▭	WATER QUALITY POND
—	RETAINING WALLS
~~	SOUND BARRIER WALLS
-I-I-I—	CONTROL OF ACCESS
— - —	EXISTING CREEK ALIGNMENT
— - —	PROPOSED ROW
— - —	EXISTING ROW
=	LANE STRIPEING
—	STORM SEWER TRUNKLINES
—	CABLE BARRIERS
- - -	DITCH LINE
← #	DIRECTION ARROWS / NO. LANES
← ###	2040 AVERAGE DAILY TRAFFIC

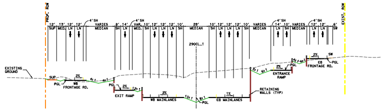
NOTES:

1. ALL PROJECT COORDINATES ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NAD 83(93 (HARN)). ALL COORDINATES SHOWN HEREON ARE ADJUSTED TO SURFACE BY MULTIPLYING BY A COMBINED ADJUSTMENT FACTOR OF 1.000065048. UNITS: U.S. SURVEY FEET

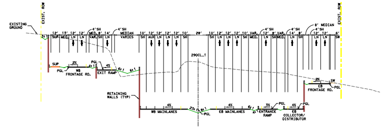
2. AERIAL PHOTOGRAPHY YEAR: 2015



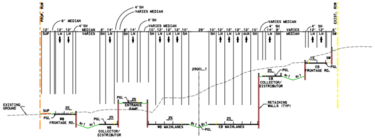
US 290 SECTION "A-A"
STA. 248+00



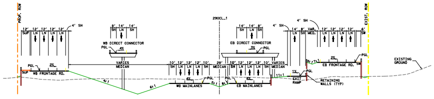
US 290 SECTION "B-B"
STA. 300+00



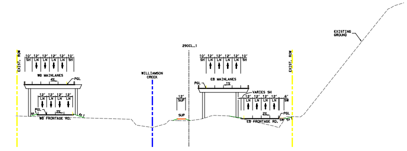
US 290 SECTION "C-C"
STA. 326+00



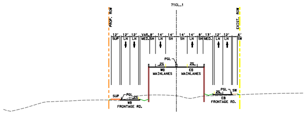
US 290 SECTION "D-D"
STA. 343+00



US 290 SECTION "E-E"
STA. 359+00



US290 SECTION "F-F"
STA. 376+00



SH71 SECTION "G-G"
STA. 1079+50

TARA LN.
Circle Dr
W View Rd
NEXT EXIT

RODRIGUEZ
TRANSPORTATION
GROUP
FIRM #587

RTG

Texas Department of Transportation ® © 2018

US 290 / SH 71 - ALTERNATIVE A
RECOMMENDED ALTERNATIVE
ROADWAY SCHEMATIC

SCHEMATIC DESIGN:
"NOT A BIDDING DOCUMENT"
ENGINEER: WADE STRONG, P.E.
P.E. SERIAL NO. : 61841
DATE : 4/23/2018

1 / 1

4/23/2018
c:\bms\pwe-useast-008\lance.peltier\dms15018\us290_Alt A_schem.dgn

CIRCLE DR.
7580
MOWINKLE DR.
AUSTIN BOUNDERY LIMITS
THUNDERBIRD RD.
US290W
31780
30830
3190
3260
28650
7290
23550
4060
290CL_1
A
A
S. VIEW ROAD
Scenic Brook Dr
Frontage Rd
EXIT ONLY
SCENIC BROOK DR.
14790
6450
11350
AUSTIN BOUNDERY LIMITS
WEST SOUTH
71
1826
Convict Hill Rd
EXIT ONLY
2060
7450
10
12990
BOLING DR.
9970
26580
23550
14310
ROSSON RD.
EL REY BLVD.
AUSTIN BOUNDERY LIMITS
AUSTIN BOUNDERY LIMITS
HUDSON LOOP
Scenic Brook Dr
Circle Dr
W View Rd
B
B
3280
6690
4700
9620
4310
20660
EAST WEST
290
71
71
EAST EAST
290
71
71
WEST
RM 1826
44910

DRAFT

SILVERMINE DR.
71CL_1
SH71 MAINLANES
G
SCENIC BROOK DR.
HEB CROSSOVER
71CL_1
71WBDC_1
71EBDC_1
WB SH71
EB SH71
DIRECT CONNECT
DIRECT CONNECT
WB FRONTAGE RD.
EB FRONTAGE RD.
E
WILLIAMSON CREEK
OLD BEE CAVES RD.
OAK HILL CEMETERY
WEST 71
290WBML_2
290CL_1
290EBML_2
WB US290 MAINLANES
EB US290 MAINLANES
F
TRAILHEAD PARKING
EDWARDS AQUIFER CONTRIBUTING ZONE
EDWARDS AQUIFER RECHARGE ZONE
PATTON RANCH RD.
SOUTH 1826 EXIT ONLY
OAK MEADOW DR.
HILL OAKS DR.
D
US 290W MAINLANES
WOLFCREEK PASS
290 WEST
71 WEST
William Cannon Dr Old Fredericksburg Rd
WEST 290 WEST 71
W WILLIAM CANNON DR.
EAST 290 EAST 71
Old Fredericksburg Rd
FOREST OAKS MEMORIAL PARK CEMETERY
JOE TA CLOSED
C
CONVICT HILL RD.

William Cannon Dr
Frontage Rd
EXIT ONLY
PARKWOOD DR.
OAKCLAIRE DR.
290CL_1
22300
8480
68500
68560
6490
1405+00
1415+00
1420+00
410+00
415+00
420+00
425+00
430+00
435+00
440+00
445+00
3405+00
3410+00
3415+00
3420+00
US290 / SH71 WEST
WILLIAMSON CREEK
McCARTY LN.
JOE TANNER LN.
JOE TANNER LN. TO BE CONVERTED TO DRIVEWAY FOR PARK.
NNER LN. TO BE
@ McCARTY LN.
NEW CONSTRUCTION
WIDENING & OVERLAY
OLD FREDERICKSBURG RD.
WIDENING & OVERLAY
OVERLAY ONLY
2
3
4
5

0
200
400
SCALE: 1" = 200'
N

1
1

SCHEMATIC DESIGN:
"NOT A BIDDING DOCUMENT"
ENGINEER: WADE STRONG, P.E.
P.E. SERIAL NO. : 61841
DATE : 4/23/2018

US 290 / SH 71 - ALTERNATIVE A RECOMMENDED ALTERNATIVE ROADWAY SCHEMATIC

Texas Department of Transportation

© 2018

RTG
RODRIGUEZ
TRANSPORTATION
GROUP
FIRM #587

RODRIGUEZ TRANSPORTATION GROUP

RTG

Texas Department of Transportation

US 290 / SH 71 - ALTERNATIVE A
RECOMMENDED ALTERNATIVE
ROADWAY PROFILES

"NOTICE TO RECEIVER: THIS DOCUMENT IS NOT INTENDED FOR CONSTRUCTION, P.E. SEAL, NO. 118361"

2
2

TEXAS DEPARTMENT OF TRANSPORTATION

SCHEMATIC LAYOUT

ROADWAY: US290 / SH71 WEST

TRAVIS COUNTY

LIMITS : RM1826 TO SL1 (MOPAC) • TRANSITION TO CIRCLE DRIVE
C-5-J : US 290 = 0113-08-060, SH 71 = 0700-03-077
LENGTH = 8.4 MILES

OFFICE OF DISTRICT ENGINEER
AUSTIN DISTRICT

2015 AOT: 68,038

PROJECTED AOT
US 290 MAINLANES TRAFFIC (2040) = 90,990

PROJECTED AOT
US 290 FRONTAGE RD. TRAFFIC (2040) = 61,050

FUNCTIONAL CLASSIFICATION: FREEWAY

DESIGN SPEED:
MAINLANES - 60 MPH
FRONTAGE ROADS - 40 MPH
RAMPS - 45 MPH
DIRECT CONNECTORS - 40 MPH
CROSS STREET - 30 MPH (MIN.)

LOCATION MAP

NOT A BIDDING DOCUMENT

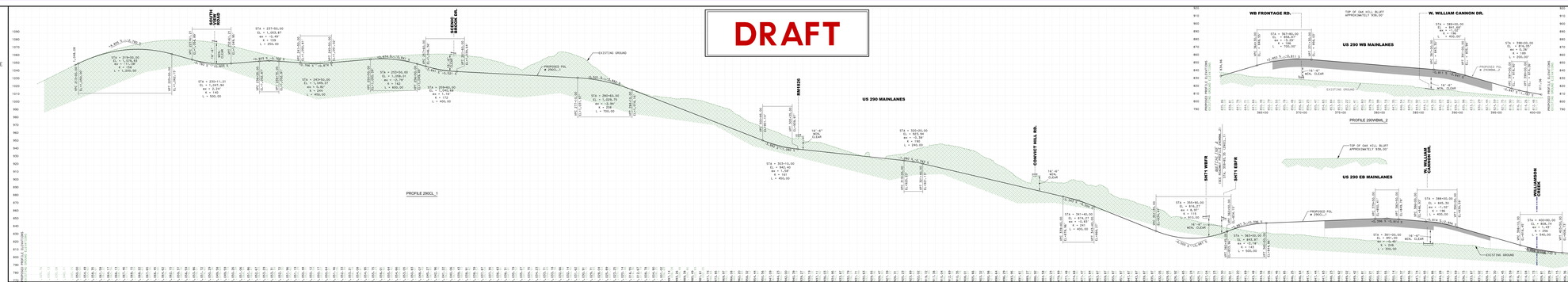
OAK HILL PARKWAY

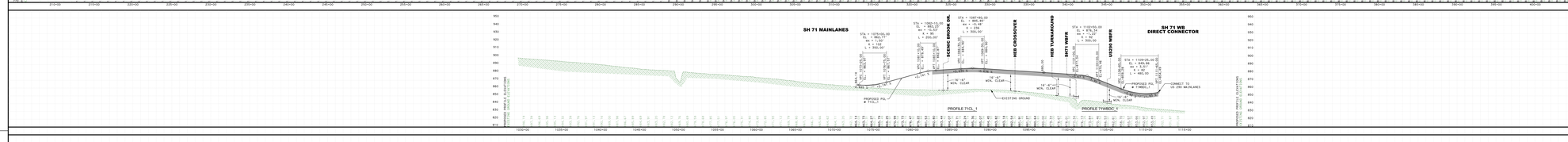
© 2017 BY TEXAS DEPARTMENT OF TRANSPORTATION. ALL RIGHTS RESERVED

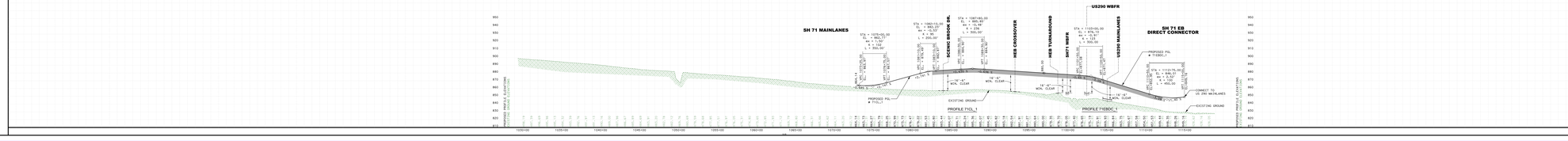
LINE AND SYMBOL LEGEND

PROPOSE PROFILE
EXISTING GROUND
BRIDGE

DRAFT







RODRIGUEZ TRANSPORTATION GROUP
FIRM #587

RTG

Texas Department of Transportation ®
© 2018

US 290 / SH 71 - ALTERNATIVE A
RECOMMENDED ALTERNATIVE
OFFSITE DETENTION AREAS

SCHEMATIC DESIGN
"NOT A BIDDING DOCUMENT"
ENGINEER: WADE STRONG, P.E.
P.E. SERIAL NO. : 61841
DATE : 5/23/2018

1
1

5/23/2018
C:\Users\wstrong\Desktop\US290\Layout\US290_alt1&2_detention_wstrong2.dgn

TEXAS DEPARTMENT OF TRANSPORTATION

SCHEMATIC LAYOUT

ROADWAY: US290 / SH71 WEST

TRAVIS COUNTY

LIMITS : RM1826 TO SL1 (MOPAC) + TRANSITION TO CIRCLE DRIVE
C-S-J : US 290 = 0113-08-060, SH 71 = 0700-03-077
LENGTH = 8.4 MILES

OFFICE OF DISTRICT ENGINEER
AUSTIN DISTRICT

2016 ADT: XXXX

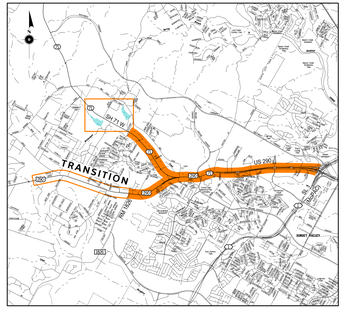
PROJECTED ADT:
US 290 MAINLANES TRAFFIC (2035) = 62,400

PROJECTED ADT:
US 290 FRONTAGE RD. TRAFFIC (2035) = 44,500

FUNCTIONAL CLASSIFICATION: FREEWAY

DESIGN SPEED:
MAINLANES - 60 MPH
FRONTAGE ROADS - 40 MPH
RAMPS - 45 MPH
DIRECT CONNECTORS - 45 MPH
CROSS STREET - 30 MPH (MIN.)

LOCATION MAP



NOT A BIDDING DOCUMENT

OAK HILL PARKWAY

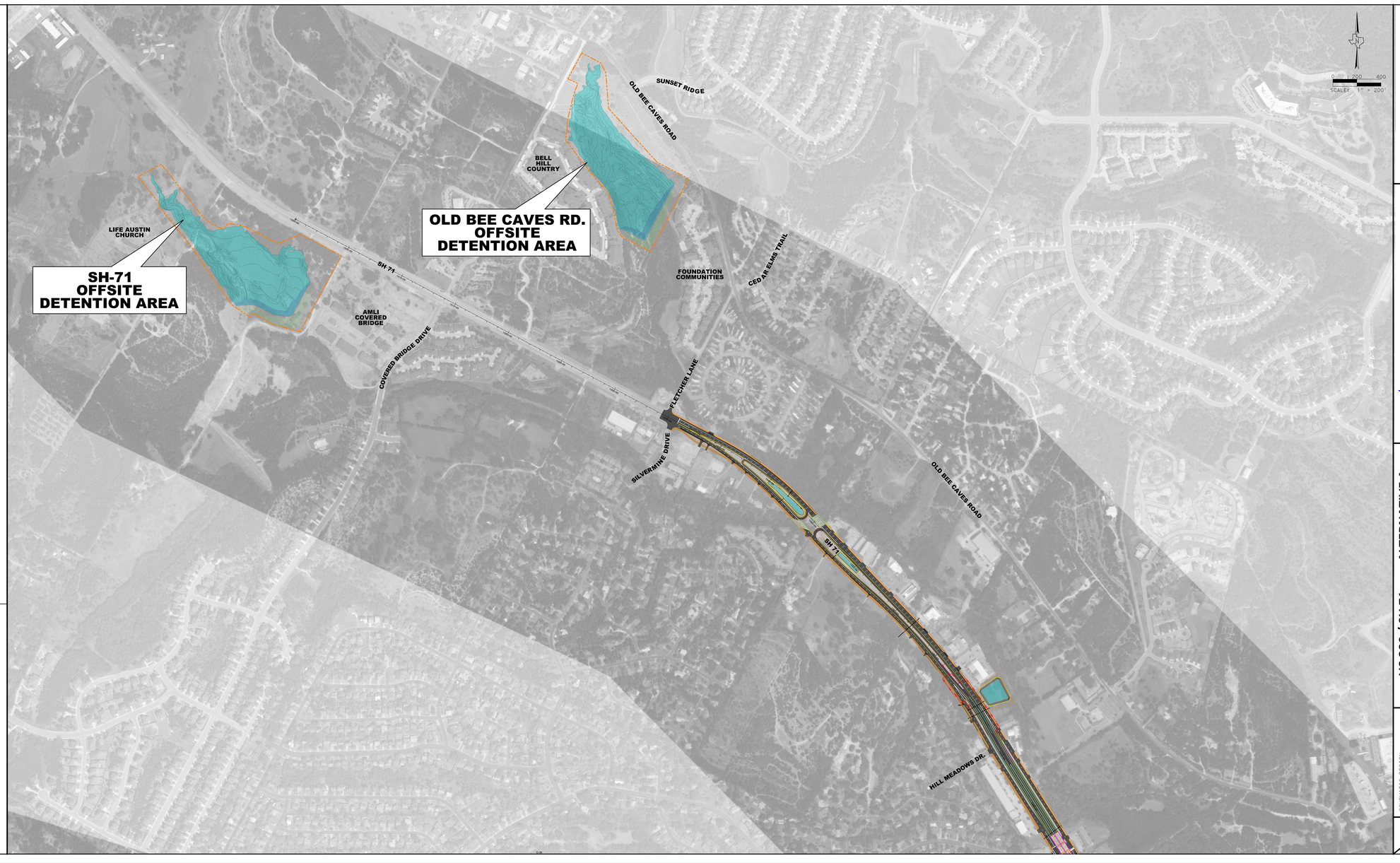
© 2017 BY TEXAS DEPARTMENT OF TRANSPORTATION, ALL RIGHTS RESERVED

LEGEND

- PROPOSE PAVEMENT/ OVERLAYED EXISTING PAVEMENT
- PROPOSED BRIDGE STRUCTURE
- PROPOSED SHARED USE PATHS
- PROPOSED SIDEWALKS
- WATER QUALITY POND
- RETAINING WALLS
- CONTROL OF ACCESS
- EXISTING CREEK ALIGNMENT
- PROPOSED ROW
- EXISTING ROW
- LANE STRIPEING
- CABLE BARRIERS
- DITCH LINE
- DIRECTION ARROWS / NO. LANES
- 2040 AVERAGE DAILY TRAFFIC

NOTES:

1. ALL PROJECT COORDINATES ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NAD 83\93 (HARN). ALL COORDINATES SHOWN HEREON ARE ADJUSTED TO SURFACE BY MULTIPLYING BY A COMBINED ADJUSTMENT FACTOR OF 1.000065048. UNITS: U.S. SURVEY FEET.
2. AERIAL PHOTOGRAPHY YEAR: 2016



RODRIGUEZ TRANSPORTATION GROUP
FIRM #587

RTG

Texas Department of Transportation ®

US 290 / SH 71 - ALTERNATIVE A
RECOMMENDED ALTERNATIVE
OFFSITE DETENTION AREAS

SCHEMATIC DESIGN
"NOT A BIDDING DOCUMENT"
ENGINEER: WADE STRONG, P.E.
P.E. SERIAL NO. : 61841
DATE : 5/23/2018

1
1

G-3

Public Hearing Presentation

WELCOME

Oak Hill Parkway
Public Hearing

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.

HEARING AGENDA

OAK HILL PARKWAY

YOUR COMMENTS ARE IMPORTANT TO US

OAK HILL PARKWAY

COMMENTS MUST BE RECEIVED BY MONDAY, JUNE 18, 2018

OAK HILL PARKWAY

NON-TOLLED PROJECT

OAK HILL PARKWAY

TECHNICAL PRESENTATION

Wade Strong, P.E.

RTG - Consultant Project Manager

PROJECT LOCATION

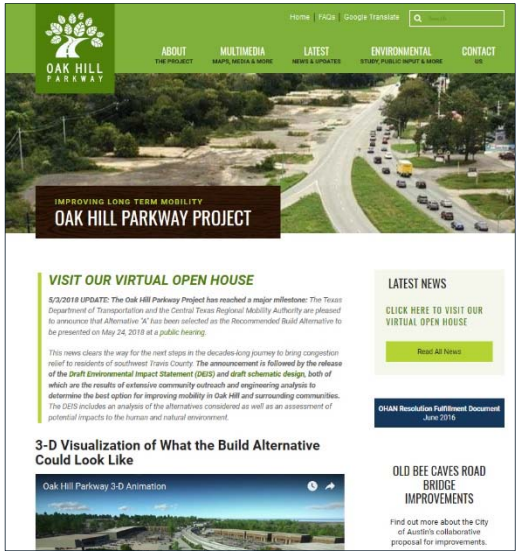
PROJECT INCLUDES:

- US 290 from MoPac to RM 1826 with transition area extending past Circle Drive
- Intersection of US 290 and SH 71
- SH 71 from US 290 to Silvermine Drive

PROJECT PURPOSE

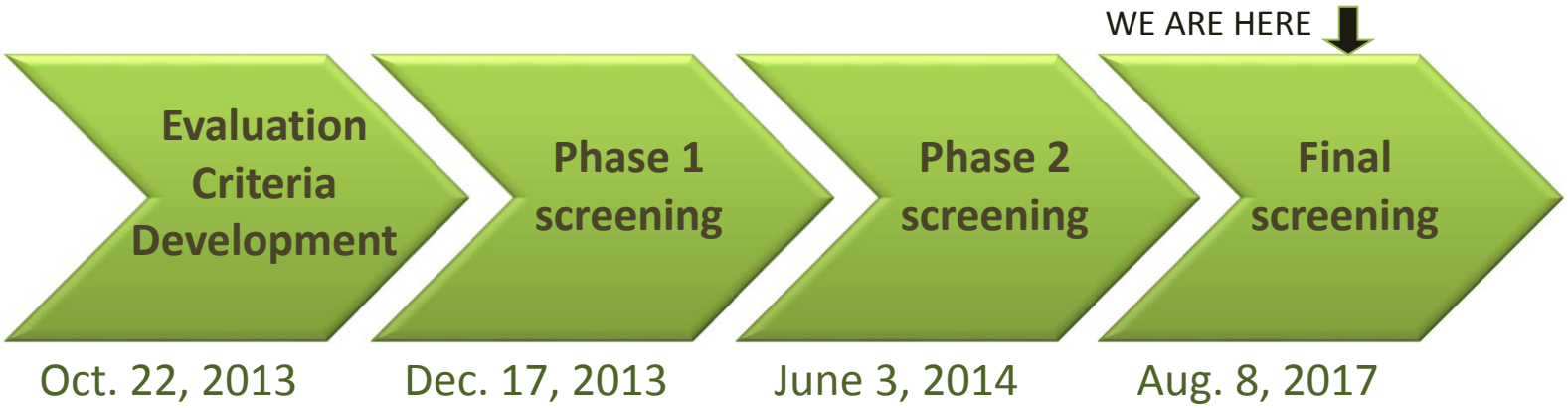
- Promote long-term congestion management
- Improve safety
- Improve emergency response
- Improve mobility and operational efficiency
- Increase multimodal travel options

PUBLIC INVOLVEMENT OUTREACH



EVALUATION MATRIX

- **Phase 1 screening** – 9 new concepts plus the 2007 plan and the No-Build evaluated
- **Phase 2 screening** – 6 concepts plus the No-Build
- **Final screening** – 2 alternatives plus the No-Build



EVALUATION MATRIX

- Mobility
- Cost & Human Impacts
- Cultural Resources Impacts
- Natural Resources Impacts
- Does the Alternative meet the Purpose & Need?

COMMUNITY PRIORITIES

- Protect trees
- Williamson Creek
- Lower structures
- Local access
- Bike / ped access

OAK HILL PARKWAY

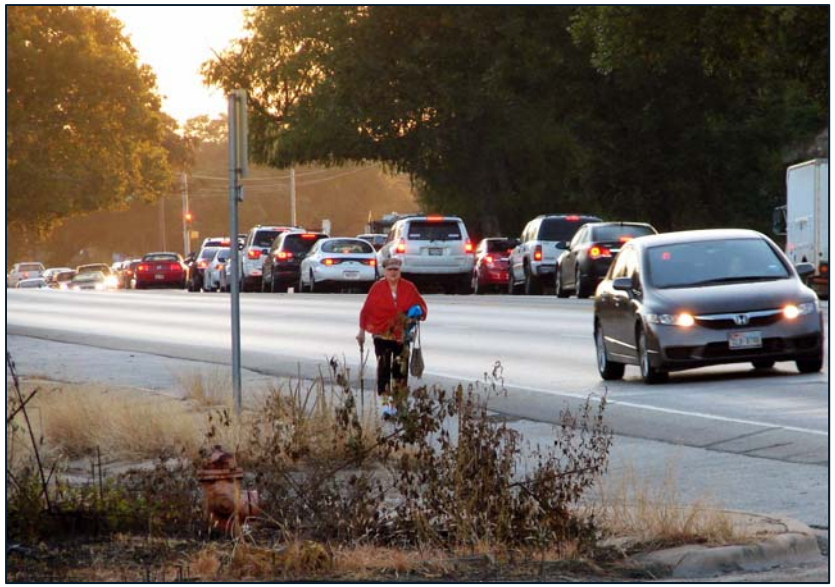
ALTERNATIVE A

OAK HILL PARKWAY

ALTERNATIVE C

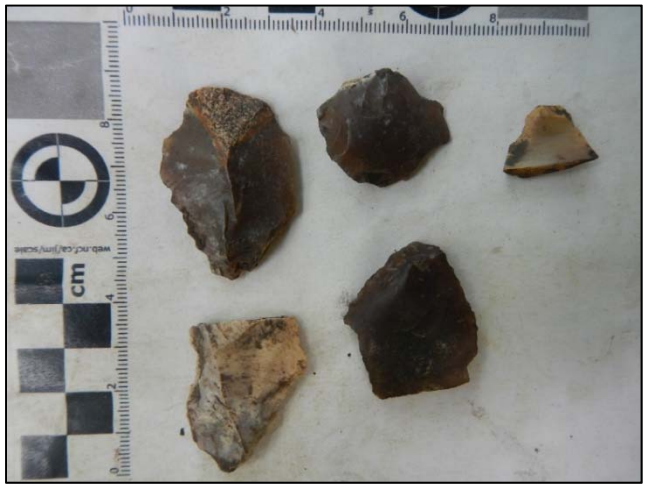
WHAT IS THE NO-BUILD ALTERNATIVE?

The No-Build Alternative **would not allow** for any new travel lanes, bicycle/pedestrian paths, water quality features, and other elements of the proposed Oak Hill Parkway Project.



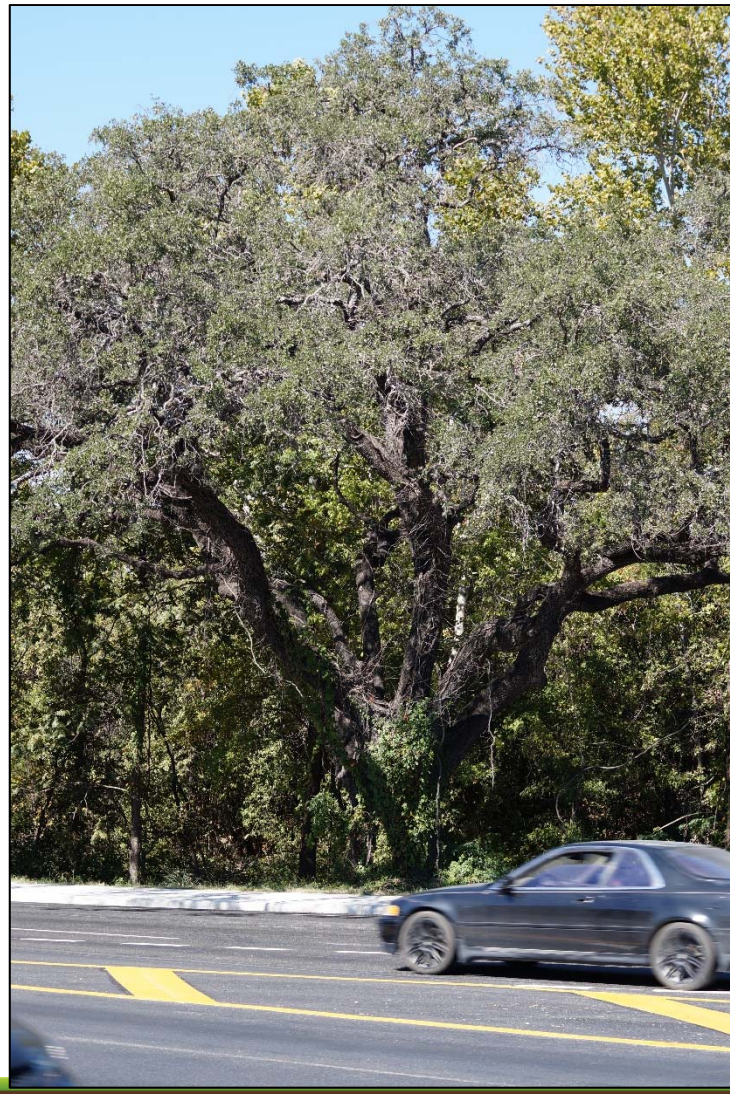
OAK HILL PARKWAY

POTENTIAL IMPACTS



VEGETATION AND TREE IMPACTS

- Protect iconic trees:
  - Beckett Grove Tree
  - Grandmother Oak
  - Grandfather Oak
  - The Nieces
- Minimize native vegetation removal
- Landscaping enhancements



GEOLOGIC FEATURES

- Six karst features identified

- Water Pollution Abatement Plan will be developed for Texas Commission on Environmental Quality (TCEQ) approval

- Project water quality improvements should also improve waters entering Edwards Aquifer

FEDERALLY LISTED SPECIES

- Project area does not have suitable habitat for:
  - Golden-cheeked Warbler
  - Black-capped Vireo
  - Candidate freshwater mussel species
- Project lies in Karst Zones 3 and 4
  - Unlikely to contain listed karst invertebrates
- Project area has vegetation/soils to support bracted twistflower habitat

FEDERALLY LISTED SPECIES - SALAMANDERS

- Project team consulted with U.S. Fish and Wildlife Service on aquatic resources
- USFWS concurred project will not adversely affect any federally listed species including:
  - Barton Springs salamander
  - Austin blind salamander
- Project would follow TCEQ standards

CULTURAL RESOURCES-HISTORIC RESOURCES

- Eligible National Register of Historic Places (NRHP) resources in study area:
  - 50 historic-age resources on 38 parcels
  - Four properties/one historic district recommended for National Register of Historic Places listing
- Texas Historical Commission agreed no further work needed
- Project would not affect potential NRHP properties

TRAFFIC NOISE ANALYSIS

- 456 noise-sensitive receivers were analyzed, such as: single-family residence, hotel, apartment, park, church, funeral home, school, restaurant, YMCA, and mobile home community
- No-Build would still increase noise levels
- Alternative A impacts 128 of 456 receivers

TRAFFIC NOISE ANALYSIS

- Noise barriers would benefit 52 of 128 impacted receivers – resulting in possible sound walls at 4 locations along US 290:
  - Ridgeview subdivision
  - Vineyard Hills Apartments
  - Bell Quarry Hill Apartments
  - Holiday Mobile Home Park
- Noise workshop(s) would be held before construction to inform adjacent property owners and solicit votes
- Noise barriers for the remaining 76 impacted receivers did not meet the FHWA criteria for abatement

COMMUNITY IMPACTS & ACCESS CHANGES

- Mobility and travel times would improve
- Bicycle and pedestrian paths
- Access would change – 2-way would convert to 1-way frontage road system
- Alt A change in length of redirection is 7,200 feet
- No-Build Alt congestion and travel time would worsen, causing increased congestion on local streets

RECOMMENDED ALTERNATIVE

Alternative A:

- ✓ **Fewer at-grade crossings** for the shared-use path - 4
- ✓ **Better access** – 5,520 feet
- ✓ **Reduced length of elevated structures** – 3,160 feet
- ✓ **Less impacts on water bodies** – 1.38 acres

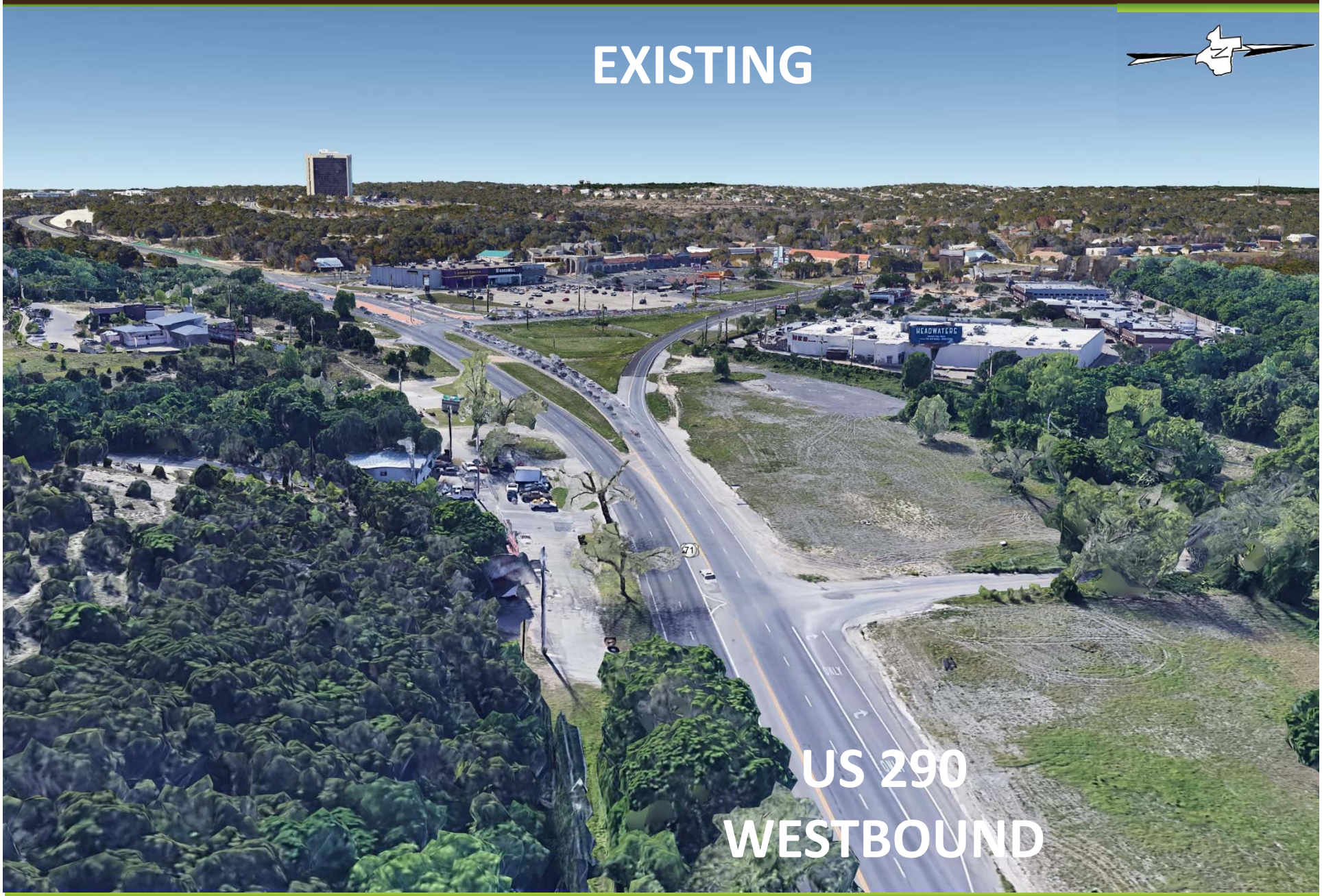
EXISTING
BELTERRA
US 290 WESTBOUND

PROPOSED
William Cannon Dr
Frontage Rd
EXIT ONLY
US 290 WESTBOUND

EXISTING
WM CANNON DRIVE
US 290
EASTBOUND

PROPOSED
WM CANNON DR
US 290
EASTBOUND

EXISTING



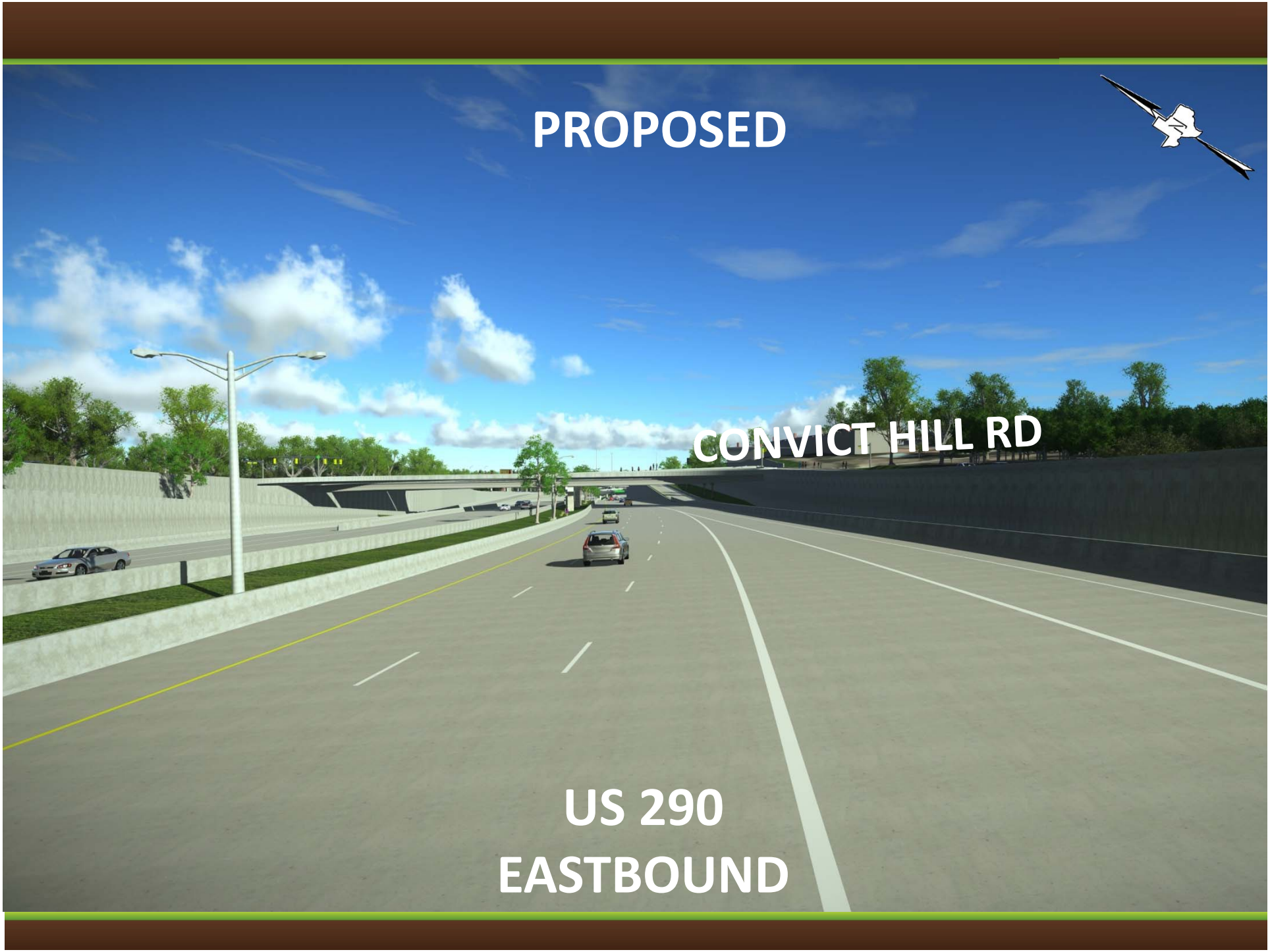
US 290 WESTBOUND

PROPOSED
US 290
WESTBOUND

EXISTING
SH 71
US 290
EASTBOUND

PROPOSED
William Cannon Dr
Old Fredericksburg Rd
US 290
EASTBOUND

EXISTING
CONVICT HILL RD
US 290
EASTBOUND


PROPOSED
CONVICT HILL RD
US 290
EASTBOUND

EXISTING

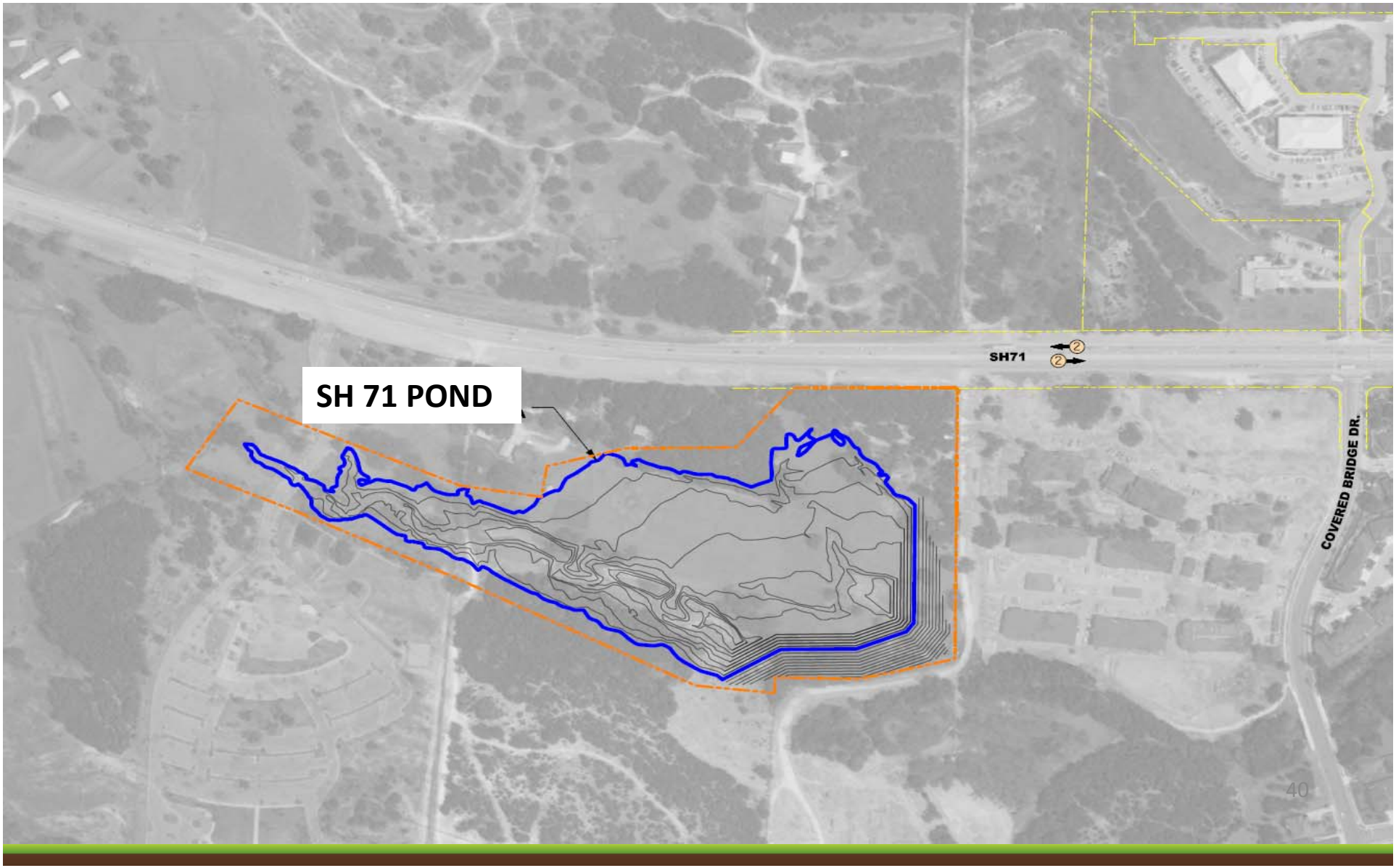
SH 71
WESTBOUND

PROPOSED
SH 71
WESTBOUND

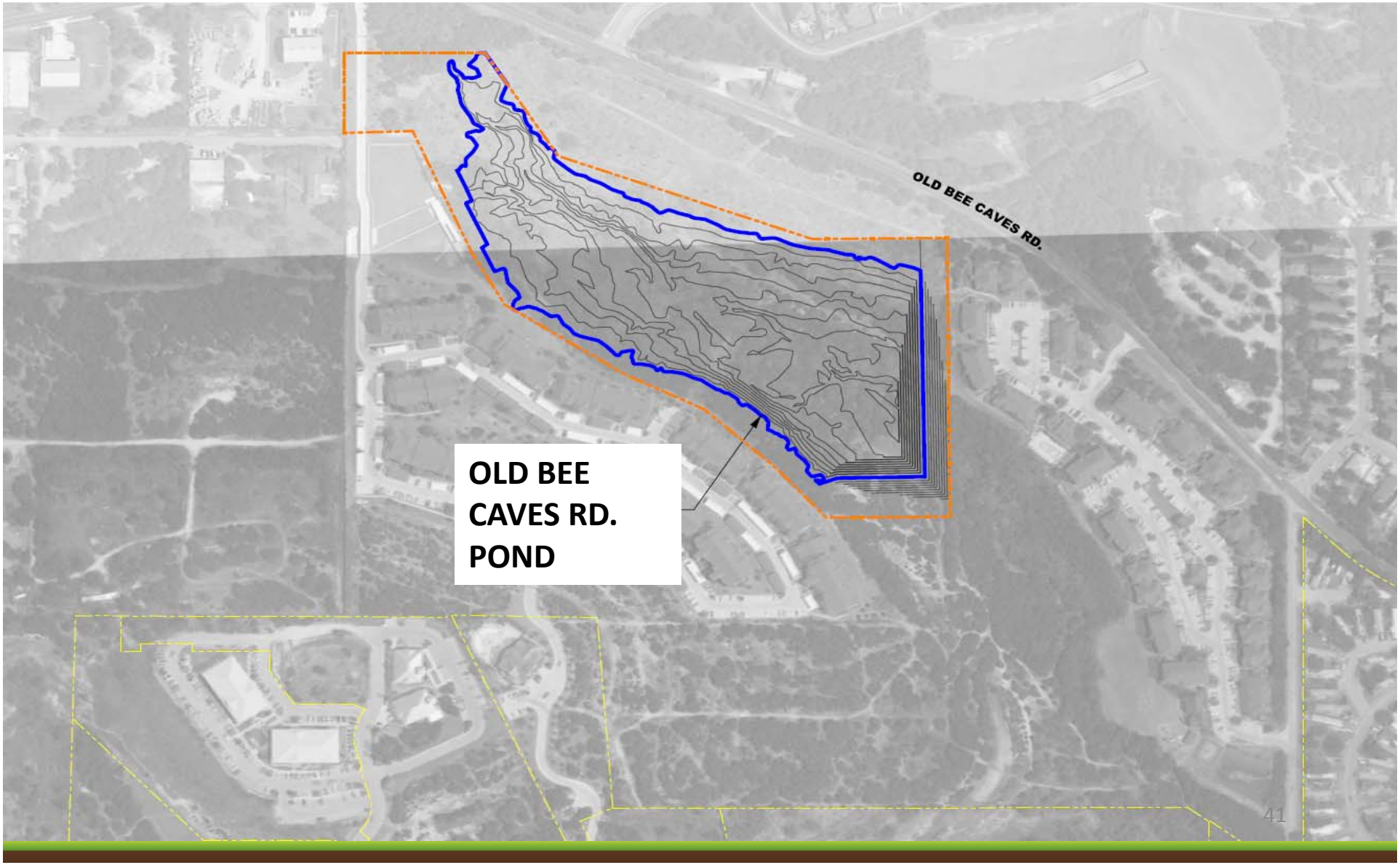
EXISTING
FOUR HANDS
HOME
SH 71
EASTBOUND

PROPOSED
SH 71
EASTBOUND

SH 71 @ COVERED BRIDGE DR.



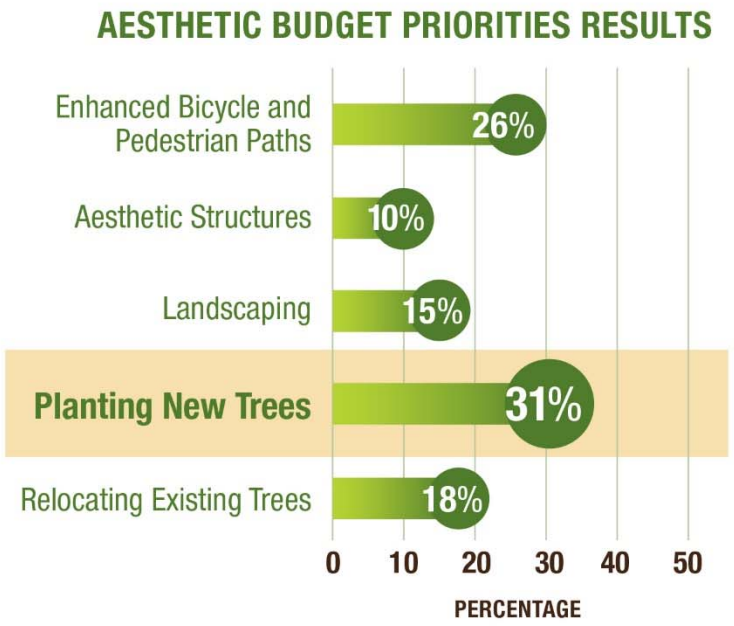
OLD BEE CAVES RD. OFFSITE DETENTION AREA



OAK HILL PARKWAY

REPORTING BACK
Interactive Aesthetics Survey

We received great input from the June 2016 Interactive Aesthetics Survey and here are the results.



WHAT WE HEARD:

- Support for bicycle and pedestrian paths along the corridor
- Support for the preservation, planting, and relocation of trees in the corridor
- Support for a "natural" look in the project aesthetics and landscaping plan, including a mix of oaks and smaller flowering trees
- Support for an aesthetic style that reflects the history of the area
- Support for protecting Williamson Creek

AESTHETICS

Trees and landscaping:

- The schematic was prepared to minimize impacts on large trees
- Work with community on tree planting
- Low maintenance / native vegetation

RIGHT OF WAY

- Approximately 75 acres
- One residential property
- Four business properties
- TxDOT ROW personnel available for questions

OAK HILL PARKWAY

YOUR COMMENTS ARE IMPORTANT TO US

BREAK

15 MINUTES

OAK HILL PARKWAY

VERBAL COMMENTS

NEXT STEPS

- Comment period ends **June 18, 2018**
- TxDOT addresses all comments and prepares Final EIS
- Publishes the FEIS/issues Record of Decision in Fall 2018
- Depending on funding and the ROD, TxDOT construction begins, could be in multiple phases

NEXT STEPS

- Old Bee Caves Rd. bridge

OAK HILL
PARKWAY

THANK YOU

G-4

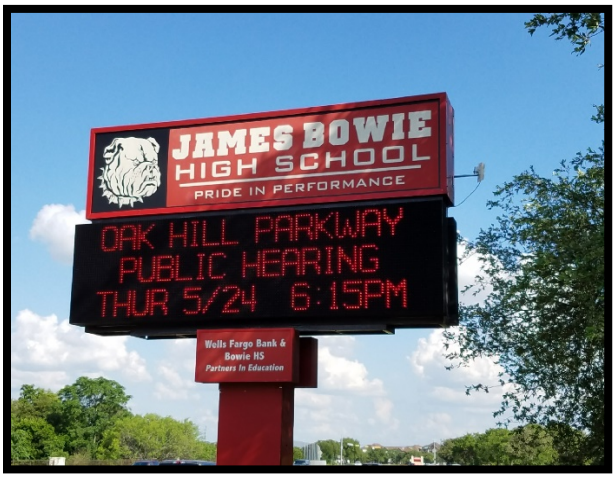
Public Hearing Photos

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018



Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

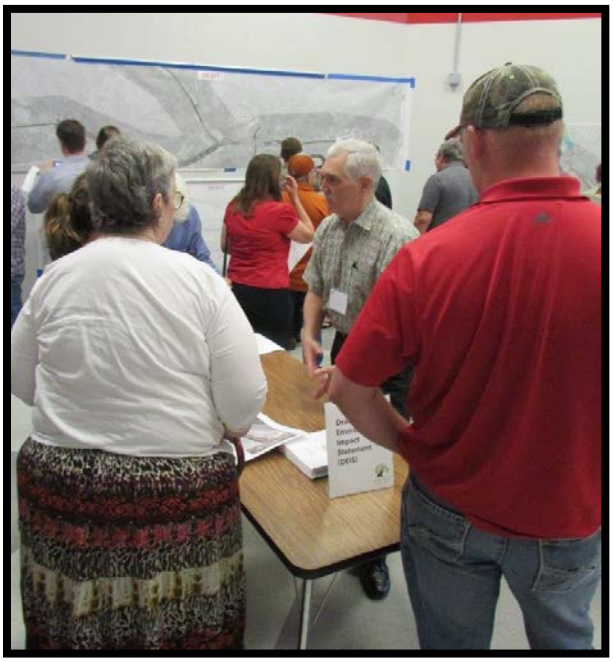
May 24, 2018

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018



Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

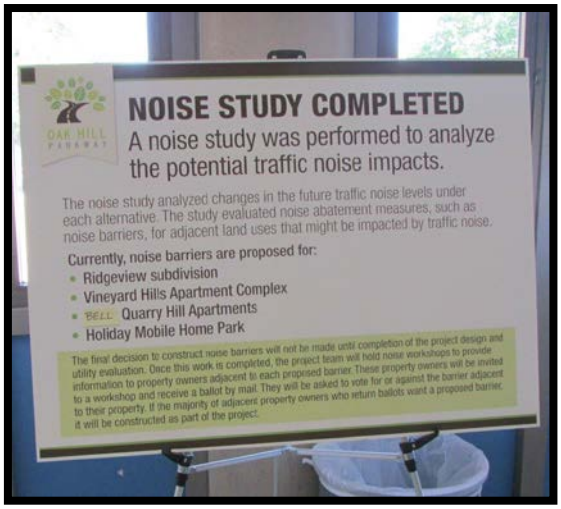
May 24, 2018

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

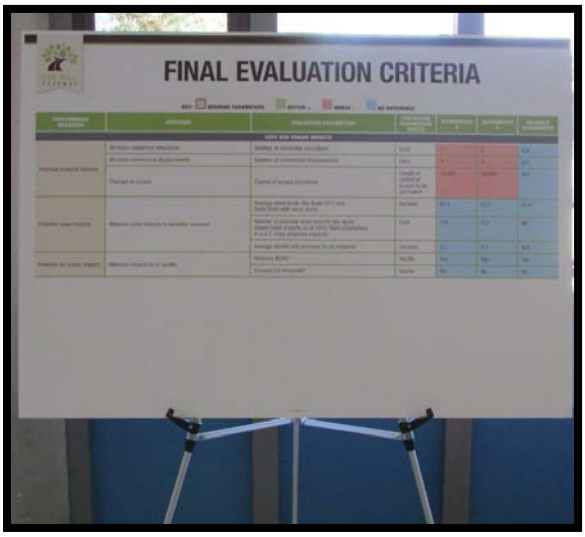


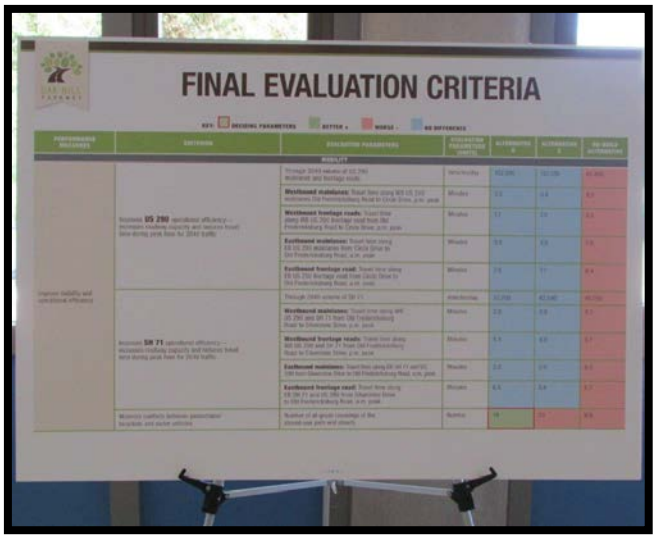
Oak Hill Parkway – PUBLIC HEARING

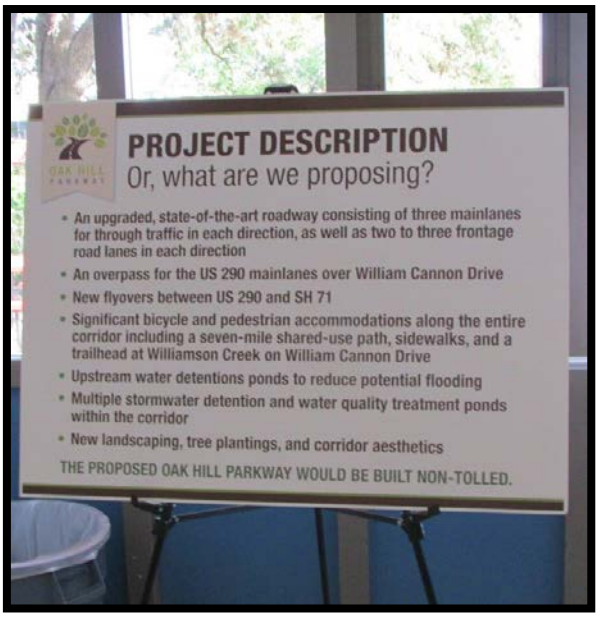
US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018





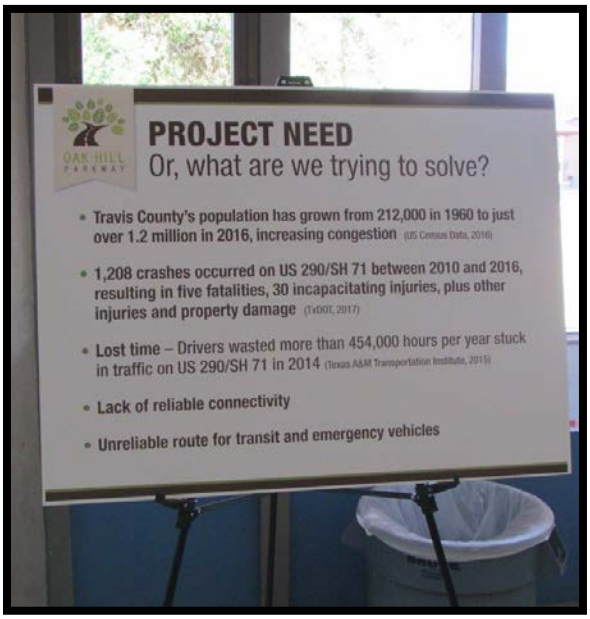


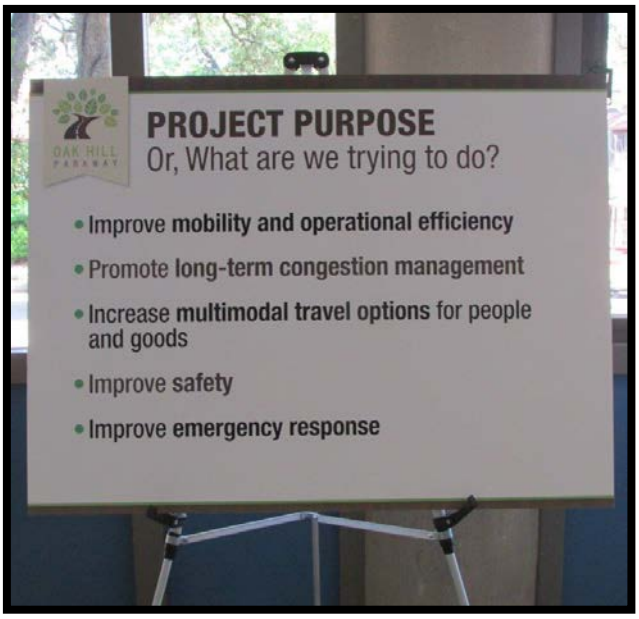
Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018



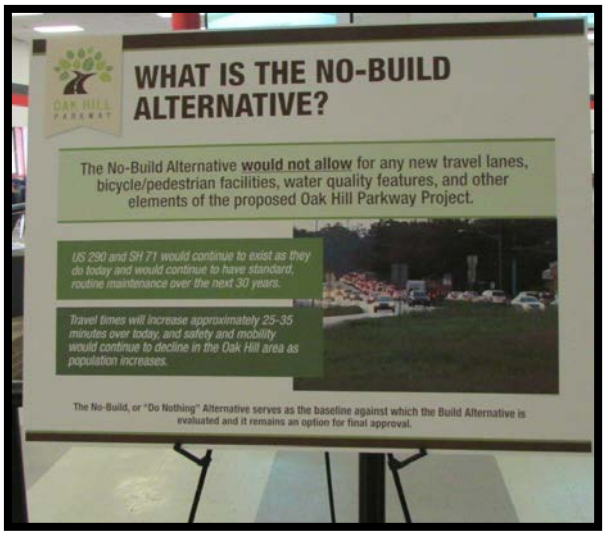


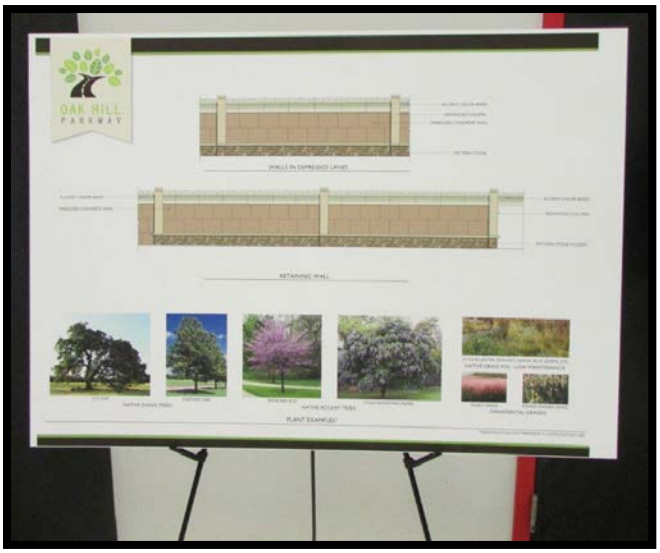
Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018



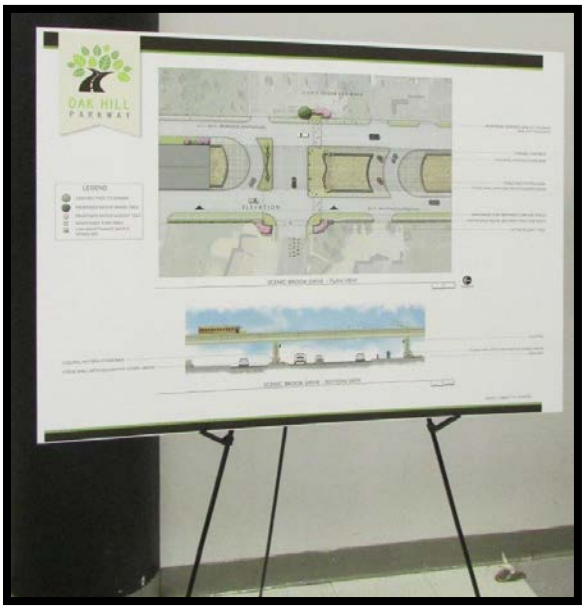


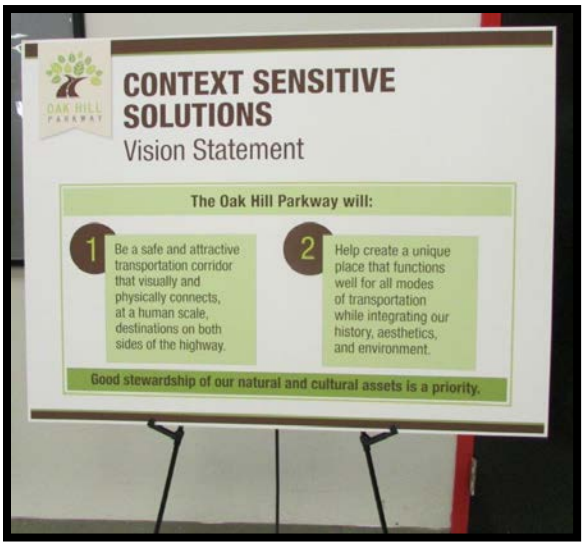
Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018





Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

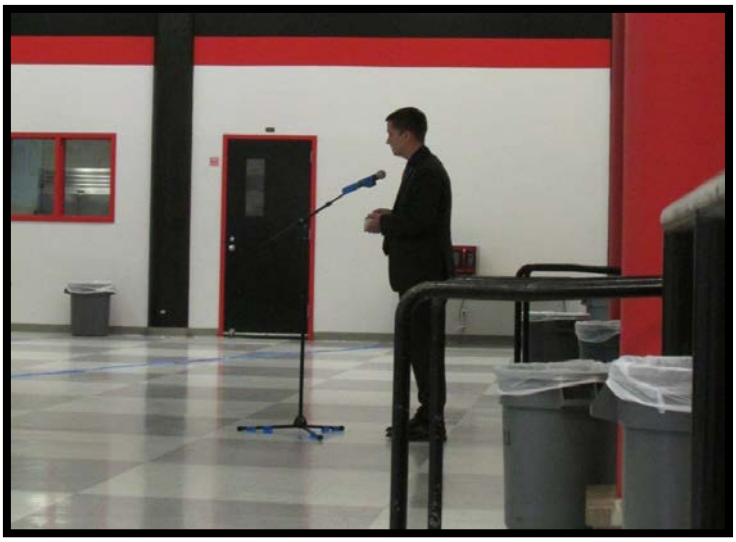
May 24, 2018

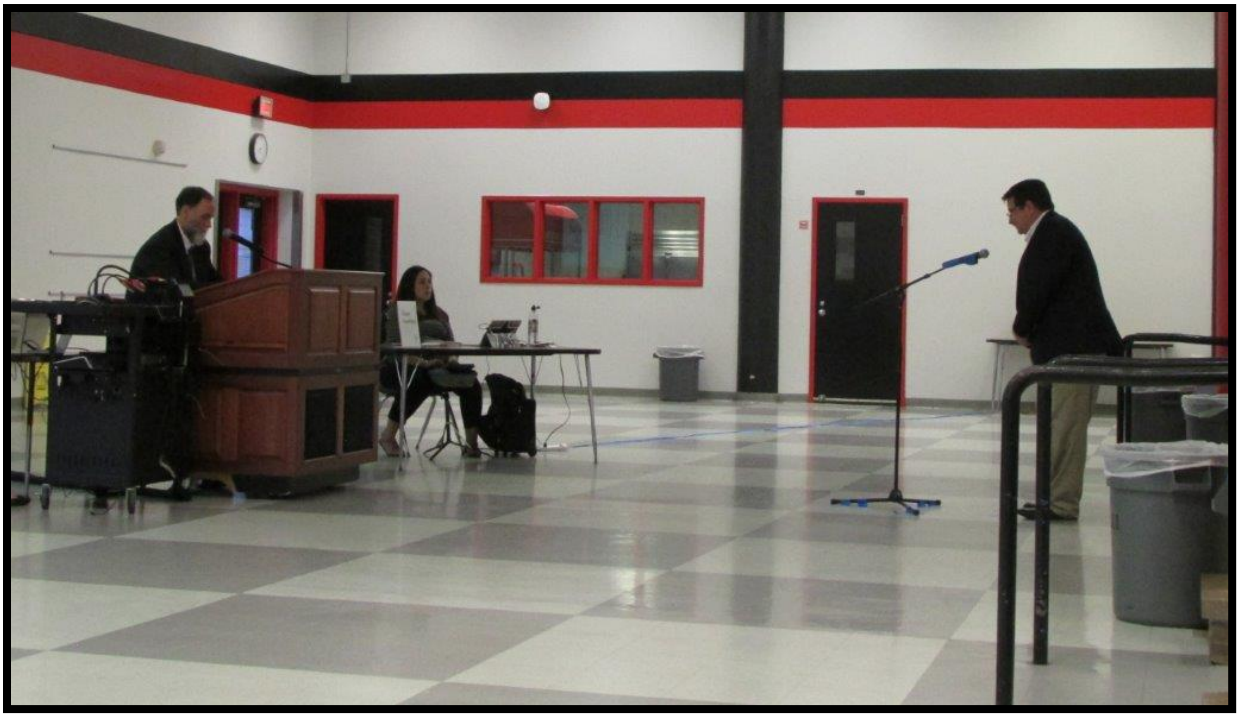
Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018



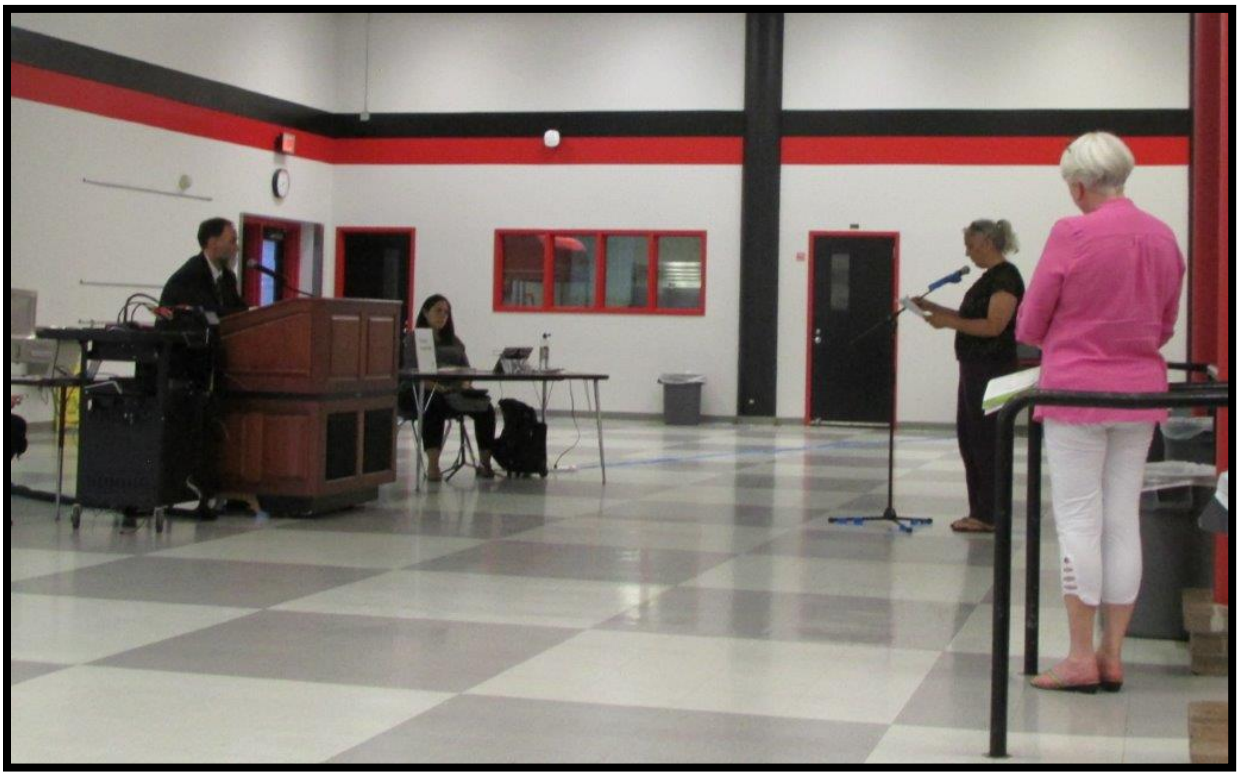


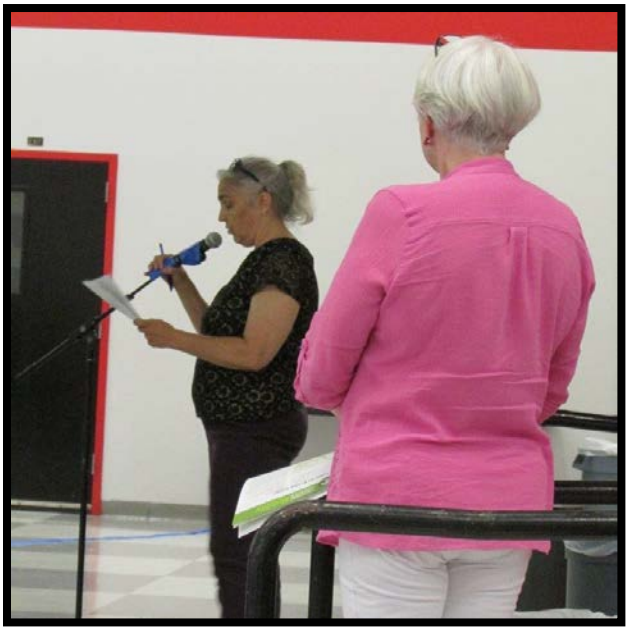
Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018



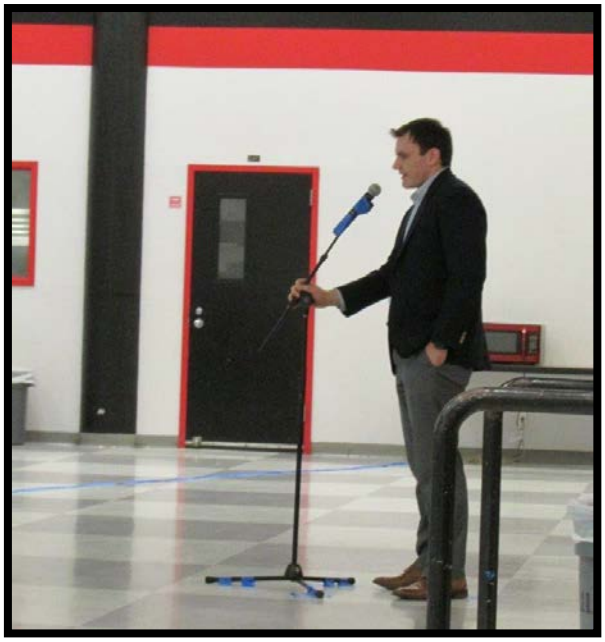


Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

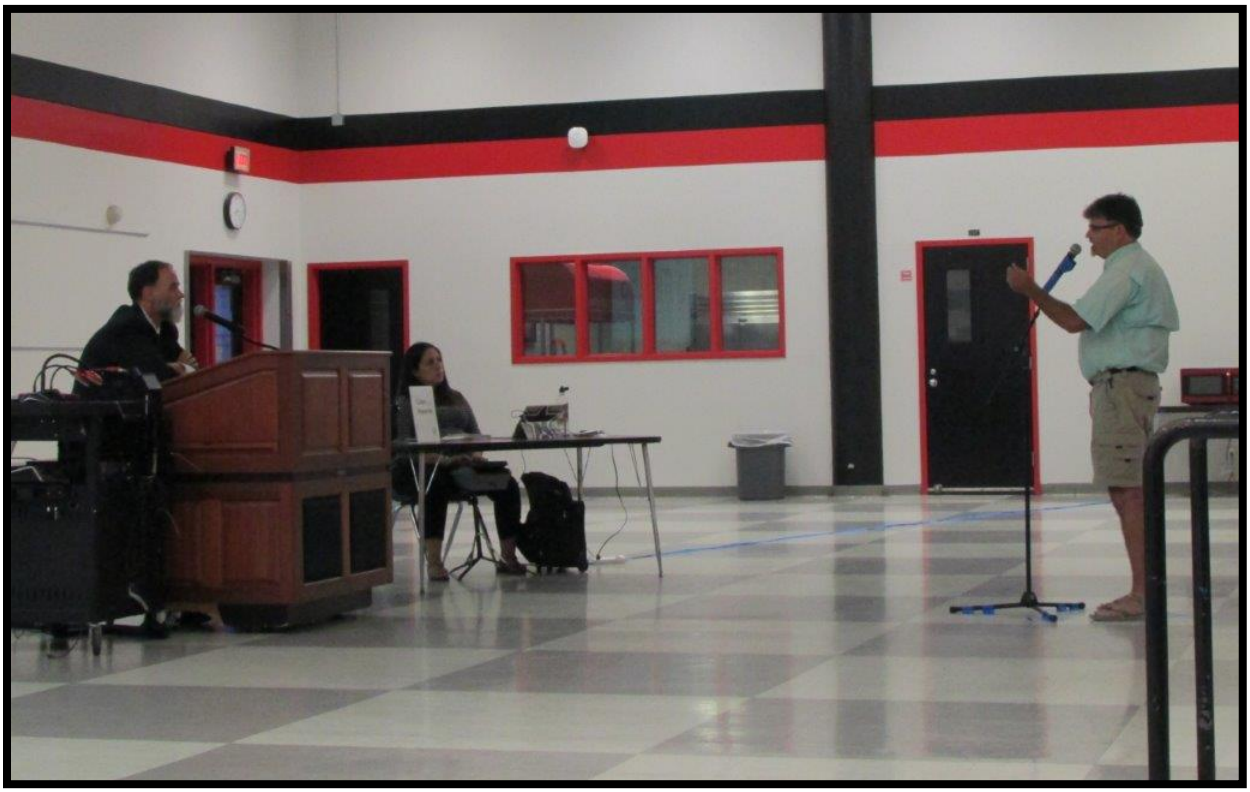


Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

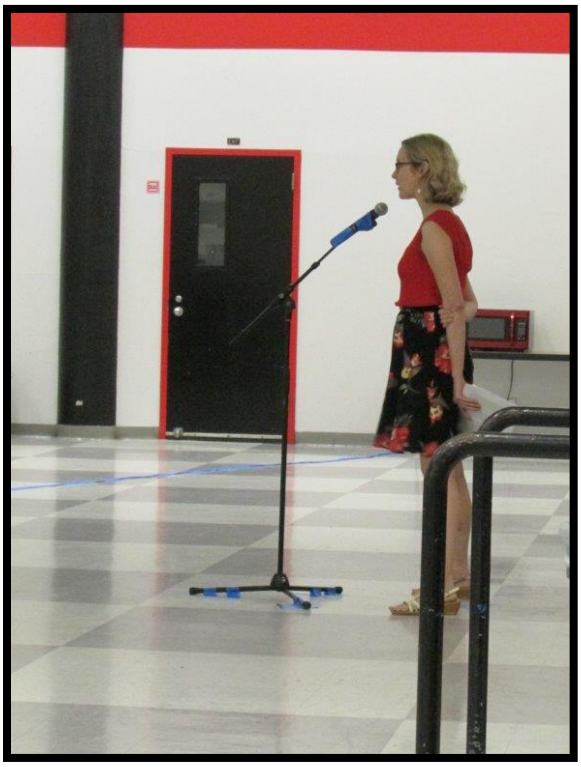


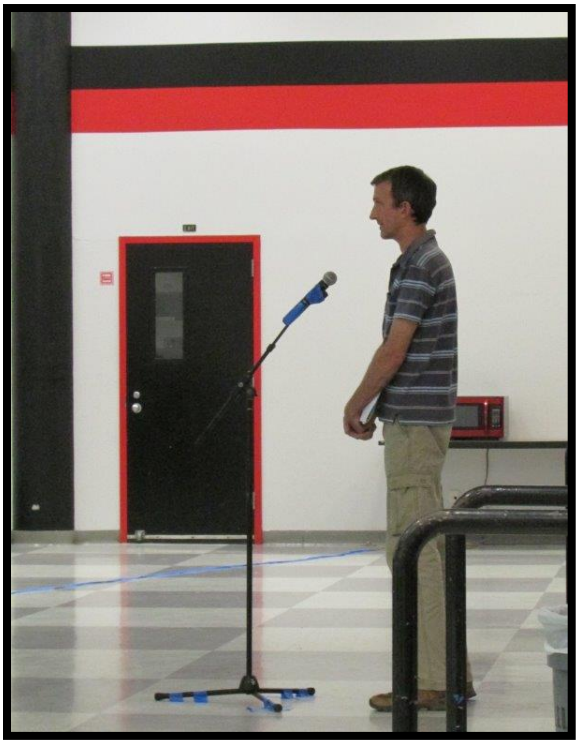
Oak Hill Parkway – PUBLIC HEARING

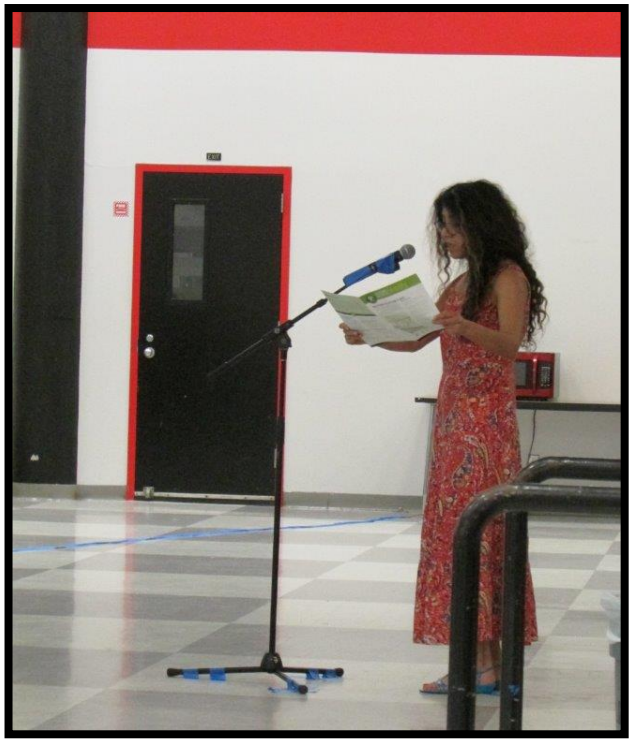
US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018







Oak Hill Parkway – PUBLIC HEARING

US 290/SH 71 West

From State Loop 1 (MoPac) to west of Ranch-to-Market (RM) 1826 and from US 290 to Silvermine Drive

May 24, 2018

G-5

Virtual Open House Screenshots

From Project Website: www.oakhillparkway.com

OAK HILL PARKWAY

IMPROVING LONG TERM MOBILITY

OAK HILL PARKWAY PROJECT

VISIT OUR VIRTUAL OPEN HOUSE

5/3/2018 UPDATE: The Oak Hill Parkway Project has reached a major milestone: *The Texas Department of Transportation and the Central Texas Regional Mobility Authority are pleased to announce that Alternative "A" has been selected as the Recommended Build Alternative to be presented on May 24, 2018 at a public hearing.*

LATEST NEWS

CLICK HERE TO VISIT OUR VIRTUAL OPEN HOUSE

Read All News

> *This news clears the way for the next steps in the decades-long journey to bring congestion relief to residents of southwest Travis County.* ***The announcement is followed by the release of the Draft Environmental Impact Statement (DEIS) and draft schematic design, both of which are the results of extensive community outreach and engineering analysis to determine the best option for improving mobility in Oak Hill and surrounding communities.*** *The DEIS includes an analysis of the alternatives considered as well as an assessment of potential impacts to the human and natural environment.*

3-D Visualization of What the Build Alternative Could Look Like

US 290 and SH 71 through Oak Hill act as a gateway to the hill country and serve as a key route to Austin for the residents of Oak Hill, Lakeway, Bee Cave, Dripping Springs and other growing communities. US 290 extends from IH 10 near Junction to IH 610 in Houston, and SH 71 extends from US 87 near Brady to SH 35 near Blessing.

OHAN Resolution Fulfillment Document
June 2016

OLD BEE CAVES ROAD BRIDGE IMPROVEMENTS

Find out more about the City of Austin's collaborative proposal for improvements.

Learn More

LATEST TWEET

Oak Hill Parkway
@OakHillParkway

Missed our Public Hearing? Oak Hill Parkway Virtual Open House is live! Check out project updates and send us your comments!
voh.oakhillparkway.com

May 25, 2018

The Texas Department of Transportation (TxDOT) is working to improve long-term mobility in the area. In 2012, we launched our **environmental study** so that we could collaboratively propose a solution that effectively addresses congestion, respects the environment, and adds value to the Oak Hill community.

Your feedback is critical to the success of the Oak Hill Parkway. Learn more how your comments and questions have made a real impact on the project design.

Read All Tweets

PROJECT HISTORY

PROJECT MAPS

ENVIRONMENTAL

PROJECT FAQS

CONTACT US

Have questions or feedback about the Oak Hill Parkway? Call us at (512) 342-3281. Or click below to send us a message electronically.

Email Us

KEEP ME INFORMED

Stay up-to-date about progress on the **Oak Hill Parkway** and learn about opportunities to provide input through community involvement processes.

SUBSCRIBE
to get notified via Email

FOLLOW US
to get notified via Twitter

OAK HILL
PARKWAY

SITE BY MONKEE-BOY

ABOUT THE PROJECT

- Project Overview
- Project History
- Adjacent Projects
- Old Bee Caves Road Bridge
- FAQs

CONTACT US

LATEST NEWS

- Upcoming Events
- E-Newsletters
- Publications & Resources

MULTIMEDIA

- Maps
- Renderings
- Schematics
- Google Earth
- Videos

ENVIRONMENTAL

- Draft Environmental Impact Statement
- Overview
- Process
- Alternatives Evaluation
- Public Input
- Public Comments
- Green Mobility Challenge
- Context Sensitive Solutions
- Proposed Elevatued Structures

Select Language ▼ Powered by Translate

Disclaimer | Site Map Copyright © TxDOT 2018

OAK HILL PARKWAY

Welcome to the Oak Hill Parkway Virtual Open House

01 Welcome

02 The Problem We're Trying to Solve

03 Our Proposed Solution

04 The Process We Follow

05 Draft Environmental Impact Statement

06 Draft Schematic Design

07 Context Sensitive Solutions

Thank you for your interest and participation.

The Texas Department of Transportation and the Central Texas Regional Mobility Authority welcome you to review and comment on the materials, exhibits, and information provided in this Virtual Open House. This virtual experience is part of the formal public hearing for the project, which has held at Bowie High School on Thursday, May 24, 2018. **For more information about the hearing and to download hearing materials, click here**. The information provided at the in-person meeting is available here for your download and review.

08 About the Public Hearing

09 Submit an Official Comment

Sign Up
for Email Updates

NAME *

EMAIL *

SUBMIT

The following are the key elements provided for comment:

- The **Draft Environmental Impact Statement (DEIS)**; a comprehensive full disclosure document comprised of all the environmental studies performed since 2012
- The **draft schematic design** of the recommended build alternative, known as "Alternative A"
- **Artistic renderings** of key intersections

We hope this Virtual Open House will enable you to explore the information and to submit your comments wherever and whenever it is most convenient for you!

UPDATE:

Please note that as a result of public interest and request, **we are extending the public comment period to Friday, June 29, 2018.** All comments must be received by that date in order to be included in the official record for this public hearing.

Need Information Fast?

Download **Fact Sheet**

3-D Visualization of What the Build Alternative Could Look Like

FREQUENTLY ASKED QUESTIONS

WHY ARE YOU BUILDING IT AS A NON-TOLLED ROADWAY?

Toll financing alone cannot pay for this specific project. In order to move this project forward, TxDOT will be seeking state and federal funding to pay for the construction of the non-tolled Oak Hill Parkway project. As a non-tolled project, improvements will be eligible for funding from Propositions 1 and 7. It is important to note that the non-tolled design is the same as the tolled design previously shown to the public. TxDOT is committed to improving the 100 most congested roads

in Texas. This section of roadway currently ranks as the 64th most congested.

COULD A SMALLER PROJECT ADDRESS THE CONGESTION PROBLEMS IN OAK HILL?

Unfortunately, no. Traffic demand on this corridor is just too high. The project team is designing a project that meets the traffic demand along the corridor today and best manages the traffic projections of tomorrow. We are trying to keep the footprint as small as possible in order to responsibly meet the purpose and need of the project, and it's important to us to design something that requires very limited right-of-way acquisition. When we launched the study in 2012, the community told us that traffic congestion was a serious problem. In fact, 83 percent of survey respondents agreed that a goal of any proposed improvement should be to reduce congestion and manage traffic. We are tasked with providing a real transportation solution that provides meaningful traffic relief.

WHAT IS THE COST AND HOW ARE YOU PAYING FOR IT?

Oak Hill Parkway is moving forward as a non-tolled project with an estimated construction cost of $400 million. TxDOT has identified approximately half of the

funding needed for the project, and will be seeking the remaining funding through the 2019 Unified Transportation Program (UTP).

HOW CAN I GET INVOLVED WITH IDENTIFYING FUNDING?

The public will have opportunity to comment on Unified Transportation Projects at the UTP Public Meeting on July 12 and the UTP Public Hearing on August 7. The 2019 UTP will be adopted by the Texas Transportation Commission at its August 30 meeting. For more information on locations for the meetings, online comment opportunities, or to subscribe to UTP updates, **click here.**

YOUR INPUT IS REQUESTED.

TxDOT and the Mobility Authority are committed to identify a long-term mobility solution that provides meaningful traffic relief for Oak Hill and the surrounding communities. We are in year six of a six-year study, and we continue to need your input!

Official comments will be received and accepted by the project team in the following ways:

ONLINE

Fill out the comment form on any of the pages within this Virtual Open House, or on the **contact us page here.**

MAIL

Mail comments to:

TxDOT Austin District Environmental Coordinator
c/o Jon Geiselbrecht
Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas, 78761-5426

FAX

Fax comments to 512-832-7157.

AT THE MAY 24, 2018 PUBLIC HEARING

- Place your written comment in one of the comment boxes
- Fill out a speaker registration card to speak during the public comment session
- See the transcriber present during the open house session

Your comments must be received by Friday, June 29, 2018 to be included in the official record of this public hearing. We weigh public input along with other factors in the decision-making process. We thank you for submitting your comments for consideration.

If you have questions or experience any technical difficulties as part of this virtual experience, please call our hotline at 512-342-

3281.

Submit an Official Comment

Deadline for Comments: June 29, 2018

02 The Problem We're Trying to Solve

@OakHillParkway

@seanjohntx A roundabout was one of many possible solutions evaluated early on by the project team. The concept did not advance as it did not meet the mobility need for the corridor. For further

@OakHillParkway

@wisdombotanical With the proposed design, to head east on US 290, traffic from Old Bee Caves Road would turn right, heading west on US 290 to a new U-Turn at the Y. A snap shot of the schematic is below. For further questions, let us

information, please visit
https://t.co/TIV4tbQoTW

May 30

know at
https://t.co/beZDReGVWO
https://t.co/de3dLOIJKf

May 29

Thank you for your interest and participation in the Oak Hill Parkway project. If you have any technical difficulties with this site, call 512-342-3281.

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Copyright © TxDOT 2018 | **Oak Hill Parkway Main Site**

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

Site by MONKEE-BOY

OAK HILL PARKWAY

01 Welcome
02 The Problem We're Trying to Solve
03 Our Proposed Solution
04 The Process We Follow
05 Draft Environmental Impact Statement
06 Draft Schematic Design
07 Context Sensitive Solutions

The Problem We're Trying to Solve

US 290 in Oak Hill is the 64th most congested roadway in the state of Texas *(Texas Transportation Institute, 2017)*

Congestion has reduced mobility and quality of life in Oak Hill and surrounding communities. The intersection of two major state highways, US 290 and SH 71 in Oak Hill, is a gateway to southwest Travis County and serves as a key route between central Austin and fast-growing suburban and rural communities such as Lakeway, Bee Cave, Dripping Springs, and Johnson City. US 290 is one of Texas' most congested highway corridors, and due to a lack of reliable connectivity, US 290 has become an unreliable route for both transit and emergency vehicles.

PROJECT LOCATION

Or, Where are we studying?

08 About the Public Hearing

09 Submit an Official Comment

Sign Up
for Email Updates

NAME *

EMAIL *

SUBMIT

PROJECT PURPOSE

Or, What are we trying to do?

- Improve mobility and operational efficiency
- Promote long-term congestion management
- Increase multimodal travel options for people and goods
- Improve safety
- Improve emergency response

PROJECT NEED

Or, What are we trying to solve?

- **Traffic congestion related to population growth** – Travis Co. has grown from 212,000 in 1960 to just over 1.2 million in 2016 (US Census Data, 2016)
- **Crashes on US 290/ SH 71 West** – 1,208 crashes occurred on US 290/SH 71 between 2010 and 2016, resulting in five fatalities, 30 incapacitating injuries, plus other injuries and property damage (TxDOT, 2017)
- **Lost time** – Drivers wasted more than 454,000 hours per year stuck in traffic on US 290/SH 71 in 2014 (Texas A&M Transportation Institute, 2015)
- **Lack of reliable connectivity**
- **Unreliable route for transit and emergency vehicles**

In addition, traffic demand at the US 290/SH 71 intersection will more than double by 2040 (RTG using CAMPO's travel demand model).

Submit an Official Comment

Deadline for Comments: June 29, 2018

01 Oak Hill Parkway

03 Our Proposed Solution

@OakHillParkway

@seanjohntx A roundabout was one of many possible solutions evaluated early on by the project team. The concept did not advance as it did not meet the mobility need for the corridor. For further information, please visit **https://t.co/TIV4tbQoTW**

May 30

@OakHillParkway

@wisdombotanical With the proposed design, to head east on US 290, traffic from Old Bee Caves Road would turn right, heading west on US 290 to a new U-Turn at the Y. A snap shot of the schematic is below. For further questions, let us know at **https://t.co/beZDReGVWO** **https://t.co/de3dLOlJKf**

May 29

Thank you for your interest and participation in the Oak Hill Parkway project. If you have any technical difficulties with this site, call 512-342-3281.

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Copyright © TxDOT 2018 | **Oak Hill Parkway Main Site**

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

Site by **MONKEE-BOY**

OAK HILL PARKWAY

01 Welcome

02 The Problem We're Trying to Solve

03 Our Proposed Solution

04 The Process We Follow

05 Draft Environmental Impact Statement

06 Draft Schematic Design

07 Context Sensitive Solutions

Deadline for Comments: June 29, 2018

Our Proposed Solution

Multiple concepts for the proposed Oak Hill Parkway were refined and narrowed using public input, the purpose and need for the project, and detailed traffic analysis. As a result of the final phase of evaluation, Alternative "A" has been recommended by TxDOT and the Mobility Authority as the proposed build alternative.

What Are We Proposing?

- TxDOT proposes an upgraded, state-of-the-art roadway consisting of three mainlanes for through traffic in each direction, as well as two-to-three frontage-road lanes in each direction.
- An overpass for the US 290 mainlanes over William Cannon Drive would be built, along with flyovers between US 290 and SH 71. At this location, the US 290 mainlanes would be depressed, or go under, SH 71.
- The westbound US 290 mainlanes and frontage roads would be north of Williamson Creek.

08 About the Public Hearing

09 Submit an Official Comment

Sign Up
for Email Updates

NAME *

EMAIL *

SUBMIT

- Intersections would be constructed along US 290 at Convict Hill Road, RM 1826, Scenic Brook Drive, and Circle Drive (South View Road) where the highway would go below ground and the cross street would be at ground level.
- U-turn lanes would be constructed at intersections along US 290 and SH 71 to allow vehicles traveling on frontage roads to U-turn to access the opposite direction frontage road.
- Along SH 71, the flyover ramps would extend past Scenic Brook Drive where the mainlanes would transition to a five-lane (three lanes northbound, two lanes southbound) rural highway with U-turns for local access.
- Significant bicycle and pedestrian accommodations would be built along the entire corridor, including a seven-mile shared-use path, sidewalks, and a trailhead at Williamson Creek on William Cannon Drive.
- Upstream water detention ponds would be built to reduce potential flooding, and multiple stormwater detention and water quality treatment ponds would be built within the corridor.
- Additionally, new landscaping, tree plantings, and corridor aesthetics are proposed.

All proposed improvements are non-tolled.

This proposal would require acquisition of new right-of-way, including four commercial property displacements and one single-family residential property displacement. Other impacts

include tree and vegetation removal and the potential for traffic noise mitigation through sound walls.

RENDERINGS

Intersection of US 290 and SH 71, from the bluff *(click to enlarge)*

Intersection of US 290 and SH 71, from ground level *(click to enlarge)*

Intersection of US 290 and William Cannon Drive, from ground level *(click to enlarge)*

All landscaping and aesthetic features that are illustrated in this rendering are proposed and considered an artistic rendering for conceptual purposes only. All images are subject to change.

3-D Visualization of What the Build Alternative Could Look Like

What is the No-Build, or "Do Nothing," Alternative?

At the end of this environmental study, if the TxDOT Environmental Division decides that the No-Build Alternative is the preferred

alternative, US 290 and SH 71 would continue to exist as they do today and would continue to have standard, routine maintenance over the next 30 years. Travel times are projected to increase to approximately 25 to 35 minutes over what they are today, and congestion, safety, and mobility would continue to decline in the Oak Hill area as population increases. In addition, the proposed bicycle/pedestrian facilities and the upstream water detention ponds would not be constructed.

The No-Build Alternative is still an option on the table for approval and is being carried forward as a baseline for comparison.

FREQUENTLY ASKED QUESTIONS

WHY ARE YOU BUILDING IT AS A NON-TOLLED ROADWAY?

Toll financing alone cannot pay for this specific project. In order to move this project forward, TxDOT will be seeking state and federal funding to pay for the construction of the non-tolled Oak Hill Parkway project. As a non-tolled project, improvements will be eligible for funding from Propositions 1 and 7. It is important to note that the non-tolled design is the same as the tolled design previously shown to the public. TxDOT is committed to improving the 100 most congested roads

in Texas. This section of roadway currently ranks as the 64th most congested.

COULD A SMALLER PROJECT ADDRESS THE CONGESTION PROBLEMS IN OAK HILL?

Unfortunately, no. Traffic demand on this corridor is just too high. The project team is designing a project that meets the traffic demand along the corridor today and best manages the traffic projections of tomorrow. We are trying to keep the footprint as small as possible in order to responsibly meet the purpose and need of the project, and it's important to us to design something that requires very limited right-of-way acquisition. When we launched the study in 2012, the community told us that traffic congestion was a serious problem. In fact, 83 percent of survey respondents agreed that a goal of any proposed improvement should be to reduce congestion and manage traffic. We are tasked with providing a real transportation solution that provides meaningful traffic relief.

Submit an Official Comment

Deadline for Comments: June 29, 2018

02 The Problem We're Trying to Solve

04 The Process We Follow

@OakHillParkway

@seanjohntx A roundabout was one of many possible solutions evaluated early on by the project team. The concept did not advance as it did not meet the mobility need for the corridor. For further information, please visit **https://t.co/TIV4tbQoTW**

May 30

@OakHillParkway

@wisdombotanical With the proposed design, to head east on US 290, traffic from Old Bee Caves Road would turn right, heading west on US 290 to a new U-Turn at the Y. A snap shot of the schematic is below. For further questions, let us know at **https://t.co/beZDReGVWO** **https://t.co/de3dLOlJKf**

May 29

Thank you for your interest and participation in the Oak Hill Parkway project. If you have any technical difficulties with this site, call 512-342-3281.

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Copyright © TxDOT 2018 | **Oak Hill Parkway Main Site**

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

Site by **MONKEE-BOY**

OAK HILL PARKWAY

The Process We Follow

01 Welcome

02 The Problem We're Trying to Solve

03 Our Proposed Solution

04 The Process We Follow

05 Draft Environmental Impact Statement

06 Draft Schematic Design

07 Context Sensitive Solutions

TxDOT and the Mobility Authority are working with the City of Austin, Travis County, Capital Metro, and other local partners to improve long-term mobility in the region. These organizations worked with the community to develop a solution that effectively addresses congestion, respects the environment, and adds value to the Oak Hill community.

The project team initiated a comprehensive study to thoroughly analyze the corridor and determine the best approach for improving mobility. This study identifed a full range of alternatives, incorporated previous analyses, and through extensive analysis and community outreach, identified a recommended solution.

08 About the Public Hearing

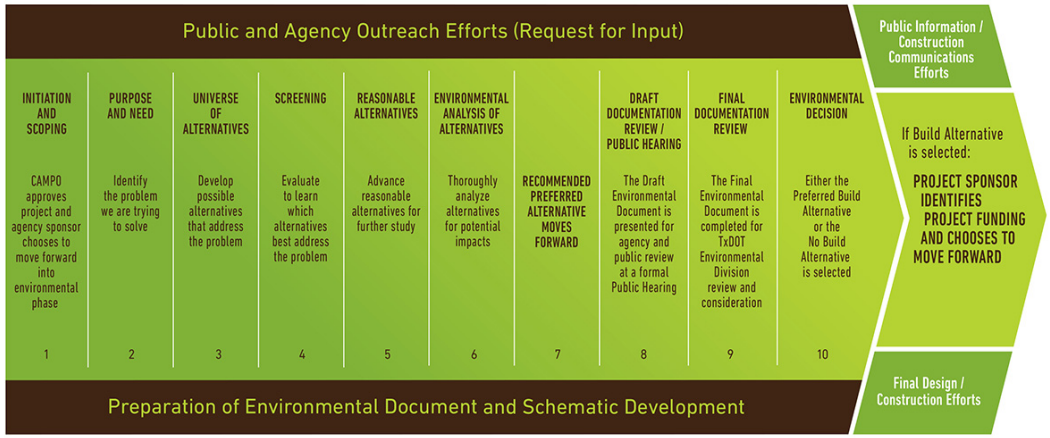
09 Submit an Official Comment

Sign Up
for Email Updates

NAME *

EMAIL *

SUBMIT



(Click to enlarge)

The analysis and public involvement efforts have been documented through the preparation of this **Draft Environmental Impact Statement (DEIS)**. The DEIS evaluates the environmental, social, and economic impacts potentially resulting from the proposed construction of the project.

WHAT ARE THE NEXT STEPS?

After the May 24, 2018 public hearing, public and agency comments will be considered as the final environmental document, or Final Environmental Impact Statement (FEIS), is completed and submitted for final review. The TxDOT Environmental Division will review the FEIS and make a final decision known as the "Record of Decision," or ROD. The decision will determine whether the preferred build alternative moves forward or if the no-build alternative is selected instead. Should the build alternative be selected, TxDOT will seek state and federal funding. TxDOT has identified funding for utility relocation and right-of-way appraisal and purchase.

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.

Submit an Official Comment

Deadline for Comments: June 29, 2018

03 Our Proposed Solution

05 Draft Environmental Impact Statement

@OakHillParkway

@seanjohntx A roundabout was one of many possible solutions evaluated early on by the

@OakHillParkway

@wisdombotanical With the proposed design, to head east on US 290, traffic from Old Bee Caves Road would turn right, heading

project team. The concept did not advance as it did not meet the mobility need for the corridor. For further information, please visit **https://t.co/TIV4tbQoTW**

May 30

west on US 290 to a new U-Turn at the Y. A snap shot of the schematic is below. For further questions, let us know at **https://t.co/beZDReGVWO** **https://t.co/de3dLOlJKf**

May 29

Thank you for your interest and participation in the Oak Hill Parkway project. If you have any technical difficulties with this site, call 512-342-3281.

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Copyright © TxDOT 2018 | **Oak Hill Parkway Main Site**

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

Site by **MONKEE-BOY**

OAK HILL PARKWAY

Draft Environmental Impact Statement

01 Welcome

02 The Problem We're Trying to Solve

03 Our Proposed Solution

04 The Process We Follow

05 Draft Environmental Impact Statement

06 Draft Schematic Design

07 Context Sensitive Solutions

- **WHAT IS AN EIS?** An Environmental Impact Statement (EIS) is a full-disclosure, public document that includes an analysis of a full range of alternatives (including the "No-Build," or do nothing alternative) and an assessment of potential environmental impacts through the evaluation process. A broad range of environmental issues have been studied and the findings reported, such as: water quality, air quality, cultural resources, biological resources, socioeconomic conditions, community cohesion, noise and more. The EIS includes a summary of the public involvement efforts and the context-sensitive solutions process. This document is required by the National Environmental Policy Act (NEPA) of 1969.

On May 4, 2018, TxDOT and the Mobility Authority, as co-lead agencies, published the Draft Environmental Impact Statement (DEIS) for public and agency review. We welcome you to download, review, and comment on this document. Your

08 About the Public Hearing

09 Submit an Official Comment

Sign Up
for Email Updates

NAME *

EMAIL *

SUBMIT

comments must be received by Friday, June 29, 2018 to be included in the official record.

Download	**Cover and Signature Pages**
Download	**Executive Summary**
Download	**Table of Contents**
Download	**Introduction**
Download	**Purpose and Need**
Download	**Alternatives Analysis**
Download	**Affected Environment and Environmental Consequences**
Download	**Indirect Effects**
Download	**Cumulative Effects**

Download	**Public and Agency Involvement**	
Download	**Recommendation of Preferred Alternative**	
Download	**Environmental Permits, Issues, and Commitments**	
Download	**References**	
Download	**List of Preparers**	
Download	**Distribution List**	
Download	**FULL DEIS DOCUMENT**	**369 pages, 43MB**

The appendices for the DEIS are as follows:

Download	**Appendix A,**	**69 pages, 21 MB**

	Schematic Designs	
Download	Appendix B, Community Impacts Assessment Technical Report	108 pages, 6 MB
Download	Appendix C, Planning Document Excerpts	27 pages, 35 MB
Download	Appendix D, Geologic Assessment	52 pages, 9 MB
Download	Appendix E, Air Quality Impacts Assessment Technical Report	82 pages, 2 MB
Download	Appendix F, Noise Analysis Technical Report	81 pages, 12 MB
Download	Appendix G, Water Resources Technical Report	109 pages, 24 MB

Download	**Appendix H, Preliminary Water Quality Analysis and Design**	**182 pages, 19 MB**
Download	**Appendix I, Hydrology and Hydraulics Study**	**92 pages, 18 MB**
Download	**Appendix J, Biological Resources Technical Report**	**125 pages, 36 MB**
Download	**Appendix K, Cultural Resources Technical Report PART 1**	**55 pages, 30 MB**
Download	**Appendix K, Cultural Resources Technical Report PART 2**	**44 pages, 32 MB**
Download	**Appendix L, Draft Historic Resources Survey Report PART 1**	**225 pages, 21 MB**

Download	**Appendix L, Draft Historic Resources Survey Report PART 2**	**15 pages, 28 MB**
Download	**Appendix L, Draft Historic Resources Survey Report PART 3**	**17 pages, 29 MB**
Download	**Appendix L, Draft Historic Resources Survey Report PART 4**	**59 pages, 13 MB**
Download	**Appendix M, Hazardous Materials Technical Report**	**91 pages, 7 MB**
Download	**Appendix N, Visual and Aesthetics Resources Assessment Technical Report**	**43 pages, 11 MB**
Download	**Appendix O, Statewide Climate Change Assessment**	**46 pages, 1 MB**

	and On-Road Carbon Dioxide Emissions Analysis Technical Report	
Download	**Appendix P, Indirect Impacts Analysis Technical Report**	**67 pages, 6 MB**
Download	**Appendix Q, Cumulative Impacts Analysis Technical Report**	**223 pages, 31 MB**

Beginning May 4, 2018, the DEIS (without appendices) and draft schematic design will also be available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, TX 78753. Project information is also available at the Mobility Authority Office, 3300 N. I-35, Suite 300, Austin, TX 78705, and the Hampton Branch at Oak Hill Austin Public Library at 5125 Convict Hill Road, Austin, TX 78749. This information will also be available for inspection at the public hearing.

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.

Submit an Official Comment

Deadline for Comments: June 29, 2018

04 The Process We Follow

06 Draft Schematic Design

@OakHillParkway

@seanjohntx A roundabout was one of many possible solutions evaluated early on by the project team. The concept did not advance as it did not meet the mobility need

@OakHillParkway

@wisdombotanical With the proposed design, to head east on US 290, traffic from Old Bee Caves Road would turn right, heading west on US 290 to a new U-Turn at the Y. A snap shot of the schematic is below. For

for the corridor. For further information, please visit https://t.co/TIV4tbQoTW

May 30

the schematic is below. For further questions, let us know at https://t.co/beZDReGVWO https://t.co/de3dLOlJKf

May 29

Thank you for your interest and participation in the Oak Hill Parkway project. If you have any technical difficulties with this site, call 512-342-3281.

Texas Department of Transportation

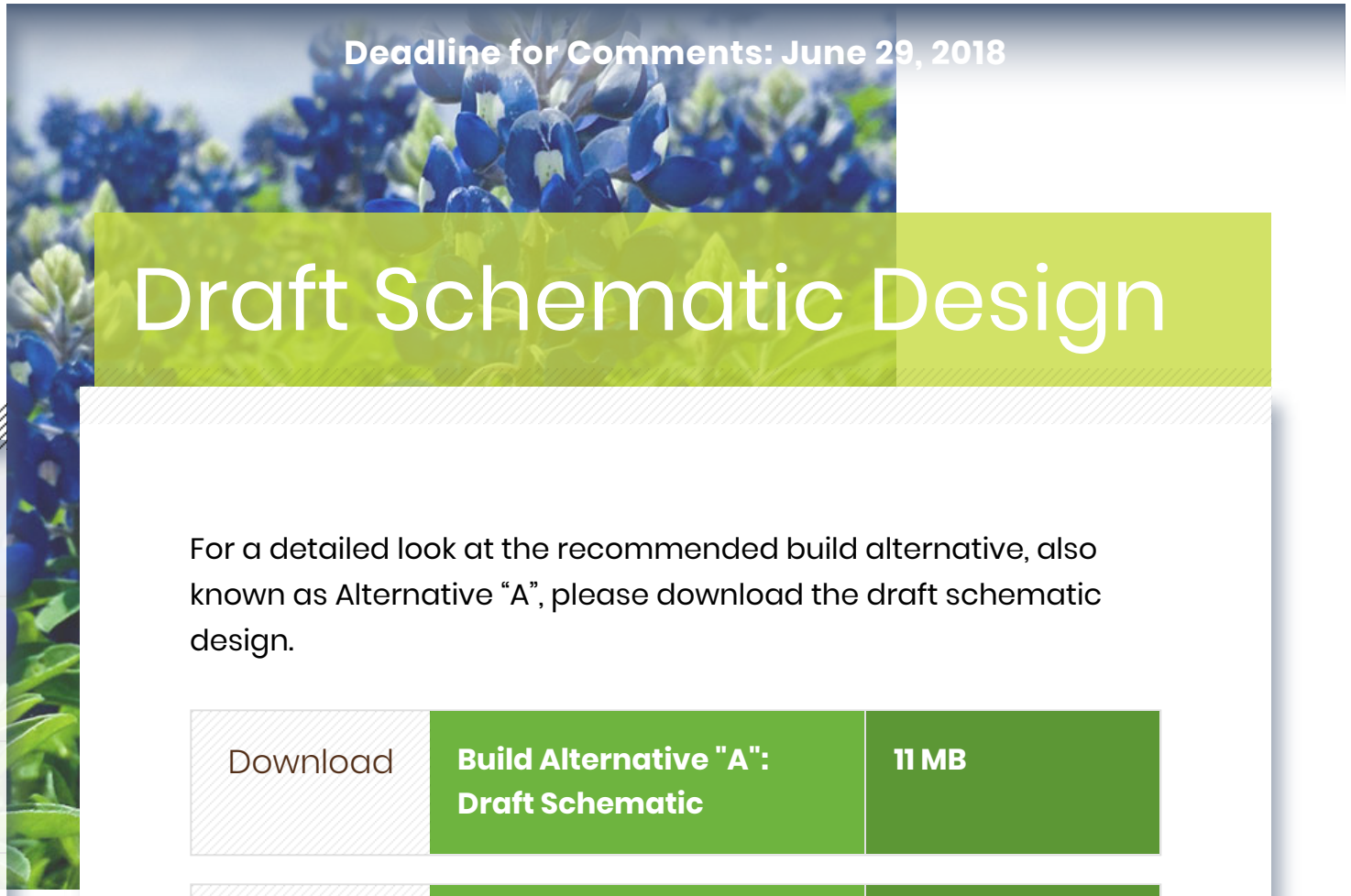
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Copyright © TxDOT 2018 | **Oak Hill Parkway Main Site**

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

Site by **MONKEE-BOY**

OAK HILL PARKWAY



Draft Schematic Design

01 Welcome

02 The Problem We're Trying to Solve

03 Our Proposed Solution

04 The Process We Follow

05 Draft Environmental Impact Statement

06 Draft Schematic Design

07 Context Sensitive Solutions

For a detailed look at the recommended build alternative, also known as Alternative "A", please download the draft schematic design.

Download	**Build Alternative "A": Draft Schematic**	**11 MB**
Download	**Build Alternative "A": Draft Profile**	**6 MB**
Download	**Offsite Detention Ponds**	**4 MB**

Due to the large file size, we recommend downloading to your computer instead of viewing the file on your web browser.

08 About the Public Hearing

09 Submit an Official Comment

Sign Up
for Email Updates

NAME *

EMAIL *

SUBMIT

Beginning May 4, 2018, the DEIS (without appendices) and draft schematic design will also be available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Austin District Office, 7901 N. I-35, Austin, TX 78753. Project information is also available at the Mobility Authority Office, 3300 N. I-35, Suite 300, Austin, TX 78705, and the Hampton Branch at Oak Hill Austin Public Library at 5125 Convict Hill Road, Austin, TX 78749. This information will also be available for inspection at the public hearing.

Google Earth

The Oak Hill Parkway Project Team has plotted this alternative on Google Earth to give stakeholders a closer look at options for improving mobility in the corridor. You will need to install the free Google Earth software on your computer in order to use this tool. **Click here** to download Google Earth. Use the links below to access KMZ files of the recommended build alternative:

Download	**Build Alternative "A": Google Earth KMZ File**

What is the No-Build, or "Do Nothing," Alternative?

At the end of this environmental study, if the TxDOT Environmental Division decides that the No-Build Alternative is the preferred

alternative, US 290 and SH 71 would continue to exist as they do today and would continue to have standard, routine maintenance over the next 30 years. Travel times are projected to increase to approximately 25 to 35 minutes over what they are today, and congestion, safety, and mobility would continue to decline in the Oak Hill area as population increases. In addition, the proposed bicycle/pedestrian facilities and the upstream water detention ponds would not be constructed.

The No-Build Alternative is still an option on the table for approval and is being carried forward as a baseline for comparison.

Submit an Official Comment

Deadline for Comments: June 29, 2018

05 Draft Environmental Impact Statement

07 Context Sensitive Solutions

@OakHillParkway

@OakHillParkway

@seanjohntx A roundabout was one of many possible solutions evaluated early on by the project team. The concept did not advance as it did not meet the mobility need for the corridor. For further information, please visit **https://t.co/TIV4tbQoTW**

May 30

@wisdombotanical With the proposed design, to head east on US 290, traffic from Old Bee Caves Road would turn right, heading west on US 290 to a new U-Turn at the Y. A snap shot of the schematic is below. For further questions, let us know at

https://t.co/beZDReGVWO
https://t.co/de3dLOlJKf

May 29

Thank you for your interest and participation in the Oak Hill Parkway project. If you have any technical difficulties with this site, call 512-342-3281.

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Copyright © TxDOT 2018 | **Oak Hill Parkway Main Site**

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to

23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Site by **MONKEE-BOY**

OAK HILL PARKWAY

01 Welcome

02 The Problem We're Trying to Solve

03 Our Proposed Solution

04 The Process We Follow

05 Draft Environmental Impact Statement

06 Draft Schematic Design

07 Context Sensitive Solutions

Deadline for Comments: June 29, 2018

Context Sensitive Solutions

Throughout the Oak Hill Parkway project planning process, the project team is incorporating a comprehensive approach to design development known as Context Sensitive Solutions (CSS). The project team's intent by using this approach is to create a safe, efficient and environmentally responsible transportation corridor that is appropriate for its setting and speaks to the needs and values of the surrounding community.

Vision Statement

The Oak Hill Parkway will:

- Be a safe and attractive transportation corridor that visually and physically connects, at a human scale, destinations on both sides of the highway.
- Help create a unique place that functions well for all modes of transportation while integrating our history, aesthetics, and

08 About the Public Hearing

09 Submit an Official Comment

Sign Up
for Email Updates

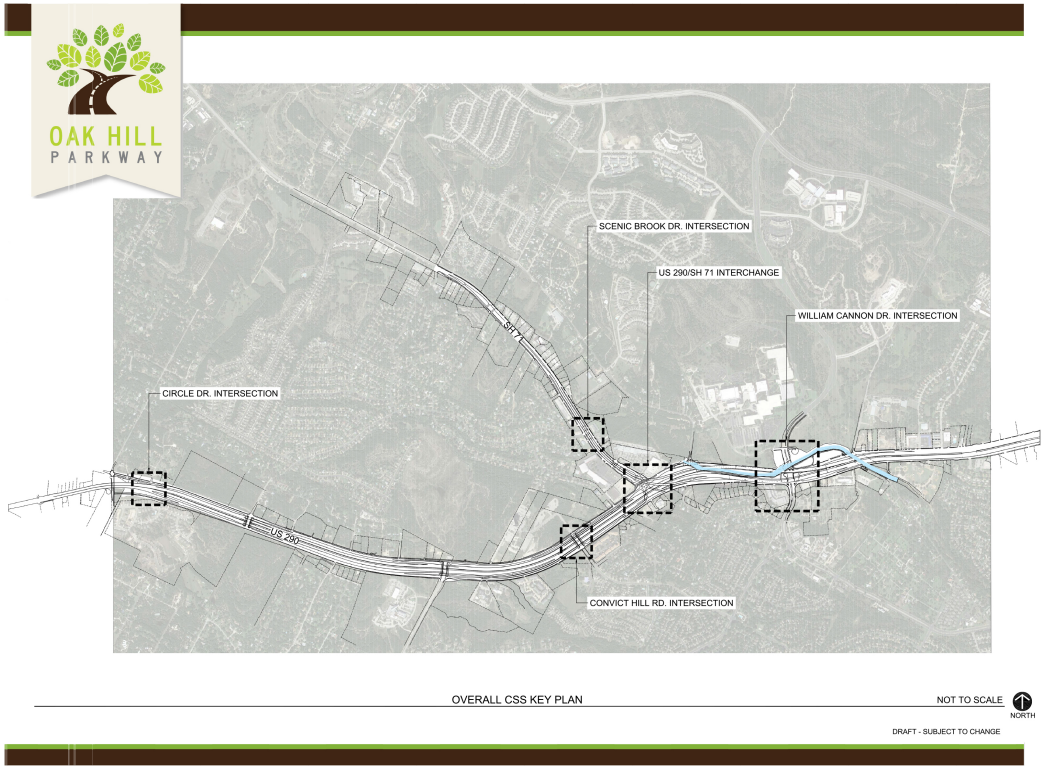
NAME *

EMAIL *

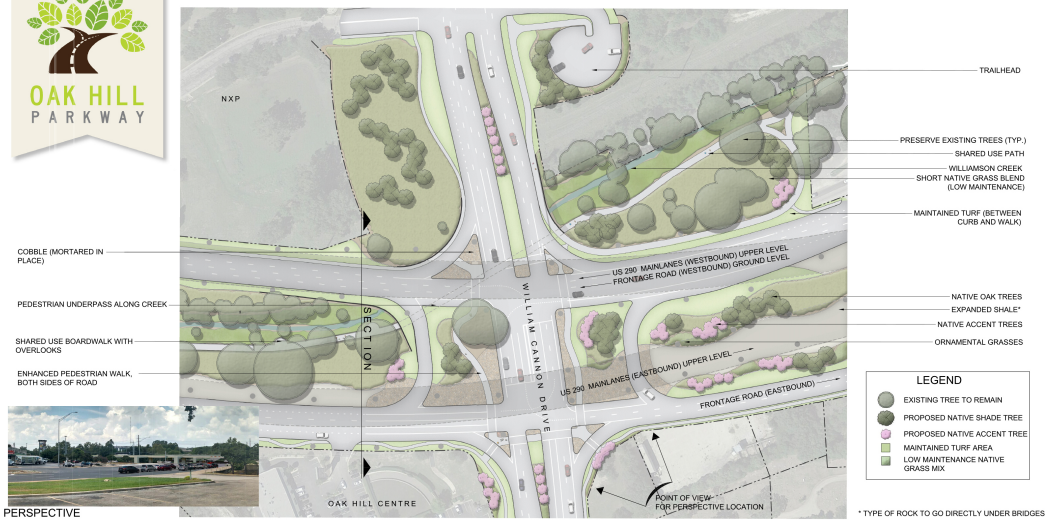
SUBMIT

environment.

Good stewardship of our natural and cultural assets is a priority.



OAK HILL PARKWAY

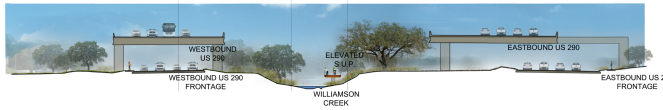


PERSPECTIVE

* TYPE OF ROCK TO GO DIRECTLY UNDER BRIDGES

WILLIAM CANNON DRIVE - PLAN VIEW - ALTERNATIVE A

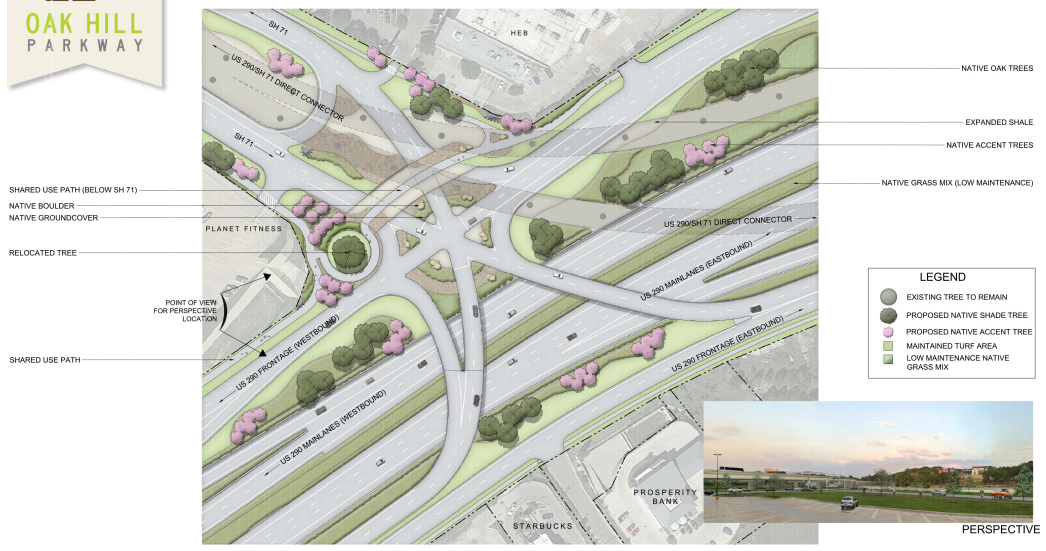
NORTH



SECTION THROUGH WILLIAMSON CREEK NEAR WILLIAM CANNON DRIVE - ALTERNATIVE A

DRAFT - SUBJECT TO CHANGE

OAK HILL PARKWAY



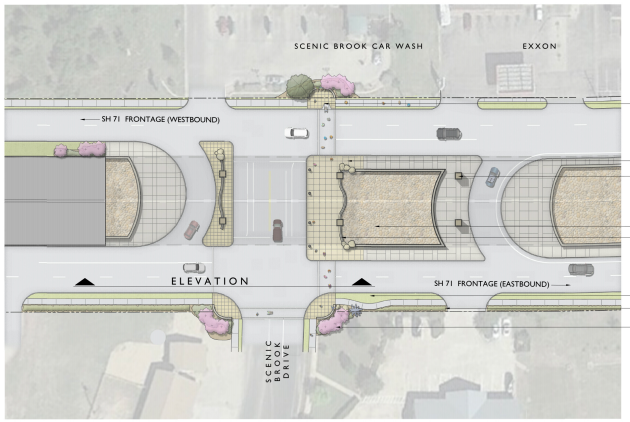
US 290/HWY 71 INTERCHANGE - PLAN VIEW - ALTERNATIVE A

DRAFT - SUBJECT TO CHANGE

OAK HILL PARKWAY

LEGEND

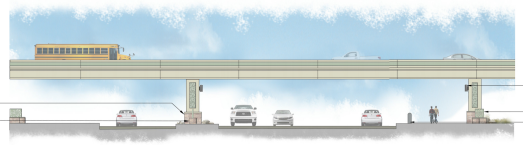
- EXISTING TREE TO REMAIN
- PROPOSED NATIVE SHADE TREE
- PROPOSED NATIVE ACCENT TREE
- MAINTAINED TURF AREA
- LOW MAINTENANCE NATIVE GRASS MIX



SCENIC BROOK DRIVE - PLAN VIEW

0 20' 40'

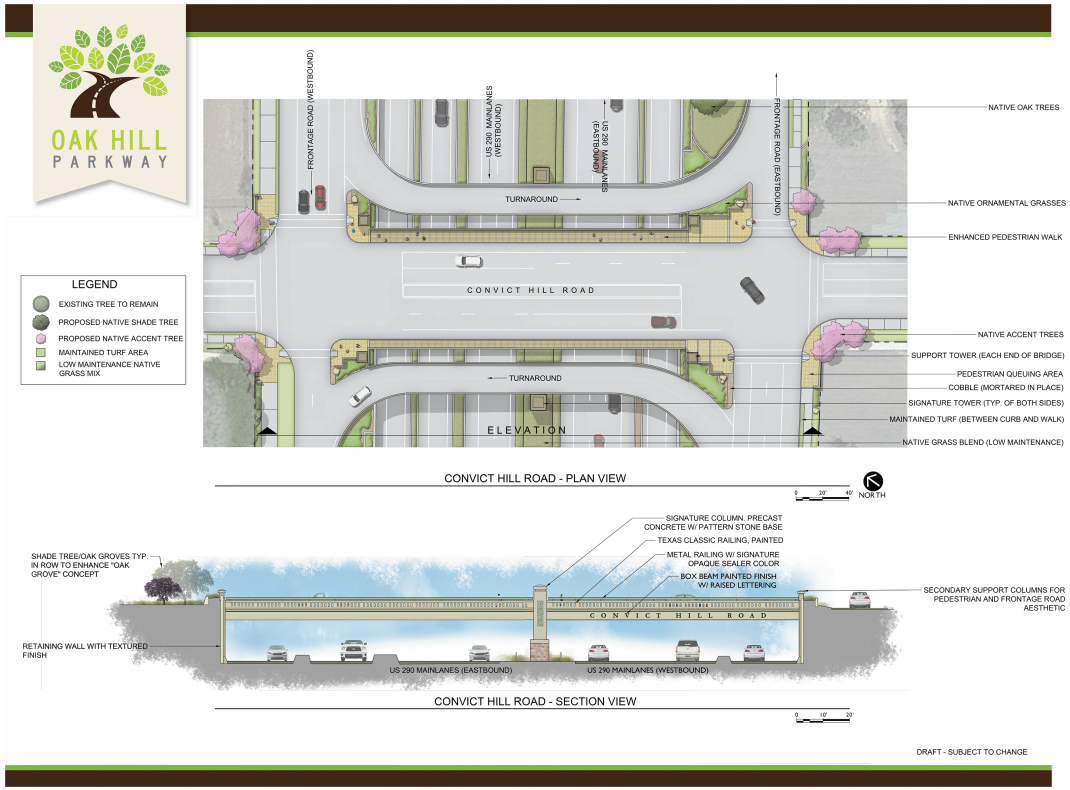
NORTH



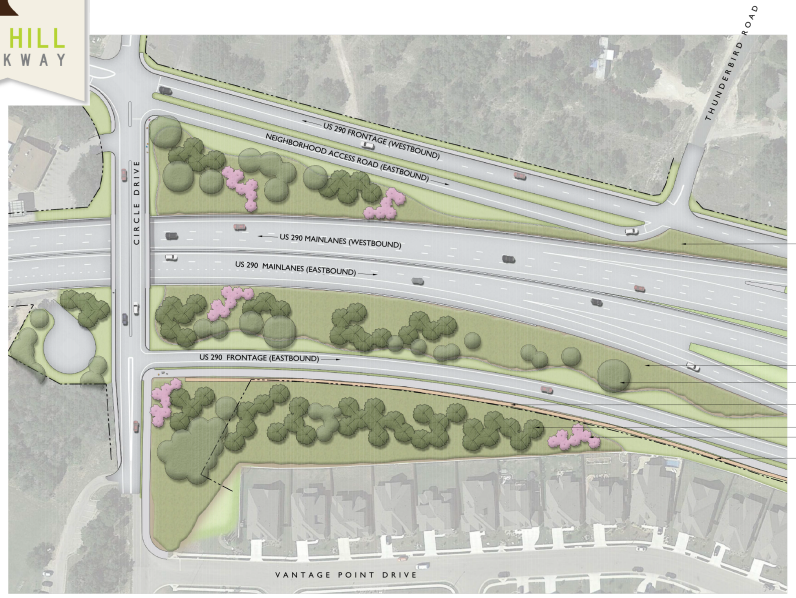
SCENIC BROOK DRIVE - SECTION VIEW

0 10' 20'

DRAFT - SUBJECT TO CHANGE


OAK HILL
PARKWAY
LEGEND
EXISTING TREE TO REMAIN
PROPOSED NATIVE SHADE TREE
PROPOSED NATIVE ACCENT TREE
MAINTAINED TURF AREA
LOW MAINTENANCE NATIVE GRASS MIX
FRONTAGE ROAD (WESTBOUND)
US 290 MAINLANES (WESTBOUND)
US 290 MAINLANES (EASTBOUND)
FRONTAGE ROAD (EASTBOUND)
TURNAROUND
CONVICT HILL ROAD
TURNAROUND
ELEVATION
NATIVE OAK TREES
NATIVE ORNAMENTAL GRASSES
ENHANCED PEDESTRIAN WALK
NATIVE ACCENT TREES
SUPPORT TOWER (EACH END OF BRIDGE)
PEDESTRIAN QUEUING AREA
COBBLE (MORTARED IN PLACE)
SIGNATURE TOWER (TYP. OF BOTH SIDES)
MAINTAINED TURF (BETWEEN CURB AND WALK)
NATIVE GRASS BLEND (LOW MAINTENANCE)
CONVICT HILL ROAD - PLAN VIEW
NORTH
SIGNATURE COLUMN, PRECAST CONCRETE W/ PATTERN STONE BASE
TEXAS CLASSIC RAILING, PAINTED
METAL RAILING W/ SIGNATURE OPAQUE SEALER COLOR
BOX BEAM PAINTED FINISH W/ RAISED LETTERING
SHADE TREE/OAK GROVES TYP. IN ROW TO ENHANCE "OAK GROVE" CONCEPT
SECONDARY SUPPORT COLUMNS FOR PEDESTRIAN AND FRONTAGE ROAD AESTHETIC
CONVICT HILL ROAD
RETAINING WALL WITH TEXTURED FINISH
US 290 MAINLANES (EASTBOUND)
US 290 MAINLANES (WESTBOUND)
CONVICT HILL ROAD - SECTION VIEW
DRAFT - SUBJECT TO CHANGE

OAK HILL PARKWAY

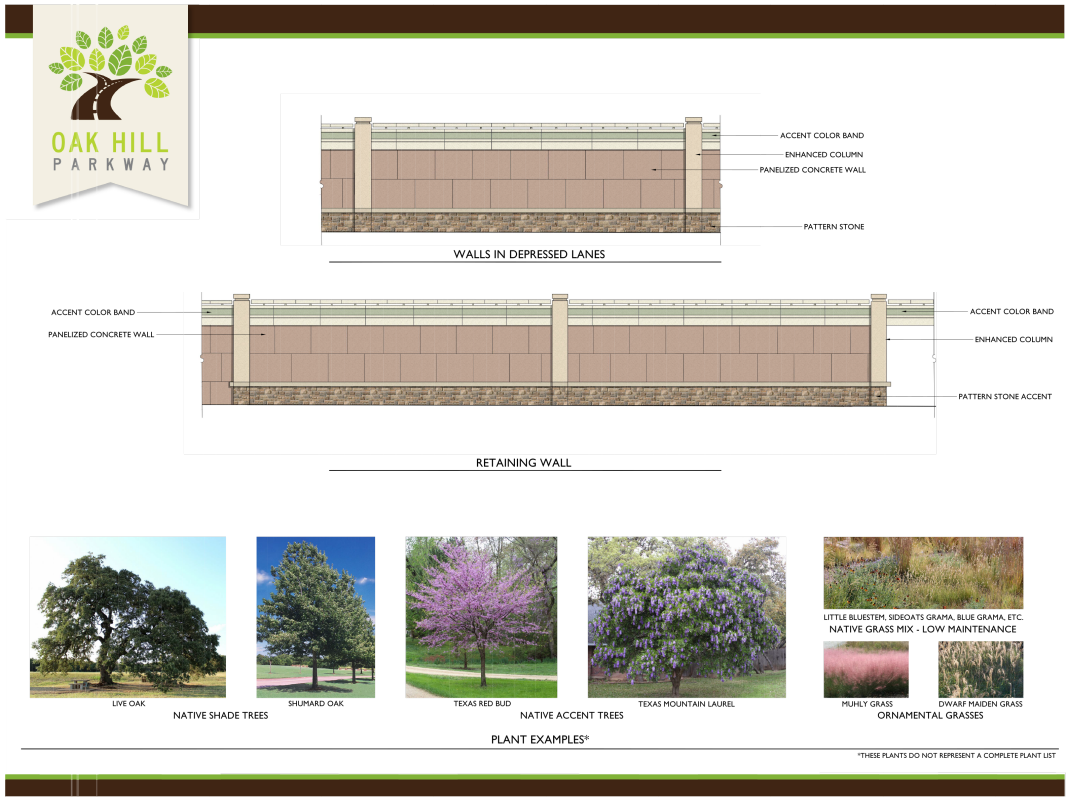


CIRCLE DRIVE - PLAN VIEW

SCALE: 1" = 40'-0"

NORTH

DRAFT - SUBJECT TO CHANGE



EXHIBITS FOR DOWNLOAD

Download	**Public Hearing Exhibits - Context Sensitive Solutions**	**7 MB**

Submit an Official Comment

Deadline for Comments: June 29, 2018

06 Draft Schematic Design

08 About the Public Hearing

@OakHillParkway

@seanjohntx A roundabout was one of many possible solutions evaluated early on by the project team. The concept did not advance as it did not meet the mobility need for the corridor. For further information, please visit **https://t.co/TIV4tbQoTW**

May 30

@OakHillParkway

@wisdombotanical With the proposed design, to head east on US 290, traffic from Old Bee Caves Road would turn right, heading west on US 290 to a new U-Turn at the Y. A snap shot of the schematic is below. For further questions, let us know at **https://t.co/beZDReGVWO https://t.co/de3dLOlJKf**

May 29

Thank you for your interest and participation in the Oak Hill Parkway project. If you have any technical difficulties with this site, call 512-342-3281.

Copyright © TxDOT 2018 | **Oak Hill Parkway Main Site**

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

Site by **MONKEE-BOY**

OAK HILL PARKWAY

About the Public Hearing

01 Welcome

02 The Problem We're Trying to Solve

03 Our Proposed Solution

04 The Process We Follow

05 Draft Environmental Impact Statement

06 Draft Schematic Design

07 Context Sensitive Solutions

Thank You for Attending our Public Hearing.

On May 24, 2018, TxDOT and the Mobility Authority held a formal public hearing at Bowie High School Cafeteria, 4103 Slaughter Ln., Austin, TX 78749. There were 270 members of the public in attendance. The project team was available at the hearing to listen to you and answer your questions during an open house session which starts at 6:15 p.m. At 7 p.m., a formal presentation was given and the public comment session followed. The event concluded at 9 p.m.

WHAT WAS FEATURED AT THE PUBLIC HEARING?

- The Draft Environmental Impact Statement (DEIS); a comprehensive full disclosure document comprised of all the environmental studies performed since 2012

08 About the Public Hearing

09 Submit an Official Comment

Sign Up
for Email Updates

NAME *

EMAIL *

SUBMIT

- The draft schematic design of the recommended build alternative, known as “Alternative A”
- Artistic renderings of key intersections

WHEN WAS THE HEARING HELD?

Thursday, May 24, 2018

Open House Session: 6:15-7 p.m.

Formal Presentation: 7 p.m.

Public Comment Session to Follow

WHERE WAS THE HEARING HELD?

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

PUBLIC HEARING MATERIALS

Download	**Public Hearing Handouts**	**7 MB**
Download	**Public Hearing Exhibits - Process**	**5 MB**

Download	**Public Hearing Exhibits - Final Evaluation Criteria**	**127 KB**
Download	**Public Hearing Exhibits - Renderings**	**11 MB**
Download	**Public Hearing Exhibits - Context Sensitive Solutions**	**7 MB**
Download	**Public Hearing Presentation**	**7 MB**

YOUR INPUT IS REQUESTED.

Official comments will be received and accepted by the project team in the following ways:

AT THE MAY 24, 2018 PUBLIC HEARING

- Place your written comment in one of the comment boxes
- Fill out a speaker registration card to speak during the public comment session
- See the transcriber present during the open house session

ONLINE

Fill out the comment form on any of the pages within this Virtual Open House, or on the **contact us page here**.

MAIL

Mail comments to:

TxDOT Austin District Environmental Coordinator
c/o Jon Geiselbrecht
Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas, 78761-5426

FAX

Fax comments to 512-832-7157.

Your comments must be received by Friday, June 29, 2018 to be included in the official record of this public hearing. We weigh public input along with other factors in the decision-making process. Thank you for submitting your comments for consideration.

Submit an Official Comment

Deadline for Comments: June 29, 2018

07 Context Sensitive Solutions

09 Submit an Official Comment

@OakHillParkway

@wisdombotanical With the proposed design, to head east on US 290, traffic

from Old Bee Caves Road would turn right, heading west on US 290 to a new U-Turn at the Y. A snap shot of the schematic is below. For further questions, let us know at **https://t.co/beZDReGVWO** **https://t.co/de3dLOlJKf**

May 29

@OakHillParkway

@seanjohntx A roundabout was one of many possible solutions evaluated early on by the project team. The concept did not advance as it did not meet the mobility need for the corridor. For further information, please visit **https://t.co/TIV4tbQoTW**

May 30

Thank you for your interest and participation in the Oak Hill Parkway project. If you have any technical difficulties with this site, call 512-342-3281.

Texas Department of Transportation

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Copyright © TxDOT 2018 | **Oak Hill Parkway Main Site**

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

Site by **MONKEE-BOY**

OAK HILL PARKWAY

Submit an Official Comment

01 Welcome

02 The Problem We're Trying to Solve

03 Our Proposed Solution

04 The Process We Follow

05 Draft Environmental Impact Statement

06 Draft Schematic Design

07 Context Sensitive Solutions

We are committed to identifying a long-term mobility solution that provides meaningful traffic relief for Oak Hill and the surrounding communities. We are in year six of a six-year study, and we continue to need your input!

Official comments will be received and accepted by the project team in the following ways:

ONLINE

Fill out the comment form below.

MAIL

Mail comments to:

TxDOT Austin District Environmental Coordinator
c/o Jon Geiselbrecht

08 About the Public Hearing

09 Submit an Official Comment

Sign Up
for Email Updates

NAME *

EMAIL *

SUBMIT

Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas, 78761-5426

FAX

Fax comments to 512-832-7157.

AT THE MAY 24, 2018 PUBLIC HEARING

- Place your written comment in one of the comment boxes
- Fill out a speaker registration card to speak during the public comment session
- See the transcriber present during the open house session

Your comments must be received by Friday, June 29, 2018 to be included in the official record of this public hearing. We weigh public input along with other factors in the decision-making process. Thank you for submitting your comments for consideration.

NAME * PHONE

EMAIL * CONFIRM EMAIL *

ADDRESS ADDRESS 2

G-175

CITY

STATE

ZIP CODE

COMMENT *

Upload File (pdf, doc, xlsx only. Max 3MB)

UPLOAD

NO FILE UPLOADED

Per Texas Transportation Code, 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

Newsletter

- [ ] Sign up for our newsletter

This form may be used to provide written comments on this project.

SUBMIT

08 About the Public Hearing

@OakHillParkway

@seanjohntx A roundabout was one of many possible solutions evaluated early on by the project team. The concept did not advance as it did not meet the mobility need for the corridor. For further information, please visit **https://t.co/TIV4tbQoTW**

May 30

@OakHillParkway

@wisdombotanical With the proposed design, to head east on US 290, traffic from Old Bee Caves Road would turn right, heading west on US 290 to a new U-Turn at the Y. A snap shot of the schematic is below. For further questions, let us know at **https://t.co/beZDReGVWO** **https://t.co/de3dLOlJKf**

May 29

Thank you for your interest and participation in the Oak Hill Parkway project. If you have any technical difficulties with this site, call 512-342-3281.

Copyright © TxDOT 2018 | **Oak Hill Parkway Main Site**

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

Site by **MONKEE-BOY**