



SH 45 GAP STUDY

Documentation of Public Meeting

Project Location:

Hays County, Texas

SH 45 between I-35 and RM 1626

Meeting Location

Sunfield Station Event Center, 2610 Main St., Buda TX 78610

Meeting Date and Time

Thursday, June 15, 2023, 4:30 p.m. – 7:30 p.m.

Elected Officials in Attendance

Dr. Michelle Cohen, Hays County Commissioner, Precinct 2

Total Number of Attendees (approx.): 66

Total Number of Commenters: 252

- Comment Cards at Public Meeting: 12
- Tabletop Mapped Comments at Public Meeting: 38
- Text: 6
- Mail: 1
- Voicemail: 3
- Emailed: 123
- Online Comment Form: 34
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- Tabletop Mapped Comments
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Meeting Summary

Community Open House Meeting – June 15, 2023

The purpose for the first open house was to introduce the study, share background information, and seek input from property owners, interested stakeholders, and local and regional leaders.

The in-person open house was held on June 15, 2023, from 4:30 to 7:30 p.m. The information shared at the meeting was available online at sh45gap.com. The comment period was open from June 15 to June 30, 2023. Comments were submitted through the website, during the in-person open house, or by email, mail, text, or phone.

Meeting Notices

Meeting notices were shared in several different formats to generate awareness of the study, open house meeting, and the opportunity to comment.

Mail – A postcard was sent to 370 property owners in and around the study area on May 24, 2023.

Signage – 24"x36" signs were placed on June 7, 2023 at 12 different neighborhood entrances.

Email Notice – Emails notices were sent to 80 addresses on May 24, 2023, a reminder was sent to 97 addresses on June 8, 2023, and a final comment period reminder to 181 addresses on June 26, 2023.

Social Media - Notifications were distributed through the Hays County Twitter, Facebook, and NextDoor accounts.

Advertisements – were place in the following publications:

- Community Impact online web banner ran from June 13 to June 30, 2023 in the Southwest Austin – Dripping Springs and San Marcos – Buda – Kyle editions.
- Hays Free Press on May 31, 2023.

Media Release - Hays County distributed a media release on June 13, 2023, with information on the project and an open comment period. Media coverage included:

- The Austin Chronicle, June 23, 2023
- Hays Free Press, June 21, 2023
- KXAN, June 16, 2023
- Community Impact, June 16, 2023
- KVUE, June 15, 2023
- Hays Free Press, June 7, 2023

What We Heard – Public Comments

Public comments were shared through several different means including 12 written comment cards, 9 by phone (text and voicemail), one by mail, 123 by email, 34 online forms, 35 online mapped comments, and 38 tabletop mapped comments. All public comments are included in the comment response matrix.



Comment Response Matrix

Comment Number	Date Received	Name	Source	Comment	Response
1	6/30/2023	Abbe Waldman Delozier	Email	DO NOT TURN MOPAC INTO A BYPASS. It will ruin part of the source of our drinking water and aquifers.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				We do not need more semi and truck traffic on an already burdened road.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
2	6/26/2023	Abbey Hutchison	Email	Completing the SH45GAP will simply provide these same trucks, currently travelling on I35, a bypass through downtown and Mopac will be inundated with heavy trucks. I often drive Mopac too, and although it isn't ideal, I would hate to see heavy trucks congesting it. There are constant big truck wrecks at I35 and Slaughter and downtown, and I am guessing this would soon be the norm on Mopac if the SH45GAP road was completed.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>I am very much against completing the SH45 GAP. I drive 1626 and 2770 in Buda daily and these roads are abundant with 18 wheelers and gravel trucks. They drive too fast, leave dirt and rocks on the highway, as many of them don't cover their loads, frequently take their lane out of the middle and more often than not pull out in front of you, probably not wanting to shift gears. Also, many of these trucks have no license tags ?????</p>	<p>Comment noted.</p>
				<p>Sadly, the majority of these big trucks don't follow the rules of the road. Don't complete the SH45GAP. Let Hays County drivers continue to use 1626 and 45 to Mopac without heavy truck traffic.</p>	<p>Comment noted.</p>
				<p>And, environmentally, I am guessing there would surely be a large impact, not just during construction, but afterwards as this road section will probably be soon filled with quick stores and gas stations.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection.</p>
				<p>Please remember, Mark White, a proponent of this road, was not re-elected by Hays County voters.</p> <p>I am glad to write this email and exercise my free thoughts, having lived here since 1985. I also know, however, the truck lobby is powerful and money does talk louder than the citizens.</p> <p>Sadly, Austin will continue to change, and it all hasn't been for the best. It was once a wonderful place...</p> <p>Thank you.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
3	6/30/2023	Adam Abrams	Email	To Whom It May Concern,I adamantly oppose this plan. As a resident of wildflower park in circle c, I have witnessed how SH 45 SW has pushed large amounts of traffic onto Mopac. I encourage you to join me for a cup of coffee any weekday morning on the bridge at La Crosse to witness first hand the congestion. Any additional congestion diverted to Mopac would be a huge burden to southwest Austin.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
4	6/29/2023	Al Lindsey	Email	As a resident of Northwest Hills/Cat Mountain in Austin, I vehemently oppose this plan. It will overload Mopac and damage our neighborhoods.	Comment noted.
5	6/15/2023	Albert (last name unknown)	Tabletop Map	"Leave my land alone"	Comment noted.
6	6/15/2023	Alberto Diaz	Written	<p>Did you find this meeting beneficial, and do you have any comments about this meeting? Very preliminary meeting, not much info at this time. But helpful to meet the people working on the project and to get contact info to ask any questions.</p>	Comment noted.
				<p>Do you have comments on the study area? Unless the highway is absolutely necessary, please don't construct it. There is a lot of nature out there that we should preserve. Constructing an elevated roadway might be a way to mitigate the negative impact on plants, wildlife, and the water quality.</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?My property has a 30ft hand-dug well that has about 7ft of water, so we are definitely in an aquifer zone. I am concerned about the water quality.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, this study will identify potential best practices for environmental protection and strategies to protect and preserve water qualityTo that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>Consider building an elevated roadway, allowing for nature, wildlife, and people to occupy underneath. Access to the highway for this area would be beneficial.</p>	<p>Comment noted.</p>
				<p>Other general comments? Please don't construct unless absolutely necessary. Sometimes nature is more important than progress. 1626 should be a viable option for connecting the highways. There is already a road there and it would preserve nature.</p>	<p>Comment noted.</p>
7	6/29/2023	Amy Dodd	Online	<p>Do you have comments on the study area? Don't add a new freeway route over the aquifer</p>	<p>No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner.</p>

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8	6/30/2023	Andrew Harrod	Online	<p>Do you have comments on the study area?Please consider not connecting this highway to I-35. 45 is already serving many people living in Buda and Kyle. Mopac will not be able to comfortably handle the traffic this will bring it. "Build it and they will come" The widest freeway in the world is the SW Katy to our east outside of Houston. It alleviated traffic for seven years, but then it became as gridlocked as it ever once was. This will happen to Mopac. Please do not connect 45 to I-35.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>
9	6/30/2023	Ann Fornof	Email	<p>Hello,</p> <p>Given the solicitation of public comments, I wanted to express my opposition to closing the gap between SH45 and I-35.</p> <p>The reasons I am against this proposal are due to concerns about the negative impact to the Edward's Aquifer, and the likelihood of increased traffic on Mopac.</p> <p>As someone, who uses Mopac for my daily commute to work, I can say that it is already congested and would not benefit from additional traffic.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p> <p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>

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				Using SH-130 and encouraging additional use would be preferable, as this already exists as a bypass around Austin and I-35.	Comment noted.
10	6/30/2023	Ann Leifeste	Email	Please protect the Edwards Aquifer by stopping the SH 45 gap project. We are in need of alternative plans.	Comment noted
11	6/26/2023	Ann Riddel	Email	The proposed 45 gap extension would convert MoPac Expressway from a heavily used commuter route to an interstate highway.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
				The route goes over the Edwards Aquifer recharge zone, potentially polluting drinking water and Barton Springs. Drinking water and Barton Springs are irreplaceable.	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				It is my understanding that the City of Austin and Travis County oppose the proposed maps. I believe the extension should be east of Austin, using the 130 corridor. Save something for our grandchildren.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
12	6/30/2023	Anna Pittala	Voicemail	My name is Anna, A N N A Pittala, P I T T A L A . And I was calling in opposition of the SH 45 gap. The, I oppose the extension of Highway 45 because I don't want it to turn into, I don't want Mopac to turn into another I-35. The sensitive aquifer recharge zone would be negatively impacted and that's the last thing that we want to do. Please protect Barton Springs. Thank you.	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
13	6/30/2023	Anne Hawken	Email	Please don't connect this as it would become an alternative route for all traffic including heavier trucks that the roadway wasn't designed to handle. We have done enough damage to our home county/city. Please stop this project from becoming a reality.	Comment noted.
14	6/26/2023	Ardis Cox	Email	Hello, I want to make my voice heard as a strong no to this plan. MoPac is already at a standstill during many rush hours. Routing even more traffic onto it is ridiculous. There is no space to add more lanes.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

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				<p>In addition this would route traffic right over the re-charge zones for the Edwards Aquifer. Highway runoff would pollute this water, drinking water for many central Texans. There needs to be a plan that is worked out between all parties without 2 of the parties making decisions for all of those involved.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best management practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated. One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to the City of Austin and Travis County has been initiated.</p>
15	6/27/2023	Audrea Moyers	Online	<p>Do you have comments on the study area? I do not understand why Travis County and the City of Austin are not part of this endeavor, as the proposed routes directly impact both. As a resident of both, I believe that they should be an integral part of route planning to provide a variety of alternatives and consider all consequences.</p> <p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Hays County Commissioners and Buda should work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor..</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting?I did not know about the meeting, but received information via a neighborhood group about the study and have reviewed the information presented</p>	<p>Comment noted.</p>
				<p>Other general comments? If completed, the proposed 45 SW "gap" extension would convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is undesirable environmental and transportation planning.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
16	6/30/2023	Barbara Loe	Email	<p>I oppose the Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.</p> <p>The plan is a serious threat to the existence of Barton Springs, being another, and maybe the last, nail in the coffin of the most precious place in our region, where I have been a daily swimmer since 1985</p> <p>The plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass, sending dangerous 18 wheelers and other too- large vehicles onto Mopac, a road that was not designed for that type of traffic, and would endanger all who drive it.</p>	<p>No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p> <p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				The Travis County Commissioners Court and City of Austin already oppose this plan, and for very good reasons!! implore the the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods, endanger our lives, and destroy our precious resources.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
17	7/2/2023	Barbara Strecker	Email	<p>Hello, Hays County Commissioners,</p> <p>Please work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.</p>	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to the City of Austin and Travis County has been initiated.
				I oppose the SH 45 Gap "solution" to our transportation challenges.	Comment noted.
18	6/29/2023	Beki Halpin	Online	<p>Do you have comments on the study area?</p> <p>This new extension of HWY 45 would result in a huge increase in traffic on Mopac, including a massive jump in the numbers of 18 wheelers who will use Mopac as an IH 35 bypass through Austin on their way north or Northwest out of town. Mopac is already jammed up with traffic even with the new toll lanes and cannot absorb this amount of additional traffic. I sat in traffic on Mopac for 35 minutes this week just trying to get from 38th Street to Scoffield Parkway.</p>	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>The study area is also a major recharge zone for the Edwards Aquifer that feeds Barton Springs Pool in Austin, one of the crown jewels of Austin. Run off from this project could ruin the pool's natural beauty and for what? Just so people can take an ill advised highway over critical recharge features???? Do not build this project. There are other ways to move people around and through our area.</p>	<p>No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?Build roads, highways, and railways in the more eastern parts of Travis and Hays Counties where there are not problems with recharge of critical aquifers. Water is life. Use the IH 35 and SH 130 corridors for new building roads in our area. Don't crack open these critical recharge areas for new highway and roadway construction.</p>	<p>No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
19	6/30/2023	Bill Woods	Email	<p>I am opposed to Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs, as well as create more congestion on MoPac, as well as noise and air pollution for those of us who live along MoPac!! We've had to endure enough over the years without having this added.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
20	6/15/2023	Bob Campbell	Written	Do you have comments on the study area? More fast. Build It. Don't Let Travis County bully you!	Comment noted.
				Do you have any suggestions for the Study Team to consider during the development of potential route options? Find Federal Funds to speed up process	Comment noted.
				Did you find this meeting beneficial, and do you have any comments about this meeting? Yes	Comment noted.
21	6/15/2023	Bobby Levinski	Online	Do you have comments on the study area? Yes	Comment noted.
				Do you have any suggestions for the Study Team to consider during the development of potential route options? Use existing roads.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? Yes; however, there is a giant leap to pursuing the project in the first place. This project has been intentionally omitted from transportation plans for years due to the known damage it would have on our region's environmental resources and transportation systems. It is not necessary.</p> <p>Other general comments? The City of Austin and Travis County have public positions against this project. Buda and Hays County should work with them on other options.</p>	<p>The SH 45 Gap project is included in the City of Buda's 2020 Buda Moves! Transportation Mobility Master Plan as a proposed freeway. It is included as a "recommended connection" in the Hays County 2021 Transportation Plan Update. And, is it identified for "study" in the CAMPO 2045 Regional Transportation Plan.</p> <p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
22	6/15/2023	Bobby Levinski (Save Our Springs)	Email	<p>Please accept the following comments are our official testimony for the Virtual Open House for the SH 45 Gap Study. Members of our staff and members who are residents of nearby neighborhoods were also present at the June 15th meeting. As a resident of Hays County, I am submitting this letter on behalf of our Board and members, many of whom live in the cities immediately impacted by this roadway project, including Buda, Kyle, Hays, and San Marcos. The extension of SH 45 will have a tremendous impact on residents of these communities, who will suffer from increased noise, traffic, smog, pollution, and other environmental degradation. SOS also has members who live and work in Austin and Travis County, where the elected bodies of both authorities have approved formal positions to oppose this project and keep it out of regional plans.</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>This area of Northern Hays County is one of the most natural, sensitive, and beautiful areas of the county, with dense forests and wetlands that provide habitat for a rich biodiversity of species. It is an area that we should all take pride in and work to protect. With your leadership, we know we can achieve that. The level of environmental review and analysis is also insufficient for a project of this significance for Hays County. It is obvious that the project area has been narrowly defined to avoid consideration of direct, indirect, and cumulative impacts. Although the project itself is only a mile or so in length, the system map as displayed at the Open House demonstrates that it is the completion of a system-wide loop with immense consequences affecting our entire region. Compounding these frustrations, the only true environmental information made available were re-colored layers of the Edwards Aquifer Recharge Zone from digitally accessible map data from the Texas Commission on Environmental Quality (TCEQ). This indicates that the consultants are not carefully considering the full scope of this project's environmental impacts. While we agree that this project threatens the water quality of the Edwards Aquifer, reviewing aquifer layers is only one step in that analysis. As a karst aquifer composed of porous limestone, the Edwards Aquifer has low level filtration, leaving the water that passes through its recharge features vulnerable to pollutants generated by the thousands of cars that will traverse this area and the other segments of the new loop. Although the study area is outside of the contributing and recharge zones, all springs are sensitive. Each spring, creek, and wetlands have ecosystems that depend on replenishment of clean water. Yet, the</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection. The feasibility study will include a high-level assessment of potential environmental impacts. Should the project move beyond the feasibility study, future phases of project development would include detailed environmental investigations, coordination with natural resource agencies (when applicable), and preparation of required environmental documentation. Through the environmental documentation project-specific (direct, indirect, and cumulative) impacts would be assessed for a broad range of environmental resources including but not limited to the Edwards Aquifer, water quality, air quality, community impacts, cultural resources, and threatened/endangered species.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>study fails to include the names or other labels for these known critical environmental features. For example, the study area includes Manchaca Springs which contributes important flows to Onion Creek during drought conditions. Another piece of information missing is an assessment of known and potential habitat for threatened species, nor is there information about planned biological studies. Several recent studies have discovered groundwater fauna in springs and wetlands within the project area. The federally endangered Barton Springs salamander has also been found in the nearby Zara Monitoring Well (McDermid et. Al, 2015). Also, Little Hunt Spring is immediately south of the proposed extension connection at FM 1626, where two separate species of concern, with the status of vulnerable, have been discovered: the Bifurcated cave amphipod (and Russell's Cave Amphipod (BCP 2007, Hutchins 2018). The Open House completely omits information about the archaeological and historical significance of the area, which was used by native Americans, as well as a stage stop on the Austin San Antonio Road. I will be reaching out to your office in hopes of scheduling a meeting with you and your staff. I look forward to working with you again, on this and other matters. Please feel free to reach out to me at any time. My cell phone number is included below.</p>	

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				<p>Hays County residents to the south and east of the project area already experience some of the worst commute times. Adding more cars onto these roads, as Buda is transformed into a cut through for Western Travis County traffic, does not resolve the problem. It only increases traffic through induced demand and increases safety concerns and the likelihood of accidents by adding yet another conflict point as vehicles merge onto I-35. The City of Buda is already engaged in a study to improve the intersection of FM 1626 and RM 967, for the stated purpose of improving commute times in this area. Yet, when asked by SOS staff, the consultant at the Open House disclosed that the outputs from that study have not been put into the scope of this study.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on I-35, FM 1626, FM 967, and other roadways in and around the study area.</p>
23	6/30/2023	Brandi Clark Burton	Email	<p>I urge you to abandon plans to connect I-35 to the Central and Western Travis County roads of 45 and Mopac. Mopac is meant to be an internal commuter for Austinites, not a bypass for interstate traffic. I wish more attention would be put on how to direct truck traffic off of I-35 and on to 130 to actually bypass central Austin. That would be a better use of energy.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
24	6/30/2023	Brandie Baker	Email	To whom it may concern,I oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs. Please vote "no" and protect the aquifer recharge zone. Thank you,	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
25	6/30/2023	Brian Zabcik (Save Barton Creek Association)	Email	Save Barton Creek Association respectfully states our opposition to the possible construction of the SH 45 Gap Connector between RM 1626 and I-35. We recognize that on paper, it seems logical to connect the southwestern and southeastern portions of SH 45. But we would point out that when the existing portion of SH 45 SW was constructed, it stopped at RM 1626 for reasons that were considered valid at the time. We believe that these reasons are still valid.	Comment noted.
				SBCA was founded in 1979, making us one of the oldest citizen's environmental groups in Texas. The problems that we first saw with proposed developments in the Barton Creek watershed have been repeated by problematic development proposals throughout Central Texas. SBCA has expanded our geographic mission area accordingly, and ha many members and supporters in Hays County.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>We want to stress that SBCA is not anti-development, we are pro-water. We believe that development can be built in some environmentally sensitive areas, if built in smart ways. But we also believe that some areas cannot bear the impact of heavy development.</p> <p>One such area is the region where the SH 45 Gap Connector would be located. SBCA has been concerned about SH 45 for decades. We file suit in 1988 against the original construction plans for what was then billed as the Outer Loop for Austin</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality during roadway planning, design, construction, and operation.</p>
				<p>Some of the arguments that have been raised against building the 45 Connector are about the negative impacts that creating a western bypass to I-35 would have on Austin and Travis County. SBCA agrees with these arguments, and we note that it will be difficult for Hays County and Buda to proceed with the 45 Connector without cooperation from their northern neighbors.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
				<p>Still, we know that the effect of the 45 Connector on Austin and Travis County may understandably be of lesser concern to Hays County residents who feel that this road would solve some of their own local problems. That's why SBCA wants to address two likely negative effects that the 45 Connector would have on the current residents</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>The primary negative impact that should concern residents of northern Hays County is the effect that the 45 Connector could have on local water sources. Undeveloped land with no or little impervious cover is able to absorb significant amounts of rain where it falls. This has been shown to be true even for the rocky land in the western parts of Central Texas. Long and wide stretches of highway, however, will block rain from being absorbed in the soil, which will lead to a significant increase in the amount of runoff during storms. This also means an increase in runoff pollution, because impervious surfaces are never clean. The rain that falls on these surfaces will wash off whatever's on these surfaces.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality during roadway planning, design, construction, and operation.</p> <p>It should also be noted that if the Gap Project is advanced, future phases of roadway planning, design, construction, and operation would be subject to all applicable environmental laws, rules, and regulations including those governing stormwater management, protection of water quality, and floodplains.</p>
				<p>This is also true for other forms of impervious cover, including roofs and parking lots. In order to analyze the potential effects of the 45 Connector, it's necessary to consider not just the highway itself, but the new development that it will facilitate. The exhibits for the SH 45 Gap Study that were presented at the June 15 Open House Meeting include a map showing existing and proposed developments in the vicinity of the 45 Connector. The Persimmon subdivision, proposed by MileStone Community Builders, is of particular interest because the 45 Connector would run through it.</p>	<p>As indicated at the Open House, approximately 893 acres in the study area is in the development process. Included in the 893 acres is the Persimmon subdivision.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Accordingly to the legend on the Gap Study map, Persimmon is listed as “Active Development.” This is curious, since the City of Buda has yet to approve MileStone’s plans for Persimmon. The Gap Study’s development map also includes an inset map showing the Persimmon subdivision in greater detail. This inset map shows a light-blue corridor running through the upper part of Persimmon and labeled “Future SH 45.” It’s extremely curious that MileStone has already set aside this corridor, even though the exact route for the 45 Connector has yet to be determined, according to the Gap Study. The potential impact of runoff pollution in this area would thus be magnified. Dirty runoff would come not just from the 45 Connector, but also from Persimmon and any other future developments that would be built along the highway.</p>	<p>The purpose of the map shown at the Open House was to disclose the location of properties that are known to be (based on communications with property owners) in some stage of development and, thus, are considered “active”. Although the Persimmon development has not yet received final approval, conversations between Milestone and the City of Buda are on-going. The Persimmon site plan shown on the map is conceptual and does not reflect final design. It was provided to the Study Team by Milestone. The site plan shows a “preliminary alignment” for SH 45 as envisioned by Milestone. Although the route is preliminary and subject to change, efforts by Milestone to accommodate a route through Persimmon is consistent with both Hays County’s and City of Buda’s transportation plans.</p>
				<p>What are the water sources in the area that would be impacted? The 45 Connector would cross Onion Creek – one of the last pristine streams in Texas, as defined in the Pristine Streams Bill (HB 4146) that was passed by the Texas House in 2021. The highway’s route would also run close to Bear Creek. Both Streams would suffer from increased pollution runoff.</p>	<p>Little Bear Creek, Garlic Creek, Onion Creek and several other creeks/streams are located in the study area. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality during roadway planning, design, construction, and operation.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>In addition, the runoff pollution created by the 45 Connector and the development that it would facilitate could have a major impact on the wells in the area, which are monitored by the Barton Springs Edwards Aquifer Conservation District. It's impossible to say exactly how many wells would be affected, since no route has been chosen yet for the 45 Connector. However, it is possible to calculate how many wells are in the vicinity of the midpoint between RM 1626 and I-35. Accordingly to BSEACD data, 150 exempt wells and 2 permitted wells are located within a 1-mile radius. While not all of these wells would be affected by the 45 Connector and its associated development, some would. SBCA ask that Hays County and the City of Buda work with BSEACD to determine exactly how many wells could be affect, and in what way.</p>	<p>The feasibility study will include a high-level assessment of potential environmental impacts. Should the project move beyond the feasibility study, future phases of project development would include detailed environmental investigations, coordination with natural resource agencies (such as the BSEACD), and preparation of required environmental documentation. The type of investigation suggested by the commentor would be appropriate during the detailed environmental study phase of project development rather than during the feasibility study.</p>
				<p>SBCA and our members and supports are primarily concerned about the impacts of water pollution. But we also want to address the traffic impacts of the 45 Connector, since we know tht many residents of northern Hays Country feel that it's a necessary solution to the grown traffic problems in their area, and in particular to congestion along RM 1626.SBCA knows that these traffic problems are real. However, we also believe that Hays County and the City of Buda should give their residents realistic expectations about how much traffic relief could be expected from the 45 Connector. At this point, it does become relevant to Hays County that SH 45, combined with MoPac, could create a western bypass to I-35. Moreover, it would likely be a free bypass as opposed to SH 130, the tolled eastern bypass. What this means is that the 45 Connector will come with pre-packaged and built-in traffic. The residents of northern Hays</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. In addition to examining the anticipated operational characteristics of the Gap Project (travel time, level of service, etc), these traffic studies will assess potential project-related impacts on MoPac, I-35 and other roadways in and around the study area. Please note the modeling will analyze two conditions: anticipated opening year and 20 years from opening. If flyovers are determined to be feasible where SH 45 would connect to I-35, the effects of traffic on these flyovers will be included in the traffic modeling.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>County will not have the highway to themselves – they will have to share it with vehicles coming from and toing to I-35 and MoPac. That’s why it’s important to look at existing intersections that are comparable to a fully built-out intersection of I-35 and the southern portion of SH 45. The most relevant comparisons are the intersection of I-35 and the northern portion of SH 45 in Round Rock, and the intersection of I-35 and US 290/SH 71 in south Austin. To say that both intersections have extremely heavy traffic is an understatement. Traffic slows down to a crawl at rush hour on the flyovers at these intersections, and on the interstate itself. These two existing intersections should be studied when estimating what the potential traffic load would be on a full intersection of I-35 and the southern portion of SH 45. We recommend that Hays County and Buda work with objective experts to determine what this load would be, and what actual travel times on the 45 Connector would be – not when it opens, but 5-10 years later, when most driver on I-35 know that they can avoid the quagmire of downtown Austin at rush hour by jumping onto the 45 Connector.</p>	

Comment Number	Date Received	Name	Source	Comment	Response
				<p>SBCA knows that many local residents have already stated that the 45 Connector is a necessary solution to existing and future traffic problems in the area. That's why we recommend that Hays County and Buda look for other possible solutions. The 45 Connector should be evaluated not in isolation, but in comparison to other alternatives. For example, would further expansion of RM 1626 and a ramped intersection at its connection with I-35 offer more benefits for local residents.</p>	<p>Comment noted. The CAMPO model will be used to model traffic for the Gap Project. With regard to examining improvements to RM 1626, it should be recognized that in the model's 2045 scenario shows RM 1626 as a four lane roadway (two lanes in each direction); thus, widening of RM 1626 will be part of the baseline condition used to evaluate the impact of the Gap Project on the local roadway network. Traffic modeling will include a No Build scenario (without the Gap Project) and a Build scenario (with the Gap Project). A comparison of the two will reveal how well RM 1626 and other roadways perform with and without the Gap Project in place.</p>
				<p>In closing, SBCA would like to point out that the area that would be bisected by the 45 Connector is currently a large area of mostly undeveloped green space that serves as a buffer between Buda and Austin. It also serves as habitat for valuable wildlife. According to a map prepared in 2020 by the Hays County GIS Department, the area of the 45 Connector contains potential habitat for the endangered golden-cheeked warbler. Many residents moved to northern Hays County in part for this green space. SBCA urges the Hays County Commissioners Court to explore ways to save at least some of this area as a park or preserve.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Save Barton Creek Association and our members and supporters recognize that any potential solution to the growth problems in northern Hays County will come with tradeoffs. That's why we recommend that the Gap Study examine in detail not just the potential benefits of the 45 Connector, but its potential drawbacks too, as well as the benefits and drawbacks of other alternatives. SBCA would like to offer any help and assistance that we can provide for the Gap Study. We appreciate your consideration of our comments.</p>	<p>Comment noted.</p>
26	6/30/2023	Brigid Shea	Email	<p>It is a terrible idea to turn south Mopac into a bypass for I-35. That is what you are doing by connecting I-35 to SH 45. The only way traffic can go from that segment of SH 45 is onto South Mopac or through the neighborhoods.</p> <p>I-35 is the NAFTA highway which carries massive amounts of traffic, including 18 wheelers with hazardous material. You will be routing this traffic over the most sensitive Aquifer in the state of Texas.</p> <p>The Barton Springs Edwards aquifer is also the sole source of drinking water for over 50,000 people.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p> <p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>The very least you must do is pause work on this project and consult with the City of Austin and Travis County. If you refuse to do that then you are proving how dishonest this process is. No reasonable person thinks it's a good idea to route massive amounts of traffic through a neighboring community without any consultation with that community. Do the right thing: pause this project and consult with your neighbors.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to the City of Austin and Travis County has been initiated.</p>
27	6/30/2023	Bryna Boehle	Email	<p>Hi, My name is Bryna Boehle. I'm a lifelong Austinite & I've lived the last 21 years in South Austin. I oppose the "SH 45 Gap" plan. The protection of Barton Springs, Edwards Aquifer, and our Austin neighborhoods is important to me, my family, & our community. I urge you to not accept the "SH 45 Gap" plan and find a better & more environmentally sensitive plan moving forward.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
28	6/30/2023	Carol Cespedes	Email	<p>The plan to close the gap between SH45 and Interstate 35 with an expressway across the Edward Aquifer Recharge Zone has been proposed without concern for its impact on Mopac commuters, on South Austin neighborhoods, or on our iconic Barton Springs.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				With other residents I adamantly oppose a project certain to divert heavy Interstate traffic through our area to an already congested Mopac. This seems but one more of a series of poorly conceived projects to facilitate development in Hays County at the expense of the quality of life in the city of Austin.	Comment noted.
				I urge you to work with Travis County Commissioners and the City of Austin to find a better transportation solution for all of us.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
29	6/30/2023	Carol Pennington	Online	Do you have comments on the study area? Yes	Comment noted.
				Do you have any suggestions for the Study Team to consider during the development of potential route options? No	Comment noted.
				Did you find this meeting beneficial, and do you have any comments about this meeting? Yes	Comment noted.
				Other general comments? For me to support this road, you must not allow 18-wheelers on it. You must convince the powers that be to make sure it is labeled No Trucks, Not a Truck Route.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>This road will traverse very sensitive environmental features such as creeks and the pollution from the trucks will cause harm. Once it connects to SH45SW, you are over the Edwards Aquifer Recharge Zone and there will be more pollution harming the aquifer. You do not want to be the reason there is increased truck traffic on MoPac. The trucks must stay off. Hwy 130 and 183 should be designated as official truck routes around Austin.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>If this could be built with as much of it raised to protect the wildlife it would be great! It will also reduce the impervious cover so more water will go into the ground.</p>	<p>Comment noted.</p>
				<p>There should not be any frontage roads either. I don't know why Texas has to have frontage roads when you really don't. They take up a lot of land, add impervious cover, and are ugly to say the least. You can design access to areas other than off of frontage roads. the SH45SW gets by just fine without them and this should continue in the same vein. Only an entrance/exit at each end and maybe one in the middle if any at all.</p>	<p>The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.</p>

Comment Number	Date Received	Name	Source	Comment	Response
30	6/30/2023	Caroline Reynolds	Email	<p>Dear Sir or Madam:</p> <p>I submit the following comments for inclusion in the SH 45 Gap Study.</p> <p>Completing SH-45 would divert major, interstate, I-35 traffic to Mopac, an already overburdened local commuter highway (with no room for expansion), and encourage massive development over the Edwards Aquifer Recharge Zone, Texas’s most vulnerable aquifer. The aquifer and Barton Springs will be polluted. This is a truly poor transportation and environmental planning when there is a better alternative.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>The Travis County Commissioner’s Court and the Austin City Council have objected to the studies moving forward which don’t consider least damaging routes, yet whatever route is chosen will go through Travis County and Austin’s jurisdictions.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
				<p>SH 130 already exists as a bypass around the city of Austin for IH-35 traffic. This route should be encouraged, because it’ll be cheaper and not environmentally sensitive.</p>	<p>Comment noted.</p>
				<p>Hays County Commissioners and Buda should instead work with the City of Austin and Travis County to find a route that supports development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
31	6/30/2023	Carolyn Croom	Email	<p>Dear Sir or Madam:</p> <p>I wish to submit the following comments to be included in the SH 45 Gap Study.</p> <p>Completing SH-45 would divert major, interstate, I-35 traffic to Mopac, a local commuter highway (which is already overburdened with no room for expansion), and encourage massive development over the Edwards Aquifer Recharge Zone, Texas's most vulnerable aquifer.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>The aquifer and Barton Springs will be polluted. This is truly poor transportation and environmental planning when there is a better alternative.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>The Travis County Commissioner's Court and the Austin City Council object to the studies moving forward which don't consider least damaging routes, yet whatever route is chosen will go through Travis County and Austin's jurisdictions.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, coordination with the City of Austin and Travis County has been initiated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				SH 130 already exists as a bypass around the city of Austin for IH-35 traffic. This route should be encouraged, because it'll be cheaper and not environmentally sensitive. Hays County Commissioners and Buda should instead work with the City of Austin and Travis County to find a route that supports development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
32	6/15/2023	Cathy Stephens	Written	<p>Do you have comments on the study area?The public engagement outreach area should be larger than the study area to reach others that would be affected by this project + any residential traffic from it.</p>	<p>The team is conducting outreach to the broader community to ensure inclusive and robust engagement. Several methods to promote the project and the public meeting were used including:</p> <ul style="list-style-type: none"> • A mailed postcard to 370 property owners in and around the study area on May 24, 2023 • Signage was placed at 12 neighborhood entrances • Email communications were sent to 80 addresses on May 24, 2023, a reminder was sent to 97 addresses on June 8, 2023, and a final comment period reminder to 181 addresses on June 26, 2023 • An online web banner for Community Impact ran from June 13 to June 30, 2023 in the Southwest Austin – Dripping Springs and San Marcos – Buda – Kyle editions. • Ad was placed in the Hays Free Press on May 31, 2023 • Through media coordination and press release sent on June 13, 2023, the project was covered by several media outlets including <ul style="list-style-type: none"> ○ Hays Free Press, June 7, 2023 ○ KVUE, June 15, 2023 ○ KXAN, June 16, 2023 ○ Community Impact, June 16, 2023 ○ Hays Free Press, June 21, 2023 ○ The Austin Chronicle, June 23, 2023 <p>Comments are being collected from all interested stakeholders. The study is in the early phases and as more information is available, it will be shared through the website and at future meetings.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?Please consider evaluating expanding FM 1626 from Menchaca Rd to IH35 to 4 In divided as an alternative to connecting SH45 to IH35.</p>	<p>The CAMPO model will be used to model traffic for the Gap Project. In the 2045 scenario, the CAMPO model shows RM 1626 as a four lane roadway (two lanes in each direction); thus, widening of RM 1626 will be part of the baseline condition used to evaluate the impact of the Gap Project on the local roadway network. Traffic modeling will include a No Build scenario (without the Gap Project) and a Build scenario (with the Gap Project). A comparison of the two will reveal how well RM 1626 and other roadways perform with and without the Gap Project in place.</p>
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? Yes this was a good meeting, very well done. Exhibits were helpful. I hope you continue providing this level of information + even more</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
33	6/26/2023	Chas Semple	Online	<p>Do you have comments on the study area?I'm in favor of building the SH45 gap, in spite of the negative comments, particularly from Travis County commissioners. The reality of central Texas is that the population growth continues at record-breaking pace, and the lack of public infrastructure investment just forces everyone to use the existing infrastructure more, creating increased congestion, and decreasing the useful life of the existing infrastructure. If a person were to divorce themselves of county bias, and look at the overall transportation picture, the SH45 gap, is a natural extension of the existing footprint. In fact, if a person were to look at the current map, one of their first questions would likely be, ""why isn't that road connected to the 'other' SH45?"" Will it create more traffic on MOPAC? Potentially. That's not a reason to not do it. The benefits of allowing people in southwest Travis & northern Hays County another transportation option to reach I-35 far outweigh the negatives of potential additional traffic on MOPAC. I would also suggest a further "radical" idea of building SH45 "gap" west to US 290. CAMPO & TX DOT have already identified US 290 west for future expansion - a connection to SH45 would relieve a lot of traffic on US 290 for people trying to get to I-35 from these areas.</p>	Comment noted
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?Include an analysis of the traffic reduced on 290 for people trying to reach I-35 and/or ABIA that could benefit from an alternate route.</p>	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on US 20 and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
34	6/26/2023	Cristina Adams	Online	Do you have comments on the study area? YES	Comment noted.
				Do you have any suggestions for the Study Team to consider during the development of potential route options? NO	Comment noted.
				Did you find this meeting beneficial, and do you have any comments about this meeting? NO	Comment noted.
35	7/1/2023	Claire Sorenson	Email	I oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				This plan would divert Interstate35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
				The Travis County Commissioners Court and City of Austin are already opposing this plan, and we need your support to make our voices heard. I urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment. -- Claire Sorenson	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to the City of Austin and Travis County has been initiated.

Comment Number	Date Received	Name	Source	Comment	Response
				President, NPSOT Austin	
36	6/30/2023	Cynthia Keohane	Email	<p>Good afternoon, I strongly oppose the "SH 45 GAP" plan to connect I-35 to South MoPac Loop 1. MoPac is a commuter thoroughfare, and it needs to stay that way.</p>	Comment noted.
				<p>I urge you to protect Barton Springs and Austin neighborhoods; this plan would turn MoPac into a major bypass and pose a serious threat to the health of Barton Springs.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>I urge the Travis County Commissioners Court and City of Austin to continue to oppose this plan, while urging the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.</p> <p>Thank you for considering this urgent message!</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
37	6/26/2023	Cyril Miller	Online	<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Protecting our underground water needs to be a major consideration!</p>	Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting?Thanks for the online public comment option.</p>	Comment noted.
				<p>Do you have comments on the study area? Yes! We need to route traffic along the already constructed SH 130 route, rather than increase traffic ove the aquifer zone.</p>	Comment noted.
38	6/30/2023	Dale Weisman	Email	<p>Hello, I've just learned of Hays County's proposed SH 45 Gap Plan, and as a long-time Travis County and South Austin resident, I stand firmly against this plan. Not only would the construction and future increased traffic over the sensitive Edwards Aquifer zone potentially harm the waters of Barton Springs, Barton Creek and multiple tributaries, the massive increase in I-35 traffic diverted to SH 45 and then MoPac would have a devastating impact on the livability of Austin. MoPac is already overloaded with traffic (even in non-rush hour peak driving times), and the toll-lane on MoPac has done little to alleviate the horrible congestion. This gap plan would essentially turn MoPac into another failed I-35 roadway.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>The sensible solution is like the proverbial elephant in the room -- and it has been a solution suggested by many politicians, public servants, transit experts and citizens like me: Convert the entire SH 130 toll road into an I-35 freeway bypass, circumventing the traffic mess in downtown Austin. This way, all the interstate truck traffic and other "through traffic" could simply take SH-45 from I-35 to the "new" I-35 bypass (formerly SH 130) at NO COST and avoid the hassle of inching through downtown Austin. This would also alleviate considerable traffic on the interstate through the heart of Austin and ease the need to rebuild and expand I-35 in the center of Austin. Think about it: doesn't this make sense? The state has such a large budget surplus, the legislature is struggling to come up with useful ways to use some of this windfall. In the scheme of things, buying out SH 130 from the tolling authority and converting it into a "freeway" around Austin would be a win/win for everyone.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area. A "non-tolled" SH 130 scenario will be modeled to assess it's effectiveness and impact on the local roadway network.</p>
				<p>In closing, stop this SH 45 Gap Plan nonsense, and do something innovative, smart and environmentally friendly to ease the traffic burden through the heart of Austin, whether on I-35 or MoPac.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
39	6/30/2023	David King	Email	Honorable County Judge Ruben Becerra, County Commissioners Debbie Gonzales Ingalsbe, Michelle Cohen, Lon A. Shell, Walt Smith, and County Clerk Elaine H. Cárdenas, Hays County Commissioners Court, Please oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.	Comment noted.
				The Travis County Commissioners Court and City of Austin are already opposing this plan.	Comment noted.
				Thank you for considering my comments and for your service!	Comment noted.
40	6/30/2023	David Lauderback	Email	I am writing to urge Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment. The current plan will not address transportation needs and only harm communities and the watershed.	Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated. One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.

Comment Number	Date Received	Name	Source	Comment	Response
				Please, I ask the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
41	6/15/2023	David Parsons	Written	Do you have comments on the study area? Very interesting to see actual plans on where the proposed 45 link would go. I probably won't see the results of the project as according to one of the charts it could take up to 11 years to complete.	Comment noted.
				Do you have any suggestions for the Study Team to consider during the development of potential route options? Suggestion on clover leaf interchange at 35 and proposed 45. Also flyover at intersection of 1626 and proposed 45 link to 35.	Comment noted.
				Did you find this meeting beneficial, and do you have any comments about this meeting? Enjoyed listening to all comments about the project and suggestions on changes to make traffic flow.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
42	6/30/2023	David Todd	Email	<p>To the Hays County Commissioners,</p> <p>I have read recently about the County's proposal to bridge the gap between SH-45 and IH-35, extending road development across the Edwards Aquifer recharge zone and diverting traffic through existing Austin neighborhoods.</p> <p>I think this would be a mistake, and should be avoided.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area.</p> <p>No part of the study area is in the recharge zone or contributing zone of the Edwards Aquifer. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>I urge your collaboration with the City of Austin and Travis County to explore alternatives that are more protective of local communities and the environment.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
43	6/30/2023	Donna Beth McCormick	Email	<p>This has been discussed before -- I know it is Hays County, not Travis that wants this.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>When you live in Hays County - you can detour around Austin on the already built road. I have watched trucks bypass the cut off and go through Austin - it's free and slower - they need to make the decision and time to use the cut off.</p> <p>MoPac is for local traffic - I live off of MoPac - I drive it when necessary, but I'm retired and not in a big hurry and allow time to get where I want to go - the working people have priority from me now.</p> <p>I have been in North Central Austin for more than 4 decades - way before MoPac - we built Austin streets for Austin - not for all the surrounding counties that want to come through Austin and pay nothing.</p>	<p>Comment noted.</p>
				<p>We fight for our city and county - we pay here to live here - I am a huge NO for I-35 to be a by pass to get around Austin -- leave early or go on the road that is already there!</p>	<p>Comment noted</p>
44	6/30/2023	Doug and Sandra Marsh	Email	<p>Hello,As residents of Hayes county that live west of 45, we urge you not to complete this connector as we rely on 45 to get into town for work and obviously this connection to I 35 will create a major traffic jam on a single lane entrance ramp, small interchange at Mopac and 45. The current interchange was obviously not planed with this additional traffic over load in mind.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis on SH 45. These traffic studies will assess potential project-related impacts on roadways in and around the study area.</p>

Comment Number	Date Received	Name	Source	Comment	Response
45	6/30/2023	Dr. Craig Morris Nazor	Email	<p>To Whom it may Concern:The SH 45 GAP is a very bad idea, and it should never be completed, just like the former segment should have never been completed. In a very literal sense, it stands as an example of the ROAD TO HELL, as it represents Austin’s inability address the stress of climate change, and how surviving the merciless HEAT of that will mean that we HAVE to do things differently.We literally have no choice. We can either start to change now, or just give up a better future.We have known for many years that the Edwards Aquifer, especially the part over which this highway will cross, is very sensitive to development, particularly impervious cover. The water conserved in this aquifer, much of which erupts into Barton Springs, is the reason why Austin exists where it does in the first place, and sustains any future City growth. Further degradation of the aquifer and the springs is in the WORST interests of Austin. The gain to traffic will not even be close to worth the cost to the environment. We must invest in PUBLIC TRANSPORTATION. We must PROTECT OUT AQUIFERS, as the climate crisis shrinks available fresh water and increases the size and chances of catastrophic floods. We must protect healthy wildlands and ecosystems that sequester carbon, instead of cutting them down, replacing them with thousands of cubic yards of concrete that releases tremendous amounts of CO2, for highways supporting automobiles that will continue to increase their output of CO2. This is really the definition of insanity!</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.Comment regarding public transportation is noted.</p>
				<p>There is PLENTY of land to the east of IH35 to bypass the City of Austin. There is highway infrastructure already built there that could easily be redesigned and repurposed to handle Austin</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>bypass traffic. Why this wasn't done originally is a testament to the dogged stupidity of State politics and the backward-facing imagination of Texas highway planners. We don't have to continue to live that mistake: We can change. Trying to "finish" the SH45 GAP connection to make a loop around Austin is just the continuation of a bad idea that will only increase traffic on MoPac, requiring MoPac to be expanded. Expanding MoPac will greatly degrade Zilker Park, Zilker Botanical Gardens, the Austin Nature Center, the Butler Hike and Bike Trail, the Lady Bird Johnson Wildflower Center, and the Barton Creek Greenbelt. It will put more pressure on the increasing number of endangered species we are trying to protect. When does highway expansion end? It can't go on forever. How much concrete must be laid down upon the land until you will be satisfied with your dark view of the future? Due to the dangerous and disastrously increasingly effects of climate change that we all are CURRENTLY EXPERIENCING, it should be clear to you that we must DECREASE automobile traffic, not expand it. WHERE DOES THIS END? Was it hot enough outside for you today? Will highway workers even be able to build this road without heat protection in the near future? We can, and must do things differently, because our future right now is very grim, indeed if we continue as we have in the past. Your children and grandchildren will live in a terrible world. Is that what you want? A piece of advice: When you find yourself in a dangerous and deep hole, STOP DIGGING. Do something different, not the same thing over and over again, the thing that has been failing you for years. CHANGE. DO NOT BUILD SH45 GAP!</p>	

Comment Number	Date Received	Name	Source	Comment	Response
46	6/15/2023	Duane B. Cripe	Email	<p>Hello, I've lived in Northern Hays county off of FM1826 for ~30 years, and we were told in a meeting with the county commissioners 20 years ago the 20 year plan was to expand the road from two to four lanes from Slaughter to FM150. In a more recent meeting we're now told the four lane expansion is +10 years out at least - meanwhile subdivisions and traffic increase at an unabated rate.</p>	<p>The current study is focused on the gap between I-35 and RM 1626. Potential improvements to FM 1826 are beyond the scope of the current feasibility study.</p>
				<p>My question: How does this SH 45 study help with FM1826?? FM1826 is an incredibly dangerous road and traffic routinely backs up during rush hour (during the school year) from Nutty Brown to the Travis county line at the top of the big hill.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on FM 1826 and other roadways in and around the study area.</p>
				<p>Why are other projects being considered when projects already stated as needed go unsupported? I appreciate your consideration.</p>	<p>This study is being done concurrently with other transportation planning and improvement efforts. To learn more about Hays County initiatives, please visit hayscountytx.com/residents/transportation-projects/transportation-plan/</p>

Comment Number	Date Received	Name	Source	Comment	Response
47	6/15/2023	Easelean Sorrell	Written	<p>Do you have comments on the study area?Need more information/ Not Clear what you're asking Map location, the years of this project development and keep us inform of the project</p>	<p>The purpose of the meeting is to solicit route suggestions and other input from the public; all input will be considered as the study advances. It typically takes many years to develop a project such as the SH 45 Gap Project and funding is required for each phase of the process. To date, only feasibility study funding has been allocated to the SH 45 Gap project. Assuming all additional funding is secured in a timely manner and the project moves seamlessly from one phase to the next, typically a project of this scope would take 10 or more years to plan, design, acquire right of way, and construct. As more information is available, it will be shared through the website and at future meetings.</p>
48	6/30/2023	Eduardo & Susan Martinez	Email	<p>To whom it may concern:</p> <p>We are residents of Austin, TX for 40 years now and currently live in South Austin close to MoPac and Slaughter Lane. We are also friendly neighbors of the good people of Hays County, and patronize many Hays County businesses because they remind us of the old Austin with less development, less traffic, and less stress overall.</p>	Comment noted.
				<p>Over recent years as Austin and Central Texas has exploded in rapid growth, we have seen a lot of bad decisions, but this proposal is terrible.</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				Apparently Hays County proposes to close the "gap" between State Highway 45 and Interstate 35 by diverting the dangerous I-35 traffic across over to South MoPac and across the sensitive Edwards Aquifer recharge zone, which is already stressed as it is between climate change and user demands.	Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				Often the easier solution is not the best, and just like adding more roads doesn't solve the problem of balancing transportation needs for a robust local economy, we might need technology innovations, supply chain improvements or other breakthroughs that do not do irreparable harm to our neighborhoods and environment.	Comment noted.
				Area drivers know of the hazards of I-35 and can make their own decision whether to risk their lives using it. MoPac since its inception was designed for and has supported commuter traffic of a certain weight class and would be transformed into a slaughterhouse if tractor trailer traffic accessed it to bypass I-35.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
				In contrast SH 130 tollway was sold to voters and taxpayers as a solution for diverting traffic around I-35 and was designed for this purpose. I haven't heard of SH 130 not having capacity for this purpose, so that option still is available.If anything, we ask for further review of the cost and consequences of the damage to our recharge zone in these already distressed areas and further utilization of SH 130, in the hope that more better solutions present themselves.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				The Travis County Commissioners Court and City of Austin have responded to our concerns and are already opposing this plan, but I'm hoping our individual voices will also be considered.	Public outreach is an important aspect of the feasibility study. All comments will be thoroughly considered by the study team.
49	6/26/2023	Elaine Byrne	Email	<p>Please, let's all work together:</p> <p>1. If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.</p> <p>2. The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p> <p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				3. Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
50	6/26/2023	Elizabeth Gordon	Email	Please don't do this! The city council has recommended against objections of the city council and the Travis County Commissioners court!!! Working with Travis County and City of Austin	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to the City of Austin and Travis County has been initiated.
51	6/30/2023	Eric Lundquist	Email	For decades Austin has tried "If we don't build it they won't come" . They didn't build any roads and they came anyway. Now we have a huge mess to try and catch up with the missing infrastructure. Any additional road construction is welcome.	Comment noted.
52	7/1/2023	Evelise Sandidge	Email	I oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
				The Travis County Commissioners Court and City of Austin are already opposing this plan.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to the City of Austin and Travis County has been initiated.
53	6/27/2023	Fadi	Online	Do you have comments on the study area? This segment of the road needs to be build. A connection from East to West needs to be made to improve mobility in the area and provide equality in the region.	Comment noted.
54	6/30/2023	Fidel Acevedo	Email	Honorable Pct 2 CommissionerBrigid Sheal do not agree with the idea to fill in the gap to MoPac South. Hays County has other options that they can entertain to move the growing traffic problem.	Comment noted
				Certainly the aquifer is a major concern to all of our citizens.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
55	6/30/2023	Fidel Acevedo	Voicemail	Hello. My name is Fidel Acevedo, precinct two Travis County and I totally disagree with the expansion of the ... filling in the gap from Hays County to Mopac. Interested in trying to protect our aquifer. It's a must we keep it the way it is. Thank you very much.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.

Comment Number	Date Received	Name	Source	Comment	Response
56	6/30/2023	Gail Rothe	Email	I send this letter to urge the Hays County Commissioners to reject the “close the SH45 gap” project. I oppose this proposed project to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. The construction and long-term use of this proposed project is a serious threat to the health of Barton Springs and the vulnerable karst geology of Central Texas. Please do not destroy what drew people here in the first place.	Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				<p>Instead, I urge the Hays County Commissioners to work with the City of Austin and Travis County to find transportation solutions that do not harm our precious and irreplaceable environment.</p> <p>Thank you for the opportunity to submit these comments</p>	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
57	6/30/2023	Gail Vittori	Email	I am opposed to the SH 45 gap. It puts at risk the ecological integrity of the lands that it traverses.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection.
58	6/26/2023	Garret Nick	Online	Do you have comments on the study area? It seems irresponsible to continue to facilitate single user vehicular traffic, especially over and through areas that directly contributing to water flow of barton springs and the edwards aquifer. we are in a drought and appear to be staying in it. aren't there other, more forward thinking, ideas for moving people around than just building more and more highways???	Comment concerning single occupancy vehicles and the need for "forward thinking" option is noted. With regard to water quality, it should be noted that if the project advances beyond the current feasibility tudy, Hays Count is committed to developing the project in an environmentally sensitive manner. To tht end, the tudy will include identification of environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>we are doing irreversible damage to our water systems simply because we are too lazy or politicized to imagine other ways for people to travel.</p>	<p>If the project advances beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? what alternatives have you created for anyone to get around that don't involve driving their own personal vehicles? zero.</p>	<p>If ultimately constructed, the project would include a shared use path for pedestrians and bicyclists.</p>
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? i have participated in many of these meetings and i believe they are all full of shit. you have no real intention of straying from the original plan or making meaningful changes to your strategy of simply building and widening roads.</p>	<p>Comment noted.</p>
59	6/30/2023	Gayle Reaume	Email	<p>I have lived in Austin for 43 years and watched it grow to a wonderful large city. Most of the growth in the early years was slow and conscientious.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Accommodating for increased mobility throughout the city cannot come at the price of ruining the very reason Austin is a beautiful place to live. Find other solutions that don't pander to the need to expand road traffic. The more we accommodate and make it easier for traffic, the less likely people will be to find alternatives to using their cars.</p> <p>If we want to protect Austin and the entire planet, we HAVE TO solve mobility needs other than by encouraging more automobile traffic.</p>	Comment noted.
				<p>It's a complex problem. I'm not saying it will be easy. This is what our government is responsible for. Do your job.</p>	Comment noted.
60	6/30/2023	Genevieve "Genny" Duncan	Email	<p>Speaking as a concerned citizen of Austin and to protect Barton Springs and Austin neighborhoods, I encourage you to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment with Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
61	6/30/2023	Gioconda Bellonci	Email	<p>I oppose the Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. The Travis County Commissioners Court and City of Austin already oppose this plan, and for very good reasons!</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				The plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass, sending dangerous 18 wheelers and other too- large vehicles onto Mopac, a road that was not designed for that type of traffic, and would endanger all who drive it.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
				The plan is a serious threat to the existence of Barton Springs, being another, and maybe the last, nail in the coffin of the most precious place in our region, where I have been a daily swimmer since 1985.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				I implore the the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods, endanger our lives, and destroy our precious resources.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
62	6/30/2023	Gloria Mata Pennington	Email	I strongly oppose the SH 45 Gap plan. I live in a neighborhood that keeps pretty well informed and I am proud to join my Allandale neighbors in opposition.	Comment noted
63	6/30/2023	Gordon Turner	Email	I am a resident of NW Austin and strongly oppose the Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35. MoPac traffic is already stop-and-go for many hours of the day. Diverting more traffic through highly congested MoPac neighborhoods would make this situation intolerable.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
				This additional traffic also poses a serious threat to the health of Barton Springs (an Austin/ Texas treasure).	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
64	6/30/2023	Greg Talley	Email	I want to know more about the SH45 GAP. If it diverts Interstate traffic through Central Austin, there needs to be another way to go. Do not make MoPac a bypass for I 35 traffic	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
65	6/30/2023	Hans Magnusson	Email	I am strongly against sh45 gap plan that will bring heavy trucks on to Mopac. Fix IH-35 and the 130 bypass for trucks. There is no logical or credible reason to make Mopac into another IH-35 parking lot.	Comment noted.
66	6/28/2023	Hillary Harrison	Online	Do you have comments on the study area? I really wish that Hays/Travis county was able to buy more of this land and turn it into public land. Buda is supposed to be the outdoor capital of TX? Let's put our money where our mouth is. Texas has so much private land and it's really a shame to see so much development out of public hands.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?Traffic is already terrible on 967 in both directions (turning on 1626 or Main St.). We have one squeezed route to 35 and all the schools are right next to each other (great for parents, miserable for other commuters). While new development is inevitable, we should consider how many more exit points should be on 967. Could we have main exit points for new developments facing the 45 side?</p>	<p>The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.</p>
				<p>Other general comments? Thank you for all your work on improving our communities!</p>	<p>Comment noted.</p>
67	6/30/2023	Holly Reed	Email	<p>Planners at SH 45 Gap,</p> <p>I write in OPPOSITION to connecting SH 45 SW and I35. This highway extension will:</p> <p>Make Mopac part of a giant loop, bringing interstate traffic over the Edwards Aquifer Recharge Zone.</p> <p>Pollute Barton Springs</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				Crowd Mopac, which is NOT AN INTERSTATE HIGHWAY and is already congested, with I35 traffic Destroy countless trees that will have to be bulldozed for this highway (see your map) Contribute to climate change and pollution of the environment	Comment noted.
				The City of Austin and Travis County Commissioners Court are OPPOSED to this extension. Please DO NOT EXTEND SH 45. Please do not cover the Edwards Aquifer with interstate traffic!	Comment noted.
				Hays County Commissioners and Buda can work with the City of Austin to find better, safer transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
68	6/30/2023	Holly Reed	Online	Do you have comments on the study area? The SH 45 south to I35 connector is a terrible idea! This has so many consequences which will be regretted in the future.	Comment noted.
				Do you have any suggestions for the Study Team to consider during the development of potential route options? Do not develop this SH 45 extension! The proposed highway runs over the Edwards Aquifer Recharge Zone! It will pollute Barton Springs and our drinking water. It will destroy the environment and countless trees. If you want to give climate change a big boost this is how to do it. Please DO NOT move ahead with this project.	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				The City of Austin and Travis County Commissioners Court are OPPOSED!	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>I am a resident of Austin who lives close to Mopac and our neighborhoods along Mopac are OPPOSED! Mopac will become I35 West with the SH45 connector diverting interstate traffic to Mopac! As if traffic on Mopac is not bad enough.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>
				<p>This traffic needs to use SH 130!!</p>	<p>Comment noted.</p>
				<p>Other general comments? Please do not move forward with the SH 45 south to I35 connector highway.</p>	<p>Comment noted.</p>
69	6/15/2023	J.P. Kirksey	Email	<p>My name is J. P. Kirksey. My wife, Judy, and I live in Arroyo Doble Estates in Manchaca which is adjacent to TwinCreeks Road. We have lived in our home for 37 years and have steadily witnessed the increased vehicle traffic on the streets in our area of far south Travis County for more than 40 years. Unfortunately, I am unable to attend the open house at Sunfield Station Event Center but want to share input to support your proposal to build SH 45 from its current terminus at FM 1626 to its terminus at IH35. Recently, Travis County Precinct 3 Commissioner Ann Howard expressed that she was not in favor of building the proposed SH 45. As I recall, she stated that the buildout would "put too much traffic on MoPac". In my opinion, and based on my observations as a resident of Manchaca/far south Travis County, that is not a valid statement; i.e., the traffic is already on MoPac and that traffic is coming through our neighborhoods using our residential streets. Those streets were never intended nor designed to handle that volume of traffic. From around 7:00 am to 9:00 am each day, there are hundreds of vehicles (cars, delivery trucks, school busses, construction vehicles, etc.) stacked up on single lane roads such as Puryear Lane, Old San Antonio Road, TwinCreek Road, FM 1626 between</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>I35 & Manchaca Road, Mystic, and many other residential roadways – I have even witnessed vehicles stacked in front of my home on Scissortail Drive waiting to turn left on Twin Creek Road. Most of the vehicles are creeping toward the intersection of FM 1626 and SH 45 in order to access MoPac or going south on Manchaca Road to Slaughter Lane and then to MoPac. Again in the afternoon, hundreds of vehicles traverse the same routes on their way back to northern Hays County. As I understand, the design plan has always been to complete the loop and the only remaining section is this section in question. And, as has been previously stated, the time to build is now – before the vacant land is otherwise developed. I strongly support the construction of SH 45 from FM 1626 to I35 for the following reasons: 1. Closing the gap would decrease the volume of traffic that is currently creating significant congestion and safety hazards on our residential roads. 2. Reasonably priced Right of Way is available now and very likely will not be if we wait much longer. 3. By “closing the gap”, we could avoid the necessity of dealing with the immovable railroad crossing on FM 1626 in downtown Manchaca. Note: When the train comes through, ALL TRAFFIC STOPS! Thank you for hosting this open house and for proceeding with plans to “close the gap”.</p>	
70	6/15/2023	James Fort	Written	<p>Do you have any comments on the study area? Where is the Artizen water zone in EDWARDS Aquifer</p>	<p>The Edwards Aquifer consists of three zones: the contributing, recharge, and transition zones. A portion of the study area is located over the transition zone which is sometimes referred to as the artesian zone.</p>
				<p>TX Dot Has Had Route Planned over 50 years ago. Don't Trust Google on Topo Maps use the Aerial MAPS from the 60's Get Boots on the Ground.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Listen to the original & existing land owners to know what is & what is not on the Property and were it should Be.</p>	The Study Team's goal is to engage and gather input from a broad range of stakeholders, property owners, and local and regional leaders.
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? Some what Helpful Need to get More acurete info. AND Not BOW DOWN to ECO Terrists who want to Keep people in Dark. Sound Management of Land is Key. Wildlife will always adapt.</p>	Comment noted.
71	6/30/2023	James Nay	Email	As a Buda resident dependent on the quality of water available from the Edward's Aquifer, I oppose the extension of I-45 to I-35 over the Edward's recharge zone. The growth at any cost mentality of Texas politicians is putting a huge strain on the environment. How long will it be before Texas will be in a permanent drought due to rapid uncontrolled growth?	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
72	6/23/2023	Jason Perez	Online	<p>Do you have comments on the study area?More cars on Mopac in Austin mean more emissions and oil runoff into the aquifer recharge zone (in Austin).</p>	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, this study will identify potential best practices for environmental protection.
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Leave the highway as is.</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? n/a</p>	Comment noted.
				<p>I'm against this plan as it will just generate more traffic to Mopac which is already overloaded, even on weekends.</p>	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
73	6/30/2023	Jeff Kaufmann	Online	<p>Do you have comments on the study area? I am extremely concerned about the potential for fouling of the water supply by building this highway over the transition zone. If this project goes forward it will be essential to protect this sensitive environment and the water supply for potentially several million central Texans.</p>	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Could a recommendation be to not build this connector to I-35?</p>	Yes; comment noted.
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? Didn't attend the meeting.</p>	Comment noted

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Other general comments? I really want you to consider making any gap-filler a local arterial or collector road instead of a highway. I would much prefer the design to include a grassy median and other features of a parkway, much like Slaughter Lane near Circle C. This would ensure minimal 18 wheeler traffic, pollution and the related traffic congestion. Any road should have access for bicycles and pedestrians, perhaps as additional restricted lanes or parallel pathways alongside the roadway.</p>	<p>As currently envisioned, it is anticipated that SH 45, between I-35 and FM 1626, would be a controlled access freeway (consistent with existing sections of SH 45 to the east and west). A shared use path would parallel the roadway (within the right of way) and would accommodate pedestrians and bicyclists.</p>
				<p>Could a residential connector instead of a highway be built from Buda area to SH 45 SW? Will that be an option in the Gap Study?</p> <p>Currently there are very few or no 18-wheelers on MoPac expressway.</p>	<p>As currently envisioned, it is anticipated that SH 45, between I-35 and FM 1626, would be a controlled access freeway (consistent with existing sections of SH 45 to the east and west).</p>
				<p>I have heard this would be a toll road - is that the case?</p>	<p>Tolling is a funding mechanism that has been used to construct SH 130 and several other projects in the Austin area. If the Gap Project advances beyond the current feasibility study, additional funding will be required. To date, a funding plan has not been developed and no funding decisions have been made.</p>
				<p>Are there any limitations for Hydrocarbon (HC) trucks or vehicles carrying toxic materials from utilizing this proposed roadway? Will this be a limited access road, as SH45 SW is? It would be much preferred and a way to better ensure environmental protection.</p>	<p>Texas law prescribes the process for designation of hazardous material routes.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Would this connection include a ""no truck"" option? If trucks could use SH45 to avoid the bottlenecks on I-35, we would just be moving the problems including massive numbers of trucks, pollution and traffic congestion from I35 to SH45. This is unacceptable.</p>	<p>The scope of the feasibility study includes determination of a preferred route alternative and general roadway configuration, but the study will not determine all properties of the facility. Therefore, a 'no truck' option will not be precluded based on the results of this study.</p> <p>Should the project advance beyond the feasibility study phase and there is local interest in exploring options to restrict or limit truck traffic, those options would be evaluated in accordance with Texas law in conjunction with future phases of project development.</p>
				<p>I have also heard some politicians say state funds will no longer be used to build toll roads. Has any decision been made about this?</p>	<p>Tolling is a funding mechanism that has been used to construct SH 130 and several other projects in the Austin area. If the Gap Project advances beyond the current feasibility study, additional funding will be required. To date, a funding plan has not been developed and no funding decisions have been made.</p>
74	6/15/2023	Jennifer Storm	Written	<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Please make sure the exit off 45 to Buda connects to Central Biz district and not one neighborhood.</p>	<p>The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.</p>

Comment Number	Date Received	Name	Source	Comment	Response
75	6/25/2023	Jim Camp	Email	<p>My name is Jim Camp and my family lives in Hays County. We have lived in our current location for thirty-eight years. We have followed the TxDOT “outer loop” issue since 1988.I attended the Open House in Buda on June 15th. It was informative to talk to public officials, landowners, planners and see maps and issues that surround this transportation proposal.I have questions and comments similar to the FAQs about the scope of the feasibility study, the environmental sensitivity of the study area and SH 45, study costs and other matters.</p>	Comment noted.
				<p>Will this Gap study process explore the increased number of car trips per day coming onto SH 45SW from IH 35 as well as proposed car trips from planned subdivisions in Northern Hays and Southern Travis Counties?</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on existing SH 45 Southwest and other roadways in and around the study area.</p>
				<p>Will the NEPA Study be an Environmental Impact Statement (EIS)? With the data gathered about car trips per day in the Gap feasibility study and the NEPA studies investigate potential pollutant loading from cars and trucks traveling on SH 45 from IH 35? Will the feasibility and the NEPA studies reference CHARACTERIZATION OF HIGHWAY RUNOFF IN THE AUSTIN, TEXAS AREA study done in 1995?</p>	<p>The feasibility study will include a high-level assessment of potential environmental impacts. Should the project move beyond the feasibility study, future phases of project development would include detailed environmental investigations, coordination with natural resource agencies (when applicable), and preparation of required environmental documentation. The level of environmental documentation required for the project would be determined prior to initiation of the NEPA process. When making that determination the findings of the feasibility study and other factors would be considered.The environmental documentation process will address a full range of environmental issues (including stormwater runoff) and a variety of reference materials will be utilized.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>What kinds of mitigation (passive and structural controls) of highway runoff might be recommended in the feasibility study? Will design of SH 45 Gap use design criteria for preventing environmental degradation? Will the Gap Study consider costs of pollution controls and design of proposed highway to reduce pollution of watersheds and groundwater drinking sources?</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality. Although the use of temporary and permanent controls is anticipated, the exact type, design, and location of controls would be determined during future (environmental and design) phases of project development.</p>
				<p>There is a statement in the Gap documentation that “the Edwards Aquifer is a groundwater system that provides drinking water to two million Texans...” How many Texans in the Barton Springs portion of the Edwards Aquifer rely on it for their drinking water? Could the Aquifer and Barton Springs face contamination by a hydrocarbon spill on SH 45 or cumulative pollutant loading from the Gap Study area?</p>	<p>In 2019, the Barton Springs Edwards Aquifer Conservation District reported that the Barton Springs Segment of the Edwards Aquifer provides drinking water to approximately 60,000 people. Unlike existing SH 45 Southwest, no part of the Gap Project study area is in the recharge or contributing zones of the Edwards Aquifer. A portion of the study area is in the Edwards Aquifer transition zone. Nonetheless, should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Will the route options consider no connection to IH 35? Could a residential connector be built from Buda area to SH 45 SW? Will there be an option in the Gap Study? Or is this study based on the desire of some for an outer loop connection from SH 45 SW to IH 35.</p>	<p>As stated at the public open house, the purpose of the study is to examine the feasibility of building the segment of SH 45 between I-35 and RM 1626. Assuming a recommended alignment is identified and the project advances beyond the feasibility study, the recommendations/findings of the feasibility study would act as the starting point for future project development efforts. Future phases of project development would include detailed environmental investigations and preparation of required environmental documentation. An alternatives analysis would be conducted in conjunction with environmental investigations and would include an evaluation of the recommended alternative, a “no build” alternative, and potentially other alternatives.</p>
				<p>At the June 15th Open House, some mentioned this would be a toll road. Other believed it to be a public roadway. Has any decision been made about this? Are there any limitations for Hydrocarbon (HC) trucks or vehicles carrying toxic materials from utilizing this proposed roadway?</p>	<p>Tolling is a funding mechanism that has been used to construct SH 130 and several other projects in the Austin area. If the Gap Project advances beyond the current feasibility study, additional funding will be required. To date, a funding plan has not been developed and no funding decisions have been made.</p> <p>The process for designating a hazardous material route is prescribed by State law. If the project advances beyond the current feasibility study and is ultimately constructed, local governments would decide whether to pursue such a designation.</p>

Comment Number	Date Received	Name	Source	Comment	Response
76	6/30/2023	JJ Reinken	Email	<p>06-30-23 Good afternoon, The purpose of this message is to let you know I STRONGLY OPPOSE THE "SH 45 GAP" PLAN to connect I-35 to South MoPac Loop 1. MoPac is a commuter thoroughfare and it needs to stay that way. We do not need 18-wheelers and big rigs competing for lane space with passenger vehicles and adding more traffic delays on MoPac.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>
				<p>I urge you to PROTECT BARTON SPRINGS AND AUSTIN NEIGHBORHOODS because this plan would turn MoPac into a major bypass and pose a serious threat to the health of Barton Springs.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, constructed, and operated.</p>
				<p>I urge the Travis County Commissioners Court and City of Austin to continue to oppose this plan, while urging the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
				<p>Thank you for considering this urgent message!</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
77	6/30/2023	Jo Clifton	Email	I am opposed to "closing the gap" between I-45 and I-35 in a way that crosses the Edwards Aquifer. This will be bad for the environment, bad for South Austin and especially bad for Barton Springs.	No part of the study area is in the recharge or contributing zones of the Edwards Aquifer. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, constructed, and operated.
78	6/30/2023	Joan Goldsmith	Email	<p>Dear Hays County Commissioners,</p> <p>I strongly oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert I-35 traffic through south, west, and north Austin neighborhoods, thereby turning MoPac into a major bypass thoroughfare which would in turn pose a serious threat to the health of Barton Springs: Austin's crown jewel.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>No part of the study area is in the recharge or contributing zone of the Edwards Aquifer. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, constructed, and operated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				Protect the Edwards Aquifer recharge zone and protect Barton Springs!!!! Do not proceed with this environmentally disastrous "close the gap" plan. I urge you to find another solution.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, constructed, and operated.
79	6/29/2023	Joanne Click	Email	DO NOT CONVERT MOPAC INTO ANOTHER I-35. A 50-YEAR RESIDENT OF MOPAC AREA.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
80	6/15/2023	John Collins	Email	Please look at extending 45 all the way out to 290. I understand that there are several current issues with this concept however the eventual long-term return on investment is worth the extra cost. The current location for the project to end, off 1826, makes little sense and shows that the plan is to one day do this anyway. This would open yet another major corridor for travel where people do not need to funnel through downtown just to get the airport or coming up from our cities to the south heading out to the hill country.	The current study is focused on the gap between I-35 and RM 1626. The suggested extension of SH 45 to US 290 is beyond the scope of the current feasibility study.
81	8/6/2023	John Hille	Email	<p>I am a Travis County resident. I do not agree with the letter the Travis County Commissioners Court sent to Hays County.</p> <p>I, and a number of people with whom I have spoken, agree we should complete SH-45 between FM 2626 and I-35. We need it!</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
82	6/15/2023	John Elwell	Written	<p>Do you have comments on the study area? STRONGLY SUPPORT - ADVOCATE THE BUILDING of THE SH 45 GAP, REGARDLESS of THE ROUTE SELECTED SUPPORT FUNDING TO BUILD ASAP. IF THIS DOES NOT INCLUDE TRAVIS CO., SO BE IT.</p>	Comment noted.
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?SUPPORT ROUTE THAT EITHER TRAVIS CO. WILL SUPPORT, OR A ROUTE THAT DOES NOT INCLUDE TRAVIS Co. IF THEY REFUSE TO ACCEPT A CONNECTING ROUTE</p>	Comment noted.
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? THIS IS BENEFICIAL BECAUSE OF INFORMATION. SHARING AND THE OPPORTUNITY TO PROVIDE INPUT.</p>	Comment noted.
83	6/30/2023	John Tate	Email	<p>To participants in the SH-45 Gap Study:</p> <p>Constructing a connection between the current portion of SH-45 west of IH-35 to IH-35 would be a mistake. From the environmental point of view, it would bring increased traffic to the Edwards Aquifer recharge zone, putting water quality in the aquifer at risk.</p>	Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				<p>From the transportation point of view, it would place inter-city traffic onto MoPac, which is already inadequate and is not designed for that purpose.</p>	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
				Any additional roadway capacity needed should be developed in the areas east and downstream of the Edwards Aquifer, following the routes of I-35 and SH-130. That route would be cheaper and would present less risk to water quality.	Comment noted.
84	6/30/2023	Joseph L. Rachel Jr. Ph.D.	Email	Dear Person,I wish to strongly oppose the SH 45 Gap plan!At a time when access to water is becoming a grave issue for the Greater Austin area, covering part of the Edwards Aquifer with more concrete will only make the water crisis more severe.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end,, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, constructed, and operated.
				In addition it will not improve traffic flow on Mopac or on I 35 by having the two super congested highways flow into each other.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area.
				Quality of life is one of the reasons people want to move to the Greater Austin area and this will further destroy the open spaces the people want to enjoy. Please vote NO to this plan.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
85	6/30/2023	Joseph Reynolds	Email	<p>Commissioners; I'm a 45 year resident of the Shoal Creek 'Flood Alley'. I "was there" during the 1981 flood. Two friends had their houses destroyed. My dissertation professor's son was drowned when he was swept off a bridge. I have continuing concern about protecting the ground water and creeks of the area from Austin to San Marcos. This proposed highway puts the waters at extreme risk. We have learned a lot about protecting the waters in my 45 years. Floods , like 1981 on Shoal Creek, and 2015 flooding of San Marcos River, have forced work to understand and prevent damage. The damage isn't just to real estate, houses and business, it is also to 'natural' wealth. Wealth like the Springs on Barton Creek and springs at Aquarena on Texas State at San Marcos. Through care, highways across Barton Creek have been built so that pollution from driving won't degrade the creek or the springs. The proposed SH-45 project shows no such sensitivity. It is aimed right at the Woods of Bear Creek, a wonderful natural area. The project will, by increasing traffic, place significantly more load on the protection facilities for Barton Creek and the Springs. By diverting I-35 traffic to Loop-1, the MoPac Expressway, this project will impact Shoal Creek. Shoal Creek has the 2nd largest watershed discharging into the Colorado at downtown Austin. It is 2nd to Barton Creek. So, this project is a double strike against flood control in downtown Austin.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, constructed, and operated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				I urge you, as public servants, to work with Travis County and with City of Austin to protect our waters. There are cooperative and coordinating organizations that both Travis and Hays counties belong to. Do not rush into this project as if it a magic talisman. It may not only destroy the Woods of Bear Creek, but Barton Springs, and the civic center of Austin.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
86	6/30/2023	Joyce Basciano	Email	The SH 45 GAP Plan is seriously flawed. MoPac is not an interstate highway or a bypass for IH 35. Please consider investing in transportation near SH 130 which is meant to be the bypass for IH 35.	Comment noted.
				The SH 45 GAP Plan will divert IH 35 traffic onto MoPac, bringing it across the Edwards Aquifer Recharge Zone, negatively impacting the quality of recharge water. In a state that faces water shortages in the near future, care must be take to protect our aquifers.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, constructed, and operated.
				Please work with the Travis County government, particularly our Commissioners some of whom have had years of experience with protecting the Edwards Aquifer and highway construction.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
87	6/30/2023	Joyce Statz	Email	We don't need commercial trucks going through any more of the City... we need to make 130 free and get the trucks outside the City.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area. A "non-tolled" SH 130 scenario will be modeled to assess its effectiveness and impact on the local roadway network.

Comment Number	Date Received	Name	Source	Comment	Response
88	8/16/2023	Julie Perkins	Email	Hi, Could you please address what will happen with interstate 18-wheel trucking traffic if the gap is closed? Will those trucks be allowed on Mopac? If so maybe we could heavily toll the trucks on Mopac and I-35 and make 130 free.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area. A "non-tolled" SH 130 scenario will be modeled to assess it's effectiveness and impact on the local roadway network.
89	6/30/2023	Karen Kocher	Email	Dear Hays County Commissioners: I am writing in strong opposition to the Hays County's proposals to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. Our community has worked for over 3 decades to protect this most sensitive area that feeds the Barton Springs segment of the Edwards Aquifer supplying drinking water and feeding our irreplaceable Barton Springs.	No part of the study area is in the recharge zone or contributing zone of the Edwards Aquifer. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, constructed, and operated.
				The Travis County Commissioners Court and City of Austin are also opposed to this plan for good reason. I urge you to please find transportation solutions that do not harm our neighborhoods and environment.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
90	6/30/2023	Karen Miller	Email	I strongly stand against this terrible plan which would greatly impact the watershed and the Barton Creek watershed and Barton Springs. We need our green spaces and this would turn this area into a desert!	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices including strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.

Comment Number	Date Received	Name	Source	Comment	Response
91	6/26/2023	Kari Ramachandran	Email	Please stop plans to reroute interstate traffic through Austin, onto MOPAC, over our sensitive Barton Creek recharge zone!	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, constructed, and operated.</p>
				Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
92	6/30/2023	Karin Richmond	Email	To whom it may concern, This proposal, if actually completed as drawn, cannot help but exacerbate the traffic on MOPAC.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
				I am no expert, but there has to be a better alternative than opening the traffic noise, pollution and aggravation to the neighborhoods down south.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
93	6/28/2023	Katherine Byers	Online	<p>Do you have comments on the study area? The study area doesn't directly go over the recharge zone but would still heavily impact the recharge zone adjacent to it. If this area is developed that would impact the amount of traffic to the recharge zone and can even make traffic worse on Mopac overall.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>Instead of Mopac being a regional highway with this plan it would functionally take a lot of interstate and interregional traffic - which can bring in outside pollutants to the Edward's Aquifer Recharge zone.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>Beyond any of that, the Travis County Commissioners court AND the Austin City Council (as some routes may go through those areas independently) have already objected to this study. Why is it going through despite this? Hays and Buda need to work together with Austin/Travis County since this affects all of us.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?Just because it doesn't directly go over the recharge zone doesn't mean that it doesn't impact the recharge zone or the creek that goes directly through the middle. Be more environmentally aware of your decisions and prioritize the world we live in over minor convenience.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? The fact we can submit comments online is very nice honestly, I do appreciate that this is open to public opinion and is readily accessible.</p>	Comment noted.
				<p>Other general comments? Please don't brush these concerns aside. I know its not the most profitable idea but listening to the people who live in the region is important to preserving our state and environment.</p>	Public outreach is an important aspect of the feasibility study. All comments will be thoroughly considered by the study team.
94	6/30/2023	Kathy Hardin	Email	Please reconsider the proposed plan for extending 45 over the Edwards Aquifer.	Comment noted.
				PROTECT BARTON SPRINGS AND AUSTIN NEIGHBORHOODS	Comment noted.
				Our precious resources are overtaxed and development will make the aquifer less safe.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
95	6/30/2023	Kayte VanScoy	Email	I oppose bridging the gap between 45 & 35 over the Edward's Aquifer recharge zone.	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.

Comment Number	Date Received	Name	Source	Comment	Response
96	7/4/2023	Kent Middleton	Email	SH45 should not be connected to I-35. Doing so risks pollution of the Barton Springs recharge zone and creates more traffic on Mopac, including big trucks.	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				SH45 should not be connected to I-35. Doing so risks pollution of the Barton Springs recharge zone and creates more traffic on Mopac, including big trucks.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
97	7/2/2023	Kevin Sims	Email	<p>To Whom It May Concern,</p> <p>I am a resident of Travis County in Central Austin. I use Mopac most days and swim in Barton Springs every chance I get. In regard to the SH 45 Gap, I strongly oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.</p> <p>Thank you.</p>	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
98	6/19/2023	Keith Whittington	Online	<p>Do you have comments on the study area? Yes. I do.</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? I suggest that this roadway be a no exit addition to the freeway, with no stops until Hwy 1626. I also suggest that the roadway try to be at ground level as much as possible to reduce noise pollution from the traffic and to keep overpasses to an absolute minimum over waterways and other natural obstructions including the railroad crossings.</p>	<p>The feasibility study will include the development of a preliminary schematic for the recommended alternative. The preliminary schematic will identify anticipated access, turn lane, and bridge locations as well as other roadway details. These comments will be taken into consideration as the preliminary schematic is developed. It is important to note that the preliminary schematic would be subject to revision and refinement during future (post-feasibility study) phases of project development.</p>
				<p>Other general comments?Redo intersection at 1626 to include passing over that highway and have sufficient off ramping and turn lanes for future traffic considerations at this intersection that would take into account the subdivisions that are already being planned to be built in this area over the next 20-30 years.</p>	<p>The feasibility study will include the development of a preliminary schematic for the recommended alternative. The preliminary schematic will identify anticipated access, turn lane, and bridge locations as well as other roadway details. These comments will be taken into consideration as the preliminary schematic is developed. It is important to note that the preliminary schematic would be subject to revision and refinement during future (post-feasibility study) phases of project development.</p>
99	6/26/2023	Kevin Rolfes	Online	<p>It is disingenuous to imply that because the "gap" is not part of the recharge zone that the aquifer would be protected.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility Study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Other general comments? Any environmental impact study regarding the SH45 "gap" must take into account the increased pollution that will fall into the sensitive aquifer recharge zone due to an increase in traffic on existing roadways outside the immediate vicinity of the "gap".</p>	<p>The feasibility study will include a high-level assessment of potential environmental impacts. Should the project move beyond the feasibility study, future phases of project development would include detailed environmental investigations, coordination with natural resource agencies (when applicable), and preparation of required environmental documentation.</p>
				<p>As a regular user of SH45 and Mopac, I do not want to see these roads converted from local commuter highways into a western I-35 alternative full of interregional and interstate traffic.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac, existing SH 45, and other roadways in and around the study area.</p>
100	6/30/2023	Kim Dean	Email	<p>I strongly oppose the proposed SH 45 gap highway. This highway would turn MoPac into a trucker highway and the road would rapidly degrade Barton Springs.</p> <p>Please don't allow this to pass.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
101	6/30/2023	Kirsti Harms	Email	The Native Prairies Association of Texas owns one of the last large open spaces in deep South Austin. This area is already exploding with houses and development. Our neighbors are so relieved that at least a part has been conserved. You can't bring back what is covered in houses, pavement and highways. Hays County needs to protect their last open spaces by conserving them, not putting highways over them to divert traffic, noise and pollution to a sensitive ecological area and neighborhoods. What kind of future will this be for the region?	Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection.
102	6/30/2023	Larry Akers	Email	I urge you to abandon this SH 45 gap project. The connection will turn Mopac into an international highway, an alternative to IH-35 through the Austin metro area, which it was created explicitly not to be and should not become now. The state and federal government can and should take care of IH-35 without dumping its refuse on an already overloaded local roadway.	Comment noted.
103	6/30/2023	Laura Srygley	Email	To whom it may concern: I strongly oppose the proposal to close the gap between SH 45 and I-35 across the Edwards Aquifer Recharge zone. Barton Springs is already under threat from so many sources. I have swum there almost daily since 1982 and the quality of the environment has really gone downhill, especially in the past 2-3 years.	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>This project will encourage more development over the recharge zone, polluting the aquifer even more. The future of the city and the state and the world depends on clean water. I think there are better alternatives to this.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
104	7/3/2023	Laura Westscott	Email	<p>I would like to register my opposition to Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan poses a serious threat to the Barton Springs.</p>	<p>No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>Please work with Austin and Travis County to find transportation solutions that won't negatively impact our environment and our neighborhoods.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
105	6/30/2023	Lauren Cadell	Online	<p>Do you have comments on the study area? yes, I oppose building over the recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted. Barton springs is arguably the best and most unique thing about Austin, it shouldn't be sacrificed. Covering this recharge zone would ruin the springs, anything else downstream, and our water reserves. We need all the ground water we can get!</p>	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices including strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? No, I'm not a traffic engineer, just a local gal trying to save the blind salamanders.</p>	Comment noted.
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting?Yes. It's interesting that Travis County Commissioners Court and the Austin City Council both object to this highway being built in their county yet feasibility studies are still happening. Why can't we focus more on getting the light rail up and running after that massive budget approval a while back?</p>	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to the City of Austin and Travis County has been initiated.Comment regarding light rail is noted.
106	6/30/2023	Leigh Ann Brunson	Email	<p>LEAVE Mopac ALONE! It was NOT intended to be used in this way!!!!</p>	Comment noted.
				<p>No throughway through our neighborhoods. No No No</p>	Comment noted

Comment Number	Date Received	Name	Source	Comment	Response
107	6/26/2023	Leslie Currens	Email	<p>If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.</p> <p>Please stop this reckless planning and look at regional solutions that does not dump traffic across inner neighborhoods and sensitive environmental areas of Austin.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>The potential extension of SH45 from its current southern terminus at 1626 to a connection point with IH 35 somewhere near Buda would complete a western loop around Austin, and open up SH45 and Mopac — which run right through the heart of the aquifer recharge zone — to interstate traffic. I live directly West of MoPac in north central Austin, and I am completely opposed to this proposal. This proposal would directly impact my neighborhood and home for the worst. We do not need to draw interstate traffic which should be on the Interstate Highway I-35 into our city and neighborhoods, and particularly not across the Barton Springs recharge area.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These\ traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>These studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. 0 The studies should be immediately halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.</p> <p>Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
108	6/26/2023	Leticia Estavillo	Online	<p>Do you have comments on the study area?I am in favor of this project. Please build this as soon as possible.</p> <p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Buy the right of way to the ultimate property needs for any possible roadway improvements.</p>	<p>Comment noted.</p> <p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
109	6/26/2023	Lily Wilkerson	Online	<p>Do you have comments on the study area? Attempt to minimize the initial build footprint and build sustainably, like the neighboring SH45SW project. If feasible complete the stack at 35/45 but if not feasible perhaps build ramp stubs or other ways to allow for future completion. No strong route preferences but work with landowners to acquire ROW as quickly as possible to prevent development from blocking this project forever.</p>	<p>The feasibility study will include the development of a preliminary schematic for the recommended alternative. The preliminary schematic will identify anticipated access, turn lane, and bridge locations as well as other roadway details. These comments will be taken into consideration as the preliminary schematic is developed. It is important to note that the preliminary schematic would be subject to revision and refinement during future (post-feasibility study) phases of project development.</p>
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Ensure the selected route can be expanded to meet future demand without requiring substantial ROW acquisition or rebuilds.</p>	<p>Comment noted.</p>
110	6/27/2023	Lisa Kerber	Online	<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?The proposed 45 SW "gap" extension converts Mopac into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted. This is terrible for the environment.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				Proposed routes would cross Austin and Travis County jurisdictions. Travis County Commissioners Court and the Austin City Council oppose the plan. Come up with a plan that all parties support.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
111	6/30/2023	Lisa Powell-Gould	Email	I oppose turning loop 1 into a I-35 bypass. This would harm out aquifer and our neighborhoods.	Comment noted.
112	6/30/2023	Lori McClure	Email	I am writing in opposition to Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. At a time when the realities of climate change are coming into focus—extreme temperatures, prolonged drought, damaging storms and depleted water supplies, to name a few—to move forward with this plan is pure folly. The Edwards Aquifer is vital to this region and the threat posed to it by this project is real. Tens of thousands of people rely on the aquifer for drinking water, tens of thousands more enjoy the clarity of the springs that it feeds in spots around the region, including at Austin's "crown jewel" Barton Springs. With the scientific, economic and social knowledge we possess about the importance of preserving the aquifer, why would a responsible group of elected officials move forward with a transportation plan that would damage this irreplaceable system? The people of this region deserve forward thinking, innovative, and responsible leadership that takes decisive action to find transportation solutions that will not endanger the aquifer, contribute to further environmental destruction, and damage neighborhoods and livelihoods far beyond those who are inconvenienced by traffic on I-35.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.

Comment Number	Date Received	Name	Source	Comment	Response
				Please work with Austin and Travis County to find transportation solutions that take into account the need to preserve this precious resource and to begin transitioning toward more responsible regional transport planning that is appropriate for the future we are facing.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
113	6/26/2023	Lynn R. Langley	Email	Are you crazy? What part of Save our Springs do you not understand? Building a gap SH 45 will pollute the Aquifer and the Springs that Austin citizens love. Do not kill the golden goose!	Comment noted.
				We need traffic options south and East of Austin, not over the Aquifer. And we need mass transit solutions and less encouragement for people using individual cars for all travel. Try buses instead of monster pickups and ever increasing numbers of cars on our roads.	Comment noted.
114	6/30/2023	Margot Clarke	Email	Honorable Hays Co. Commissioners – As a very long-time Austin resident (my family came here in 1955), I am urgently and emphatically pleading with you to avoid further decimating the quality of life and environment in the heart of our capital city and Travis County. Closing the “gap” of SH45 will do exactly that, by creating an unneeded and extraneous westward bypass of IH35 into and through Austin, on a roadway (never intended to be a ‘highway’) that is already congested.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				SH130 was built to be an IH35 bypass, and if it were purchased from the toll company, would alleviate and improve interstate traffic much better than some diversion westward.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area. A "non-tolled" SH 130 scenario will be modeled to assess its effectiveness and impact on the local roadway network.
				Please, please, do not do this; nothing will be improved by this except for developers who want access to 'big roadways to serve them. Please explore alternatives with your neighboring colleagues in Austin and Travis County. Do not harm Austin to make more money for developers, don't turn us into sacrificial lambs to massive traffic and pollution.	Comment noted.
115	6/30/2023	Mari Jackson	Text	Please do not build anything over the aquifer! Ever This is what makes Austin special.	Comment noted.
116	6/30/2023	Mari Jackson	Email	Please do not build or divert traffic to mopac or over the Edwards aquifer recharge zone!! I am against it!	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.

Comment Number	Date Received	Name	Source	Comment	Response
117	6/26/2023	Mark Drosos	Online	<p>Other general comments? Are you going to be publishing a list of all the questions asked and the answers to those questions? If not how do we get the list of all questions asked during open house and via form and via emails sent? Do we need to do an open records request to get them?</p>	<p>All comments received and responses to those comments are included in this meeting summary report (available on-line at SH45gap.com).</p>
118	6/23/2023	Mark Houseman	Online	<p>Do you have comments on the study area?The southeast corner of the study area contains YMCA Camp Moody, an 85-acre multi-use facility that includes a nature preserve, summer day camp site, indoor and outdoor classrooms and an aquatics complex funded and utilized by Hays CISD. The original 100-acre property was donated by the Yonge family in 1999 with the intention of creating facilities and programs that provide children and families with educational outdoor experiences. The site features dramatic limestone bluffs that wrap around Onion Creek, which retains water year-round, providing rich habitat for plant and wildlife. The Hays CISD purchased 15 acres of the property along Old San Antonio Road and constructed a new campus of Buda Elementary School that opened in 2019. Since opening in spring of 2020, YMCA Camp Moody has hosted more than 1,600 children in summer day camp and currently hosts approximately 100 kids per week. More than 1,200 HCISD students have participated in swim team programs and free water safety instruction as part of YMCA Project SAFE. The Y has also partnered with multiple area school districts, the Texas Parks & Wildlife Department and the U.S. National Park Service to deliver outdoor education programs, family campouts and special events that have benefited more than 1,000 Austin-area families since 2020. As a volunteer-led nonprofit committed to ensuring access to people of all</p>	<p>When developing route alternatives efforts will be made to avoid and/or minimize impacts to the YMCA and other existing and planned developments.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>backgrounds, the Y provides financial assistance to anyone who wants to participate in its programs but cannot afford the fee More than 300 individuals and multiple foundations, including the namesake Moody Foundation, have come together to fund Phase I of Camp Moody with investments of over \$17 million. The Y is currently planning the next phase of development for the property, with intentions to continue enhancing infrastructure through construction of several permanent buildings including a multipurpose hall and residential cabins, creating the ability to serve greater numbers of people in a wider variety of activities. Construction of the SH45 expansion adjacent to or through the YMCA property would not only disrupt the current activities taking place on site that serve thousands today, but it would also impede plans for expansion and limit the number of people who will benefit in the years to come. For these reasons, we urge planners to identify an alternate route.</p>	
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?We encourage planners to consider a route along the northern portion of the study area for several reasons: A northerly route poses the shortest distance between the east and west ends of the current SH45 roadway. It poses the least disruption to existing or planned development. It creates a smaller environmental impact than other potential routes. It creates easier connectivity to the planned Texas Childrens Hospital, enhancing public safety.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? Having an opportunity to learn about and better understand the process was extremely valuable. We also found it helpful to see multiple images containing overlays and site constraints so that we could take all factors into consideration in providing input. Finally, it was helpful to speak directly with the engineering and planning professionals who are overseeing the current project.</p>	Comment noted.
				<p>Other general comments?The YMCA is happy to participate in additional stakeholder activities in the future and support planning efforts in whatever way we can.</p>	Comment noted.
119	6/15/2023	Mark McNeil	Written	<p>Do you have comments on the study area? I have lived in the area almost 40 yrs. and never explored the area. So, your findings will be interesting.</p>	Comment noted.
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? I prefer a limited access road to keep traffic flowing. Frequent intersections and possible stop lights will not be beneficial.</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? Yes. I did not get a definitive answer to the study time and construction time.</p>	<p>It typically takes many years to develop a project such as the SH 45 Gap Project and funding is required for each phase of the process. To date, only feasibility study funding has been allocated to the SH 45 Gap project. Assuming all additional funding is secured in a timely manner and the project moves seamlessly from one phase to the next, typically a project of this scope would take 10 or more years to plan, design, acquire right of way, and construct.</p>
				<p>Other general comments? A continuation of the 45 SW bike path would be a nice to have. Try to preserve park space along the road.</p>	<p>If ultimately constructed, the project would include a shared use path for pedestrians and bicyclists.</p>
120	6/27/2023	Mark Warren	Email	<p>I am unalterably opposed to this extension of SH45. We as a society, as cities and counties and state departments, need to start thinking differently, and do so immediately. It's time to stop enabling and facilitating the metastasizing spread of low density suburban sprawl, the destruction of more and more of our fast dwindling wild areas, the pollution of our groundwater, the encouragement of more gas-guzzling vehicle-miles. It's been a bad idea for a good while, and it's time to stop it.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
121	6/26/2023	Mark Weiler	Online	<p>Other general comments? This will be a disaster for Austin on Mopac and should be scrapped due to the insane amount of traffic it will add to Mopac. It will also encourage out of control development over the recharge zone. Net is this plan should be scrapped.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility Study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p> <p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?Have you driven N or S on Mopac i the area from ~35th st to Loop 360 on a weekend, skipping of course the nightmare of work day rush hr on Mopac? The traffic comes to almost a complete stop. This would add so much traffic to Mopac that this would be even more of a mess and unless there are plans to greatly expand Mopac, which will probably never happen, this would make the traffic in Austin on Mopac a complete disaster. Please make sure your traffic study covers the full length of Mopac.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Do you have comments on the study area? yes, the proposed gap addition might not be over the recharge zone but it will greatly increase traffic over it and encourage additional development over it. This plan should be scrapped.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility Study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? Thank you for the opportunity to comment.</p>	<p>Comment noted.</p>
122	6/30/2023	Mary Fero	Email	<p>I STRONGLY OPPOSE THE "SH 45 GAP" PLAN to connect I-35 to South MoPac Loop 1. MoPac is a commuter thoroughfare that is already overcrowded; we do not need 18-wheelers and various big rigs competing for lane space with passenger vehicles, creating more traffic delays, and threatening motorists' safety.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>
				<p>This plan would turn MoPac into a major bypass and pose a serious threat to the health of Barton Springs. I urge you to PROTECT BARTON SPRINGS and Austin neighborhoods that would be adversely affected by this ill-advised plan.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>I add my voice to the many who are asking the Travis County Commissioners Court and City of Austin to continue to oppose this plan and urgently request the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that will not cause lasting damage to our environment or harm our neighborhoods. Thank you for your consideration of this urgent request.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
123	6/27/2023	Mary M Arnold	Online	<p>Do you have comments on the study area? I am OPPOSED to the proposed extension of TRAFFIC in the area of the Edwards Aquifer zone - because of the harm that would come to the Aquifer and the various endangered species that call the Edwards Aquifer their home...</p> <p>Do you have any suggestions for the Study Team to consider during the development of potential route options? There has been significant growth already, PLEASE do not make it any more!</p> <p>Did you find this meeting beneficial, and do you have any comments about this meeting? The map that I was able to see on my laptop was definitely HARD to READ and it was also hard to identify the various elements that were shown - because I could not understand what the elements of colors, stripings, etc, actually stood for</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection.</p> <p>Comment noted.</p> <p>The study team appreciates this feedback and will strive to improve maps and other exhibits used at future meetings.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Other general comments?It is IMPORTANT to include in the study an analysis of the IMPACT of where cars/vehicles go when they would get off the new roadway and the negative impact they would have on the aquifer ... i.e., it is not just the construction of the new roadway that needs to be analyzed, but also the impact after the cars get off the new roadway....</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area.Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
124	7/1/2023	Mary Ellen Jenkins	Email	<p>Please find an alternative solution to this issue. Edwards Aquifer needs to be protected.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
125	6/30/2023	Mary Reynolds	Email	<p>Good afternoon, The purpose of this message is to let you know I STRONGLY OPPOSE THE "SH 45 GAP" PLAN to connect I-35 to South MoPac Loop 1. MoPac is a commuter thoroughfare and it needs to stay that way. We do not need 18-wheelers and big rigs competing for lane space with passenger vehicles and adding more traffic delays on MoPac.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis on SH 45. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>I urge you to PROTECT BARTON SPRINGS AND AUSTIN NEIGHBORHOODS because this plan would turn MoPac into a major bypass and pose a serious threat to the health of Barton Springs.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>I urge the Travis County Commissioners Court and City of Austin to continue to oppose this plan, while urging the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
126	6/30/2023	Matt Williams	Email	<p>Good Afternoon</p> <p>I'm writing to state my opposition to "closing the gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone because that would further congest Mopac AND pose a dangerous threat to the health of Barton Springs.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>I urge the Hays County Commissioners, the City of Austin and the Travis County Commissioners Court to work together to generate transportation alternatives to closing the gap and to avoid harming our environment.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
127	6/30/2023	Megan Kressin	Online	<p>Do you have comments on the study area?I am opposed to the 45 SW Gap extension. This extension across the Edwards Aquifer will encourage traffic and development over the <i>*very*</i> sensitive Barton Springs Contributing zone. This is extremely sensitive land that should not be paved over.</p>	<p>No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices including strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>Do you have comments on the study area? I am opposed to the 45 SW Gap extension. This extension across the Edwards Aquifer will encourage traffic and development over the <i>*very*</i> sensitive Barton Springs Contributing zone. This is extremely sensitive land that should not be paved over.</p>	<p>No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices including strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>SH 130 already exists as a bypass around the city of Austin for IH-35 traffic. This route should be encouraged as it is cheaper, not environmentally sensitive.</p>	<p>Comment noted.</p>
				<p>We already have a western loop around the city - Loop 360.</p> <p>Mopac is already over-burdened, and there is no room for expansion into the neighborhood. We need to encourage use of the outer loops, and not be directing traffic onto a road that runs over environmentally sensitive areas.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?It should be more widely publicized. It feels as if this is going on behind the back of most Austinites.</p>	<p>Several methods to promote the project and the public meeting were used including:</p> <ul style="list-style-type: none"> • A mailed postcard to 370 property owners in and around the study area on May 24, 2023 • Signage was placed at 12 neighborhood entrances • Email communications were sent to 80 addresses on May 24, 2023, a reminder was sent to 97 addresses on June 8, 2023, and a final comment period reminder to 181 addresses on June 26, 2023 • An online web banner for Community Impact ran from June 13 to June 30, 2023 in the Southwest Austin – Dripping Springs and San Marcos – Buda – Kyle editions. • Ad was placed in the Hays Free Press on May 31, 2023 • Through media coordination and press release sent on June 13, 2023, the project was covered by several media outlets including: <ul style="list-style-type: none"> ○ Hays Free Press, June 7, 2023 ○ KVUE, June 15, 2023 ○ KXAN, June 16, 2023 ○ Community Impact, June 16, 2023 ○ Hays Free Press, June 21, 2023 ○ The Austin Chronicle, June 23, 2023 <p>Comments are being collected from all interested stakeholders. The study is in the early phases and as more information is available, it will be shared through the website and at future meetings.</p>

Comment Number	Date Received	Name	Source	Comment	Response
128	6/30/2023	Michael Plaster	Email	Please work and coordinate with Travis County and City of Austin on this issue of solving the gap on SH45.This specifically affects where I reside.I believe if Travis and Hays governments would work together for a mutually beneficial solution, such would be correct and more likely a success.Traffic is a bear, but we all need to work together and in unison.Please move in this direction!	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
129	6/14/2023	Mike Clifford	Email	<p>Hello, please find below the comments submitted by the Greater Edwards Aquifer Alliance regarding the SH45 Gap project and open house this week in Buda:</p> <p>Good afternoon, the Greater Edwards Aquifer Alliance strongly opposes the proposed SH45 Gap highway segment that would connect I-35 to the southern terminus of the SH45 west spur.</p>	Comment noted
				<p>The area where the proposed SH45 Gap would be constructed is one of the most environmentally-sensitive areas in Central Texas, the Edwards Aquifer recharge zone, where surface water enters the aquifer – an aquifer that provides drinking water for thousands of area residents and is also the water source for Barton Springs. Polluting the aquifer in the name of reducing traffic on I-35 and several Buda side streets would be short-sited and potentially disastrous.</p> <p>Proponents of SH-45 Gap point to the fact that the existing SH45 spur was constructed across the recharge zone without significant negative impacts to aquifer water quality. But missing from that</p>	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>argument is the massive increase in traffic that would occur with completion of the SH45 Gap, not only across the new proposed segment over the Edwards Aquifer transition zone, but also across the existing SH45 west spur which crosses the recharge zone.</p>	
				<p>Currently, the heavy volume of northbound I-35 traffic has a choice as they approach Austin. They can exit at FM1626 in Buda, travel through nine stop lights, then enter the SH45 west spur and continue north onto Mopac expressway. Alternately, they can stay on I-35 and deal with heavy traffic and delays by going directly through Austin. Or they can enter the SH130 tollway via SH45 east and pay a substantial toll to circumvent I-35 traffic by traveling around the eastside of Austin.</p> <p>According to recent studies, most of the northbound traffic including heavy truck traffic currently stays on I-35. Most trucks and passenger vehicular traffic choose to endure delays getting through downtown Austin rather than pay the high SH130 toll, which is currently \$32.46 for a freight truck travelling between Buda and Georgetown, using a toll pass.</p> <p>All of this would change in a very bad way if the SH45 Gap connector is built, effectively providing a beltway around the west side of Austin. Much of the I-35 northbound traffic would be re-routed onto the new west Austin beltway, and southbound I-35 traffic would also take advantage of this new route, turning Mopac into a road it was</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>never designed to be, creating unbearable gridlock on Mopac, and putting North Hays and South Travis County's water quality at risk with passenger traffic and freight trucks that tend to leak oil, engine fluids, and other pollutants onto the roadway and then into the aquifer.</p>	
				<p>Rather than risking the drinking water for south Travis County and north Hays County residents and creating a traffic nightmare on Mopac, plus incurring the cost of such a new construction, the Central Texas toll authority needs to better incentivize all vehicular traffic and especially freight trucks to use the SH130 opt on to bypass downtown Austin. Currently SH130 has approximately 30,000 vehicles per day traffic load, compared with over eight times that amount on I-35 through downtown Austin.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>Building a new connector freeway and trying to convert Mopac from its current usage as a regional highway into an Austin beltway is not only a costly approach but one that puts Barton Springs and the drinking water of thousands of area residents at risk. The Greater Edwards Aquifer Alliance encourages local officials to reject this plan in its entirety. We would like to thank Buda and Hays County officials for hosting this open house to discuss the proposed SH 45Gap project.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
130	7/1/2023	Mona Mehdy	Email	I am firmly opposed to any expanded connector road, which would divert and expand dense traffic into the Mopac served region bringing more air, water pollution, more sprawl and harm to watershed such as the Barton Creek and springs watershed.	Comment noted.
131	6/30/2023	Nancy Walker	Email	I would like to voice my opposition to the Hays County plan to close the gap between SH 45 and I-35 across the Edwards Aquifer recharge zone. My first concern is the impact to the health of Barton Springs. Also, as an Austin resident living right off Mopac, turning it into a major bypass would greatly impact our local communities with additional traffic. Two great reasons to put the brakes on this plan.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				I urge you to work with Travis County and Austin to find a solution that does not harm the environment or our neighborhoods.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
				SH 130 already exists as a bypass around the city.	Comment noted.
132	6/30/2023	Neil Pascoe	Email	Please do not continue with the plan to connect the existing portion of SH 45 to IH 35. The environment cannot continue to handle this continued bombardment of additional construction and the ensuing burden of the traffic.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
133	6/26/2023	Nina Brodsky	Email	<p>This proposal for the SH45 extension is terrible. Besides the impact it would have on the Edwards Aquifer it would drastically increase noise, traffic and air pollution into the residential neighborhoods along Loop1. This is where I live and I do not want this in my backyard.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>As this proposal will impact Austin, Hays and Buda Counties need to work together with both the Travis County Commissioners and the Austin City Council to work out a least damaging route for all of us!!!</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
134	6/30/2023	Page Harris	Email	<p>Dear friends:</p> <p>Please consider the following comments to be included in the SH 45 Gap Study.</p> <p>Completing SH-45 would divert major, interstate, I-35 traffic to Mopac which is a local commuter highway (and is already overburdened with no room for expansion).</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>
				<p>It would also encourage massive development over the Edwards Aquifer Recharge Zone, which is Texas' most vulnerable aquifer. The aquifer and Barton Springs will be polluted. This is truly poor transportation and environmental planning when there is a better alternative.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>SH 130 already exists as a bypass around the city of Austin for IH-35 traffic. This route should be encouraged, because it'll be cheaper and not environmentally sensitive.</p> <p>The Travis County Commissioner's Court and the Austin City Council object to the studies moving forward which do not consider least damaging routes, yet whatever route is chosen will go through Travis County and Austin's jurisdictions.</p> <p>Hays County Commissioners and Buda should instead work with the City of Austin and Travis County to find a route that supports development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.</p>	<p>Comment noted.</p> <p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
135	6/30/2023	Pam Thompson	Email	I urge you to join me in opposing Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>The Travis County Commissioners Court and City of Austin are already opposing this plan. I urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
				<p>This would directly affect Barton Springs, the jewel of Austin. Please consider the ramifications of your actions.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
136	6/30/2023	Pam Thompson	Voicemail	<p>My name is Pam Thompson. I urge you to join me in opposing Hays county proposal to close the gap between state Highway 45 and Interstate 35 across the Edward Aquifer recharge zone. The plan will divert interstate 35 traffic through South West and North Austin neighborhoods turning Mopac into a major bypass imposing a serious threat to the health of Barton Springs.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				The Travis County Commissioners Court in the City of Austin are already opposing that plan. So, we would like for you to listen to us. We urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhood and our environment.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
				This would directly affect Barton Springs, which is the jewel of Austin. Please consider the ramifications of your action. Thank you.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end,, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
137	6/30/2023	Pam Turlak	Email	We already have a water problem. I oppose building a highway over the aquifer.Texas law requires all licensees to provide the information in these links:TREC Information About Brokerage Services and TREC Consumer Protection Notice to all potential clients.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
138	6/30/2023	Patricia White	Email	We can live without travel. We cannot live without clean water! Please protect our aquifer from transportation pollution.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.

Comment Number	Date Received	Name	Source	Comment	Response
139	6/30/2023	Paul Carew	Email	Please consider the noise and traffic pollution along Mopac.	The feasibility study will include a high-level assessment of potential environmental impacts. Should the project advance beyond the feasibility study, more detailed environmental studies and investigations would occur in association with future phases of project development. These detailed studies would include a traffic noise analysis in accordance with applicable rules and regulations.
				I respectfully submit that a far suriorior plan would be to 'remove' the tolls from SH130, thus encouraging general through traffic, to utilize that much underused Austin I35 bypass.SH130 was originally 'sold' as the solution to I35 traffic through Austin. The imposition of tolls has materially affected its usage.Please maximize SH130 before *any* other consideration to increase noise, congestion and traffic related pollution through the neighborhoods of Austin.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area. A "non-tolled" SH 130 scenario will be modeled to assess its effectiveness and impact on the local roadway network.
140	6/15/2023	Paul Carter	Tabletop Map	"Not in contact"	Contact has been added to the project mailing list.
141	6/30/2023	Ralph Lake	Email	Don't make Mopac a major truck route. It will slow all traffic to a crawl and grid lock all of Austin.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
				Take the toll off of 130 instead.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area. A "non-tolled" SH 130 scenario will be modeled to assess its effectiveness and impact on the local roadway network.
142	6/29/2023	Rebecca Shieber	Email	Building more roads only increases traffic. There are abundant data nationwide to prove this.	Comment noted.
				Building more major roads over the Edwards Aquifer recharge zone, in a time of increased water scarcity, is just stupid.	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				We were promised that SH 130 would be a diverter for traffic around Austin, but then it was turned into a toll road so all the big trucks still come through Austin. And now we are supposed to help pay for a major expansion of I35, which surely we wouldn't need if traffic was incentivized to use the SH 130 diverter we already built. Austin does not need more diverter loops around the city, and we certainly shouldn't be building one over fragile land that we need for other purposes.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
143	6/30/2023	Rick Herndon	Email	I stand opposed to the Hays County plan proposal ("SH 45 Gap") to divert Interstate 35 traffic through turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				I urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm Austin & Travis County neighborhoods and environment.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated
144	6/30/2023	Rick Kaven	Email	I oppose the SH 45 Gap Plan	Comment noted
145	8/15/2023	Rick Perkins	Email	<p>Hello,</p> <p>I am a proponent of closing the SH45 gap between I35 and Hwy 290 West.</p> <p>I realize that at this time we must focus on the gap between SH45SW and I35, but if you want to make a significant study, it needs to include the extension all the way to Hwy 290 West. Completing that extension would enable traffic from Hays County in the Dripping Springs area to Bypass the traffic in south central Austin. This will reduce congestion in south central Austin and allow</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>people in north Hays county to easily access the Austin airport as well as I35.</p> <p>I have ALL of the documentation from when the "Outer Loop Section 3" was a part of the CAMPO Plan.</p> <p>The Environmental Study and everything. It was from 1988 and then the environmentalists were some how able to get Segment 3.2 removed from the CAMPO Plan.</p> <p>How can I help to get these 2 gaps closed? As a Travis County resident, I could go before the Commissioners Court and plead for their support.</p> <p>I think I will start that process.</p>	
146	6/30/2023	Rita L Ewing	Email	<p>While everyone wants a solution to traffic snarls and slowdowns, some road building proposals are not at all worth the cost and the damage they cause.</p> <p>I strongly oppose the planned project to link traffic from SH 45 to IH35 as shown on the map, thus routing traffic onto MoPac (Loop 1).</p> <p>The environmental damage this proposed road will cause to the Edwards Aquifer and to Barton Springs is incalculable and irreversible. Please do not adopt this plan.</p>	<p>Comment noted.</p> <p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end,, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
147	6/26/2023	Robbie Lueth	Online	<p>Do you have comments on the study area? I swim in Barton Springs year round and have for many years. The unique beauty of Central Texas waterways is precious indeed. The long term health and purity of our springs defines this region, and needs to be the top priority of all planning processes.</p> <p>If completed, the proposed 45 SW ""gap"" extension would convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p> <p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted without an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension. Do you have any suggestions for the Study Team to consider during the development of potential route options? Hays County Commissioners and Buda should work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
148	6/30/2023	Robert A. Keyburn	Email	DO NOT turn MoPac into a major bypass.	Comment noted.
				Please work with Austin and Travis County to find transportation solutions that do not harm Austin neighborhoods and environment.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>MOPAC can NOT handle current rush hour traffic. Just look at how traffic is funneled in from 45 at the north end of MOPAC where a series lanes (5?) are eliminated one-by-one as you move south until three lanes remain to accomadate the two-lanes of merging traffic from Parmer on ramp . Here the right hand lane is poorly market telling traffic to be in the far right-hand lane to exit which is followed by another sign forcing the traffic in the exit lane to merge left, as the ‘advertised’ exit lane is eliminated before the exit. Traffic on Loop 1 is congested for several hours every day, resulting in longer travel times for corridor users. As traffic congestion has increased in the Loop 1 corridor, adjacent neighborhoods have become increasingly affected by traffic, noise, and other community issues. Bringing semi-truck traffic to MOPAC will increase road noise for thousands of homes and apartments. Austin’s APD does not have sufficient staff to meet MOPAC traffic enforcement requirements. Increasing the traffic load will cost local commuters thousands of hours per year in lost hours of quality time with families. People will make the extra time required to commute from businesses and schools but at what cost?Thank you for your consideration.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>
149	6/29/2023	Robert Goode	Email	<p>On behalf of the City of Austin, the following comments on the SH 45 Gap Study are being submitted. Planning for SH 45 dates back to the early 1980’s. The potential freeway around Austin has since come in and out of the Texas Department of Transportation’s (TXDOT) and Capital Area Metropolitan Planning Organization’s (CAMPO) plans, with some segments being built, leaving the “gap” between I-35 and FM 1626. The Capital Area Metropolitan Planning Organization (CAMPO) adopted the 2025 Transportation Plan on June 12,</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Hays County acknowledges the City of Austin’s position regarding the Gap Project and is committed to continuing the dialogue about the region’s transportation needs.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>2000. The CAMPO 2025 plan included the entire length of SH 45 SW from Loop 1 to IH-35. The segment between FM 1626 and I-35 was deleted by the Austin City Council when it was adopted as the City's Transportation Plan on June 7, 2001. The City of Austin reaffirmed its position on the "gap" on June 9, 2022, when the Austin City Council chose to remove SH 45 SW from the City's Austin Strategic Mobility Plan (ASMP) and added the following language to the ASMP Street Network Map, "In September 2012 City Council directed the City Manager to request the withdrawal of SH 45 SW from the CAMPO 2035 Regional Transportation Plan to align with the goals of the Imagine Austin Comprehensive Plan. Resolution No. 0140515-063 reaffirmed the City Council's position that the proposed SH 45 SW is not part of the future transportation network of Austin and reaffirms its opposition to SH45 SW". In December 2022, Austin City Council passed Resolution No. 20221201-037 relating to the need for interlocal collaboration to address potential impacts of Hays County's Transportation Plan on the City of Austin's Water Quality Protection Lands. The resolution requested the Honorable Hays County Judge Ruben Becerra and the Hays County Commissioners Court to place the SH 45 Study on hold.</p>	
				<p>City staff will continue to seek cooperative efforts with Hays County, offering support to find ways to improve transportation connections, between the city, Travis County, and Hays County that do not threaten harm to the Edwards Aquifer watershed or to lands overlying the Edwards Aquifer that have been dedicated to permanent watershed and wildlife habitat protection.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
150	6/16/2023	Robert Hesselbrook	Mail	<p>Do you have comments on the study area? None at this time, but will have some as the choice of alignment is narrowing to show options for ROW</p>	Comment noted.
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Coordinate as much as possible with the milestone/persimmon development to furnish shared access along SH 45 or and over 45 and to and from 1626. Chose a route which balances excavation and embankment of site thereby eliminates the expense of infortinr on disposure of materials.</p>	Comment noted.
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? This presentation was extremely beneficial and the exhibits were logically displayed, also your representatives were well informed and listened to our comments. Success this format be used for all future public meetings.</p>	Comment noted.
151	6/23/2023	Robert Polidan	Online	Provided an email address only (no comments)	Email has been added to the database.
152	6/20/2023	Ronald W. Fletcher	Online	<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Listen to all of the stakeholders, not just landowners and environmentalists.</p>	Hays County, in partnership with the City of Buda, is exploring the feasibility of the Gap Project. Our goal is to engage and gather input from a broad range of stakeholders, property owners, and local and regional leaders.
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting? N/A</p>	Comment noted.
				<p>Other general comments? SH 45 SW is already heavily used, but the traffic spills onto FM 1626 causing major traffic jams on FM 1626 west of Buda. The gap needs to be closed already, so the sooner the better.</p>	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
153	6/27/2023	Sage Andersen	Online	<p>Do you have comments on the study area? I know that new homes are being planned in/near the study area which will greatly impact traffic conditions from FM 1626 and FM967 to Main st. in Buda. These streets are already incredibly busy during afternoon commutes, with cars heading towards Main st. backing up all the way to the curve of 967 or further and also in the morning with a similar backup heading the other direction towards 1626. If more homes are added, traffic in the area will become untenable. Therefore, I believe that it is imperative that we proceed with the 45 connection to mitigate these future traffic issues.</p>	Comment noted.
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Ideally the team will explore exit locations from the new section of the 45 that would allow residents in the existing and new neighborhoods directly south of the proposed path to exit in that area. This would reduce traffic that currently empties onto 1626 southbound which will improve access to southern cities like Kyle and would prevent 967 from being one of the only routes to homes in NW Buda.</p>	The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.
154	6/30/2023	Sara Madera	Email	<p>It would make for a future disaster if they are connected.</p> <p>Don't do it.</p>	Comment noted

Comment Number	Date Received	Name	Source	Comment	Response
155	6/26/2023	Sarah Larocca	Email	<p>Hello, If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension. Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor. Thank you for your time,</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
156	6/30/2023	Sarah Manire	Email	<p>To Whom It May Concern:</p> <p>I very strongly oppose the proposal to build a freeway connecting State Highway 45 and Interstate 35 across the Edwards Aquifer Recharge Zone. Not only will such a route endanger the Recharge Zone, a fragile resource for us all, it will have a significantly negative impact on Barton Springs, Onion Creek, and many many Austin and Buda neighborhoods in the area.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>All this for a “plan” to create yet more traffic on MOPAC, which is already bumper to bumper much of the time.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p>
				<p>The proposal makes no sense, except to harm the quality of life in Austin.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
157	6/15/2023	Scheleen Walker	Written	<p>Do you have comments on the study area?The study area might be reasonable for a simple engineering feasibility study but the study area does not recognize the extremely controversial nature of this proposed project for Travis County and the public engagement study area should be expanded out to limits at least encompassing FM 1626, FM 967, Main Street + I35.</p>	<p>Although the study area has been defined, the team is conducting outreach to the broader community to ensure inclusive and robust engagement. Several methods to promote the project and the public meeting were used including:</p> <ul style="list-style-type: none"> • A mailed postcard to 370 property owners in and around the study area on May 24, 2023 • Signage was placed at 12 neighborhood entrances • Email communications were sent to 80 addresses on May 24, 2023, a reminder was sent to 97 addresses on June 8, 2023, and a final comment period reminder to 181 addresses on June 26, 2023 • An online web banner for Community Impact ran from June 13 to June 30, 2023 in the Southwest Austin – Dripping Springs and San Marcos – Buda – Kyle editions. • Ad was placed in the Hays Free Press on May 31, 2023 • Through media coordination and press release sent on June 13, 2023, the project was covered by several media outlets including: <ul style="list-style-type: none"> ○ Hays Free Press, June 7, 2023 ○ KVUE, June 15, 2023 ○ KXAN, June 16, 2023 ○ Community Impact, June 16, 2023 ○ Hays Free Press, June 21, 2023 ○ The Austin Chronicle, June 23, 2023 <p>Comments are being collected from all interested stakeholders. The study is in the early phases and as more information is available, it will be shared through the website and at future meetings.</p>

Comment Number	Date Received	Name	Source	Comment	Response
158	6/15/2023	Scott Dukette	Written	Do you have comments on the study area? Build it now!	Comment noted.
				Do you have any suggestions for the Study Team to consider during the development of potential route options? Whatever is the fastest to execute and most environmentally protective.	Comment noted.
				Did you find this meeting beneficial, and do you have any comments about this meeting? Good presentation.	Comment noted.
159	6/30/2023	Steve Amos	Text	My name is Steve Amos, I've lived in Central Texas since 1988. Please work with Travis County commissioners on the SH45 gap plan Thank you so much for collaborating in a positive way with Travis County	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
				I strongly oppose the connection with Mopac	Comment noted.
160	6/27/2023	Stuart Berkowitz	Online	Other general comments? Please build what should have been built many years ago. Now, the land acquisition and construction costs are astronomically higher. Just make sure you are environmentally conscientious about it, such as you were with SH45SW.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection.
161	6/30/2023	Susan Pantell	Email	The SH 45 Gap Project would impact the whole region and has potentially serious environmental consequences.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection.

Comment Number	Date Received	Name	Source	Comment	Response
				I urge you to work with the City of Austin and Travis County on transportation alternatives to this project.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
162	6/26/2023	Susan Pascoe	Email	The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
				The proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.</p> <p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
163	6/30/2023	Susanne Mason	Email	<p>Dear Hays County Commissioners:I am writing to express my opposition to the “SH 45 Gap Study” and any proposal to build connecting highway from SH 45 at 1626 to SH 45 at IH-35. It is established fact that such highway construction and the traffic and development that would result represent a lethal threat to the health of Bear and Onion Creek watershed ecosystems. Furthermore, Onion Creek is a critical hydrologic link between the Trinity and Edwards Aquifers, and discharges into the two most popular Springs in Central Texas—Barton and San Marcos Springs.Pumping, drought and pollution are already having grave effects on Jacob’s Well and other springs and creeks in Travis and Hays Counties. The crisis cannot be overstated. There is no circumstance in which it would make good public policy or common sense to construct additional highway in this highly sensitive region.It would effectively be a knife in the heart of the Edwards Aquifer in Travis and Hays County. To proceed with feasibility studies is wasteful and reckless. Extensive research and documentation supports the need to protect this area from destructive human activities. Please oppose the so-called “gap” study and SH 45 proposals. Help defend the watersheds’ health, and protect the water that is so critical to a livable environment in our over pumped and overheated region of Texas.Thank you for your time and for reading this message.</p>	<p>Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
164	6/26/2023	Tara Barton	Email	<p>Hello,I am writing to express my opinion that the gap in SH 45 remain in place, keeping this route to more local traffic. The current challenges to major travel on these roads are nothing compared to the challenges posed to our aquifer by endless irrigation wells, population increase, drought, and major construction projects in and around Austin. I understand that environmental impact will be considered. However, adding greater interstate traffic to this area along with the tolls that construction may take could easily be more devastating than expected. And furthermore this expansion is simply not necessary. We cannot always do what is most convenient and flashy and sleek, putting the health of our environment on the back burner every time, and expect there to be no consequences. A major construction project was just approved that threatens Zilker Park. Please consider not rushing into more plans that imperil a future that includes clean drinking water for Central Texas. This project should be postponed until a plan is put in place to address the current shortfall in water to recharge the aquifer. Dilution is the solution to pollution as they say. We cannot further compromise the aquifer during a drought, compounding any negative effects of inevitable pollution. Please do not support closing the gap in SH-45; instead support the future.</p>	<p>Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.The feasibility study will include a high-level assessment of potential environmental impacts. Should the project move beyond the feasibility study, future phases of project development would include detailed environmental investigations, coordination with natural resource agencies (when applicable), and preparation of required environmental documentation.</p>
165	7/2/2023	Teresa Perez – Wiseley	Email	<p>I am one of the West Austin/Historic Clarksville property owners who vehemently opposes your attempt to use MOPAC to attempt to clean up the mess on IH 35. 183 was suppose to have taken care of that and still the big semi’s crowd IH35 and make it down right scary to even use IH 35.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>I supported the effort to stop MOPAC from even being built to begin with due to the danger it would become to the aquifer.</p> <p>We fought it for 10 years! Now that we have had to put up with MOPAC as it is very busy and bumper to bumper several times a day you want to add State Highway 45's and IH 35's issues to MOPAC.</p> <p>Once again causing the Edward's Aquifer to be in more danger. Has global warming taught you anything? Our water is already in danger world wide and you want to threaten our local source of water.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.</p>
				<p>Build another by-pass far from Austin for the passing through trucks and cars. Besides isn't State Highway 45 a toll road? Why must we constantly give rights to a private company using tax payer roads.</p> <p>Stop the abuse already being pushed on us in Austin and Texas by the Governor of Texas and the Republican State Reps and Senators who want to break our backs in Austin. You won't win! We will fight, fight, fight! Don't pollute our neighborhoods and further endanger our families in this neighborhoods! WE are taxed highly in these neighborhoods do you think we are stupid we know what you are doing.</p>	<p>Comment noted.</p>
				<p>Stop your plans to ruin what is already a danger to Edward's Aquifer and the humans living MOPAC! By the way, I have lived at 909 Theresa Avenue since 1977 and own my home only one street away from MOPAC and Theresa Avenue. Never have you communicated with those of us who even live near MOPAC of your plans. Just cause it is in the</p>	<p>The team is conducting outreach to the broader community to ensure inclusive and robust engagement. Several methods to promote the project and the public meeting were used including:</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>newspaper and TV doesn't mean you have talked to those using the community. No Town Hall meetings nothing that I have been notified of.</p>	<ul style="list-style-type: none"> • A mailed postcard to 370 property owners in and around the study area on May 24, 2023 • Signage was placed at 12 neighborhood entrances • Email communications were sent to 80 addresses on May 24, 2023, a reminder was sent to 97 addresses on June 8, 2023, and a final comment period reminder to 181 addresses on June 26, 2023 • An online web banner for Community Impact ran from June 13 to June 30, 2023 in the Southwest Austin – Dripping Springs and San Marcos – Buda – Kyle editions. • Ad was placed in the Hays Free Press on May 31, 2023 • Through media coordination and press release sent on June 13, 2023, the project was covered by several media outlets including: <ul style="list-style-type: none"> ○ Hays Free Press, June 7, 2023 ○ KVUE, June 15, 2023 ○ KXAN, June 16, 2023 ○ Community Impact, June 16, 2023 ○ Hays Free Press, June 21, 2023 ○ The Austin Chronicle, June 23, 2023 <p>Comments are being collected from all interested stakeholders. The study is in the early phases and as more information is available, it will be shared through the website and at future meetings.</p>
166	6/30/2023	Tina Williamson	Email	<p>Dear Hays County Commissioners: Please add my name to The Travis County Commissioners Court, the City of Austin, and Austin citizens who OPPOSE your plan to "close the gap" and route I35 traffic to MoPac, over Lady Bird Lake and over the Edwards Aquifer Recharge Zone.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				I urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our Austin neighborhoods and environment.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
167	6/30/2023	Tom "Smitty" Smith and Karen Hadden	Email	Dear Hays County Commissioners, We oppose the Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.As homeowners in the Knolls of Slaughter Creek Subdivision we believe there may be direct impacts to our springs and our swimming and fishing holes on Slaughter Creek.There are threatened and endangered species in the area that would be harmed by this highway expansion. Natural springs would be impacted and perhaps destroyed by construction and water recharge features and the underlying aquifer would become contaminated. Automotive oil, tires and brakes and particles from fuel combustion would contribute to increased water contamination. Increased air emissions from the project could push Travis County into air quality nonattainment. Thorough analysis is needed of the air and water quality impacts of the warehouse and freight facilities that are anticipated around this segment of I45 if it does get built.Thank you for considering these comments and we look forward to talking with you in the near future.	Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed. The feasibility study will include a high-level assessment of potential environmental impacts. Should the project move beyond the feasibility study, future phases of project development would include detailed environmental investigations, coordination with natural resource agencies (when applicable), and preparation of required environmental documentation.

Comment Number	Date Received	Name	Source	Comment	Response
				<p>We believe the route would vastly increase traffic just a mile and a half south of our neighborhood, increasing noise and pollution. There are correlated health impacts, such as increased rates of asthma and COPD, especially for children and the elderly. We appreciate the fact that the Travis County Commissioners Court and City of Austin oppose this plan. It would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These studies will assess potential project-related impacts on roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>
				<p>We urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.</p>	<p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
168	6/30/2023	Tom Fitzpatrick	Email	<p>I am writing to oppose ANY proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. The current proposals to connect SH 45 and IH 35 would cause irreparable environmental damage -- and exacerbate every existing traffic problem in central and southwest to northwest Austin region.</p>	<p>No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				I do think it is reasonable to try to reduce I35 traffic volumes through central Austin, especially freight volume, but any bypass should be located as far east of the city as possible and coordinated with long range planning to accommodate manufacturing and distribution and other new economic development activity east of I35 and significantly removed from central Austin.	Comment noted.
169	6/29/2023	Tony LeBlanc	Email	Regarding the extension of SH45, I have strong concerns about this going forward. Considering that this will be built in the transition zone of Edwards aquifer there is of course the risk that water quality in the aquifer will be harmed. Your website claims that the transition zone is less vulnerable than the recharge and contributing zones, but you leave out the fact that you just finished building another part of this roadway over the recharge zone, which by your own admission is more sensitive. This is deceptive to the point of dishonesty. As this plan was first put forth in 1986 - 37 years ago- why has the impact of water quality not yet been thoroughly studied, according to your website?	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices including strategies to protect and preserve water quality as the roadway is planned, designed, and constructed. The feasibility study will include a high-level assessment of potential environmental impacts. Should the project move beyond the feasibility study, future phases of project development would include detailed environmental investigations, coordination with natural resource agencies (when applicable), and preparation of required environmental documentation.
				Another serious problem with building this is that it will turn Mopac into a western bypass of IH-35. As someone who drives on MoPac every day, I can tell you this will turn an already beyond capacity local highway into an all-day parking lot. The addition of the toll lane to MoPac did absolutely nothing to improve travel times- they are in fact worse. Connecting 45 to 35 will make this far, far worse.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
				I think referring to this as "closing the gap" is also deceptive. First, this so-called gap only exists because you have built other ill advised portions of SH45, again, over the recharge zone of the Edwards. Second, as the plan is for 45 to become a true outer loop, this segment is not closing "the" gap, as there is a much bigger gap where the entire western portion does not exist.	Although SH 45 was originally envisioned as an outer loop (aka "the Austin Outer Parkway") encircling the city, the project has changed and evolved since its inception. Plans for the western-most portion of the SH 45 have been abandoned which leaves only the Gap Project to be developed.
170	6/30/2023	Trey Jackson	Email	We oppose the 45 gap expansion as Mopac lacks capacity to take any diversion of traffic coming from someone who has lived next to Mopac for 40 plus years, the current traffic is horrendous.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
171	6/26/2023	Ty Bell	Online	<p>Do you have comments on the study area?1. If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning. 2. The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension. 3. Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County the City of Austin has been initiated. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options?1. If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.2. The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension. 3. Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.The</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and operational analysis on SH 45 and other area roadways. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Did you find this meeting beneficial, and do you have any comments about this meeting?The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and operational analysis on SH 45 and other area roadways. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Other general comments?1. If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning. 2. The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension. 3. Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.</p>	<p>The feasibility study will include traffic modeling, traffic origin/destination studies, and operational analysis on SH 45 and other area roadways. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.</p> <p>One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.</p>
172	6/29/2023	Tyler Markham	Online	<p>Do you have comments on the study area?I do not agree with the plan to fill in this gap. We have enough highway traffic already and don't need to add more concrete, vehicle fumes, and runoff to pollute the area.</p>	<p>Comment noted.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				<p>Do you have any suggestions for the Study Team to consider during the development of potential route options? Design a boulevard style road instead of a highway</p>	<p>As currently envisioned, it is anticipated that SH 45, between I-35 and FM 1626, would be a controlled access freeway (consistent with existing sections of SH 45 to the east and west). A shared use path would parallel the roadway (within the right of way) and would accommodate pedestrians and bicyclists.</p>
173	6/26/2023	Tyler Walker	Email	<p>Hello, I am writing to express my opinion that the gap in SH 45 remain in place, keeping this route to more local traffic. The current challenges to major travel on these roads are nothing compared to the challenges posed to our aquifer by endless irrigation wells, population increase, drought, and major construction projects in and around Austin. Our existing waters need to be protected at all costs. Much literature already exists on the harm to health of living near a highway, allowing the highway to have access to drinking water or a waterway is unthinkable in such a time as drought and cannot ethically be done. People will end up drinking whatever comes off that road and not all chemicals can be removed. Imagine a truck hauling chemicals were to have a spill that breached the aquifer; is there a plan that would address such a water crisis? Could that crisis even be undone? How much more money is this project going to cost the city/state on top of materials for the roadway/time in traffic for its citizens due to construction/labor/ etc while also having the audacity to make it a toll road costing the citizens even more money to someone who will benefit for years to come from owning the tollway? I say to this plan, surely you must be joking. An impact study does not need to be done to show that this is a bad idea. It will more heavily pollute the waters. This project should be dismissed and a plan should be put in place to address the current shortfall in</p>	<p>The feasibility study will include a high-level assessment of potential environmental impacts. Hays County is committed to developing the project in an environmentally sensitive manner. In addition to complying with regulatory requirements, this study will identify potential best practices for environmental protection. Should the project move beyond the feasibility study, more detailed environmental assessments, including assessments of the natural environment and people, will occur. The next step in project development would include detailed environmental investigations, coordination with natural resource agencies (when applicable), and preparation of required environmental documentation.</p>

Comment Number	Date Received	Name	Source	Comment	Response
				water to recharge the aquifer. Dilution is the solution to pollution as they say. We cannot further compromise the aquifer during a drought, compounding any negative effects of inevitable pollution. Please do not support closing the gap in SH-45; instead support the future. Mass transit should be instead considered to mitigate further hazards to waterways and health. Our existing roadways would make a lovely surface on while to place new trains that could be more efficient.	
174	6/30/2023	Vick Hinesstmp	Email	<p>TWIMC:TXDOT's first attempt to construct a practical bypass for IH35 has been a failure for a variety of reasons that reflect poorly on the department's abilities. The current proposal to divert a portion IH35 traffic to the MOPAC expressway is similarly ill advised, in the exact meaning of "ill advised."Traffic on MOPAC has increased to the point that persons who do not depend on it for their daily commute use it, if possible, only during the small windows of time between the morning, noon and afternoon rush hours and in the evening. Traffic has increased to the point that MOPAC traffic rivals the glut of IH35 which led to construction of the failed TSH130 which has not had an appreciable effect on IH35 congestion.</p>	Comment noted.
				Given the current traffic load on MOPAC diversion of more traffic from IH35 cannot realistically be expected to relieve IH35. This is another poorly conceived plan which should be scrapped.	Comment noted.
				Traffic has increased to the point that MOPAC traffic rivals the glut of IH35 which led to construction of the failed TSH130, which has not had an appreciable effect on IH35 congestion.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
175	6/30/2023	Vick Hinesstmp	Email	<p>This is to address the proposal to fill the “gap” between IH35 and TX45. Characterizing the proposal as closing a “gap” is a thin disguise for another poorly thought-out plan to relieve congestion on IH35. TXDOT’s first attempt to construct a practical bypass for IH35 has been a failure for a variety of reasons that reflect poorly on the department’s abilities. The current proposal will inevitably divert a portion IH35 traffic to the MOPAC expressway, and is similarly ill advised, in the exact meaning of “ill advised.”Traffic on MOPAC has increased to the point that persons who do not depend on it for their daily commute use it, if possible, only during the small windows of time between the morning, noon and afternoon rush hours and in the evening. Given the current traffic load on MOPAC, diversion of more traffic from IH35 cannot realistically be expected to relieve IH35. This is another poorly conceived plan which should be scrapped.</p>	Comment noted.
				<p>The questionable efficacy of the plan should be sufficient to prevent its going forward, outside of legitimate environmental and quality of life concerns. I urge you in the interest of your constituents who rely on IH35 for their daily commute to seek a practical solution which, ideally, should actually relieve congestion on IH35.</p>	Comment noted.
176	6/15/2023	William (last name unknown)	Tabletop Map	“On and off ramp here” (comment placed within limits of planned Persimmon development)	The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.

Comment Number	Date Received	Name	Source	Comment	Response
177	6/30/2023	Ying & Doanld Smith	Email	To Whom It May Concern:	Comment noted.
				My husband and I have been living in the Oak Hill area for over 20 years, and we are strongly against the SH 45 "Close Gap" project. The traffic in the SW Austin has been terrible for years, especially on Mopac, with cars bumper to bumper every day during peak hours. It was a nightmare driving back and forth from my home to my job near the Arboretum, usually more than 1.5 hours each way.	
				No doubt this "Close Gap" project will add much more trouble for this already horrible situation, not to mention the bad impact on Barton Springs and the environment of the whole SW Austin area.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed, and constructed.
				We would very much support a project that would improve public transportation in this area, instead of building a massive highway. We hope your office takes our opinion seriously and finds a better solution that benefits all the people, and environment, in both Travis and Hays counties.	Comment noted.
178	6/15/2023	Anonymous	Tabletop Map	"Prefer Limited Access Rd"	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
179	6/15/2023	Anonymous	Tabletop Map	"Flyovers from 1626 onto/off of 45"	The feasibility study will include development of a preliminary schematic. Options for the intersection of RM 1626 will be explored as the preliminary schematic is developed.
180	6/15/2023	Anonymous	Tabletop Map	"What is traffic impact downtown"	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on roadways in and around the study area.
181	6/15/2023	Anonymous	Tabletop Map	"Preferred connection to Buda – Economic benefit"	Comment noted.
182	6/15/2023	Anonymous	Tabletop Map	"Best place to cross" (comment placed near the alignment of the Union Pacific Railroad)	Comment noted.
183	6/15/2023	Anonymous	Tabletop Map	"4-corners (economic)" (comment pointed to a potential location for an intersection of SH 45 and the Union Pacific Railroad)	Comment noted.
184	6/15/2023	Anonymous	Tabletop Map	"Cliff 20'-30' ft" (comment placed along Onion Creek/adjacent to property owned by the YMCA)	Comment noted.
185	6/15/2023	Anonymous	Tabletop Map	"Try not to add traffic to I-35"	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on I-35 and other roadways in and around the study area.
186	6/15/2023	Anonymous	Tabletop Map	"No DC" (Comment placed near I-35)	The feasibility study will include development of a preliminary schematic. Options for the interchange with I-35 will be explored as the preliminary schematic is developed.
187	6/15/2023	Anonymous	Tabletop Map	"No Direct Connector South" (Comment placed near I-35)	The feasibility study will include development of a preliminary schematic. Options for the interchange with I-35 will be explored as as the preliminary schematic is developed.
188	6/15/2023	Anonymous	Tabletop Map	"Wagner Landfill"	The identified location is outside the study area.

Comment Number	Date Received	Name	Source	Comment	Response
189	6/15/2023	Anonymous	Tabletop Map	Commenter noted a strip of land west of Old San Antonio Road and south of Puryear Road as being "dedicated to the City of Austin"	Comment noted.
190	6/15/2023	Anonymous	Tabletop Map	"Bridge over I-35 to 45 east?"	The feasibility study will include development of a preliminary schematic. Options for the interchange with I-35 will be explored as the preliminary schematic is developed.
191	6/15/2023	Anonymous	Tabletop Map	Commenter noted a possible hazardous materials site at "Main and 35" (outside the study area)	The identified location is outside the study area.
192	6/15/2023	Anonymous	Tabletop Map	"X"s were placed at the south end of the planned Persimmon development and at the documented location of a hazardous materials site. The documented hazardous materials site is west of I-35 and north of Turnersville Road. Two of the four tabletop maps included an "X" on the hazardous materials site.	Comment noted.
193	6/15/2023	Anonymous	Tabletop Map	"2nd Exit to 45" (comment placed within the limits of the planned Persimmon development)	The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.
194	6/15/2023	Anonymous	Tabletop Map	"Build 45 connector before Persimmon"	Comment noted.
195	6/15/2023	Anonymous	Tabletop Map	"What is the env impact"	The feasibility study will include a high-level assessment of potential environmental impacts. Should the project advance beyond the feasibility study, more detailed environmental studies and investigations would occur in association with future phases of project development.
196	6/15/2023	Anonymous	Tabletop Map	"Persimmon – undesirable, poorly planned, disruptive, overly dense"	Comment noted.
197	6/15/2023	Anonymous	Tabletop Map	"Texas garter snake – why show this?"	The Texas garter snake is listed by the Texas Parks and Wildlife Department as a Species of Greatest Conservation Need. As such, the species warrants consideration during the planning process.

Comment Number	Date Received	Name	Source	Comment	Response
198	6/15/2023	Anonymous	Tabletop Map	Commentor identified a potential crossing of Onion Creek and described it as "large crossing & topo"	Comment noted.
199	6/15/2023	Anonymous	Tabletop Map	Comment pointed to a location along the Union Pacific railroad track just south of the Hays/Travis County line and noted "rail cars disappear"	Comment noted.
200	6/15/2023	Anonymous	Tabletop Map	Commenter suggested that the Union Pacific crossing, identified in the previous comment, should be a "priority 45 connect/exit"	Comment noted.
201	6/15/2023	Anonymous	Tabletop Map	Commentor identified a "cell tower" location – west of the Union Pacific rail line and north of the Garlic Creek floodplain.	Comment noted.
202	6/15/2023	Anonymous	Tabletop Map	"No industrial development – per COA Comprehensive Plan" (comment placed west of Old San Antonio Road and south of Puryear Road)	Comment noted.
203	6/15/2023	Anonymous	Tabletop Map	Commenter identified a property north of Turnersville Road and east of I-35 (outside the study area) as "under development"	Comment noted.
204	6/15/2023	Anonymous	Tabletop Map	Comment noted "11 acres COA" (note was placed on property south of Puryear Road and west of Old San Antonio Road)	Comment noted.
205	6/15/2023	Anonymous	Tabletop Map	"Sound barriers to preserve neighborhood quiet"	Should the project advance beyond the current feasibility, environmental studies to be conducted during future phases of project development would include a Traffic Noise Analysis and, if warranted, consideration of noise abatement such as noise barriers.
206	6/15/2023	Anonymous	Tabletop Map	"Entire length of roadway raised – all of it. Reduce imp. Cover."	Comment noted.
207	6/15/2023	Anonymous	Tabletop Map	"No frontage roads. Too much cover"	The feasibility study will include an assessment of frontage roads and other access needed to effectively serve areas adjacent to the Gap Project.
208	6/15/2023	Anonymous	Tabletop Map	"City of Buda or County to require early completion of 1626 connector (Persimmon)"	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
209	6/15/2023	Anonymous	Tabletop Map	"No 18 wheelers"	Comment noted.
210	6/15/2023	Anonymous	Tabletop Map	"18 wheelers onto I-35"	Comment noted.
211	6/15/2023	Anonymous	Tabletop Map	Commentor suggested a route connecting FM 967 south of the Persimmon development to Old San Antonio Road.	Comment noted.
212	6/15/2023	Anonymous	Tabletop Map	With regard to the suggestion described above, a commenter noted "placed on here by Joe C"	Comment noted.
213	6/15/2023	Anonymous	Written	Do you have comments on the study area? Please do not develop through YMCA Camp Moody. This area is used by families throughout the greater Austin area.	When developing route alternatives efforts will be made to avoid and/or minimize impacts to the YMCA and other existing and planned developments.
				Do you have any suggestions for the Study Team to consider during the development of potential route options? Pick a route that makes the most sense by going as straight as you can where the end of 45 is now.	Comment noted.
				Did you find this meeting beneficial, and do you have any comments about this meeting? Yes, and will be attending the next meeting.	Comment noted.
214	6/30/2023	Anonymous	Text	I oppose the I-35 gap plan It's trash	Comment noted.
215	6/30/2023	Anonymous	Text	I oppose the SH45 gap project. It will ruin S Austin and it is an environmental disaster waiting to happen. Could ruin drinking water for millions of people.	Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the feasibility study will include the identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.

Comment Number	Date Received	Name	Source	Comment	Response
216	6/30/2023	Anonymous	Text	I oppose Hay County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.	Comment noted.
				This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning Mopac into a major bypass and posing a serious threat to the health of Barton Springs. Please oppose!!!!	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
217	6/30/2023	Anonymous	Text	DO NOT close the "gap" between State Highway 45 and Interstate 35 across the recharge zone. This plan would disrupt the neighborhoods and pose a serious threat to the health of Barton Springs.	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential environmental best practices and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				Travis County Commissioners Court, and City of Austin already oppose this plan, so please work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment. Thank you.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
218	N/A	Anonymous	Online Map	Oppose diverter route for I-35 traffic onto Mopac through central Austin	Comment noted
219	N/A	Anonymous	Online Map	Must preserve ROW ASAP. This project will quickly become infeasible if the gap corridor fills with development.	Comment noted
220	N/A	Anonymous	Online Map	Complete stack if economically feasible. Otherwise leave out SH45 Gap to/from 35 North movements.	The feasibility study will include development of a preliminary schematic. Options for the interchange with I-35 will be explored as the preliminary schematic is developed.

Comment Number	Date Received	Name	Source	Comment	Response
221	N/A	Anonymous	Online Map	Include viewing platform on Onion Creek Bridge similar to Bear Creek Bridge on SH45SW, if a trail is planned for the gap.	If ultimately constructed, the project would include a shared use path for pedestrians and bicyclists. Associated amenities, such as the suggested viewing platform, would be considered during design of the shared use path.
222	N/A	Anonymous	Online Map	We currently have development on this property also similar to the YMCA next store with Barns, Paddocks, Additional House, Pool, etc. So not sure if this should have Yellow Lines on it?	The yellow hatching on the constraints map was intended to delineate properties that are currently being developed (rather than those that have already been developed).
223	N/A	Anonymous	Online Map	My understanding was a route that started here went straight across was already proposed during initial phase of the 45 expansion. What is preventing using the original plans?	Planning for SH 45 dates back to the 1980s when an outer loop (aka "the Austin Outer Parkway") encircling the city was originally proposed. Over the years, preliminary alignments have been developed for the segment of SH 45 between I-35 and FM 1626; however, those alignments were never finalized nor environmentally cleared. Because of the time that has lapsed since previous planning efforts, a fresh look at the project is being taken through the current feasibility study.
224	N/A	Anonymous	Online Map	Build it!	Comment noted
225	N/A	Anonymous	Online Map	Build it!	Comment noted
226	N/A	Anonymous	Online Map	Build it!	Comment noted
227	N/A	Anonymous	Online Map	This Parcel is developed	Comment noted
228	N/A	Anonymous	Online Map	ROW already secured for this alignment all the way to Onion Creek	Comment noted
229	N/A	Anonymous	Online Map	Garrison Road should be the primary exit to SH45 for optimal traffic flow and to preserve Buda down town from through traffic	The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.

Comment Number	Date Received	Name	Source	Comment	Response
230	N/A	Anonymous	Online Map	Include frontage roads for SH45 on this proposed section	The feasibility study will include an assessment of frontage roads and other access needed to effectively serve areas adjacent to the Gap Project.
231	N/A	Anonymous	Online Map	Plan an exit here to allow the residents of the new community to exit	The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.
232	N/A	Anonymous	Online Map	add an exit to old san antonio road	The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.
233	N/A	Anonymous	Online Map	Connection from 45 to Cabelas drive will provide East-West access without increasing the already horrible traffic in downtown.	The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.
234	N/A	Anonymous	Online Map	Using Garison Rd as the connection to 45 from Buda will destroy the City park and new Garison Park on Onion Creek, Please be very careful with this option.	When developing route alternatives efforts will be made to avoid and/or minimize impacts to parks and other community facilities.
235	N/A	Anonymous	Online Map	While this doesn't go over the actual recharge zone, it will increase traffic to the recharge zone quite heavily.	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end,, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				Additionally the traffic on Mopac is already horrendous, add in new I-35 avoidant traffic would make it nearly impossible to use.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Comment Number	Date Received	Name	Source	Comment	Response
236	N/A	Anonymous	Online Map	How will these proposals impact the creek ? Will it become heavily polluted with the highway going over/through it?	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
237	N/A	Anonymous	Online Map	If the creek is polluted as a result of the new highway, how will that impact the habitat of the garter snake here?	Should the project advance beyond the current feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will identify potential best practices for environmental protection. Future phases of project development would include detailed environmental investigations, coordination with natural resource agencies (when applicable) such as the Texas Parks and Wildlife Department (TPWD), and preparation of required environmental documentation. Through coordination with TPWD best management practices for the garter snake would be identified and, as appropriate, implemented for the project.
238	N/A	Anonymous	Online Map	The route chosen should be the most cost effective option with the least design challenges.	Comment noted
239	N/A	Anonymous	Online Map	Include access roads for local traffic.	The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.
240	N/A	Anonymous	Online Map	Include trails.	If ultimately constructed, the project would include a shared use path for pedestrians and bicyclists.
241	N/A	Anonymous	Online Map	Exit to Cabelas Dr. Here	The feasibility study will include an assessment of access needed to effectively serve areas adjacent to the Gap Project.

Comment Number	Date Received	Name	Source	Comment	Response
242	N/A	Anonymous	Online Map	I understand this route will go over environmentally sensitive areas. How do plan to protect this area?	Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection.
				Do you plan to raise it above ground, or what? Sumit DasGupta	For planning purposes, it is assumed that the roadway would be constructed primarily at-grade (meaning ground level). Bridges and elevated sections would be considered at creeks, cross roads, and where dictated by terrain or engineering constraints.
243	N/A	Anonymous	Online Map	It is a terrible idea to connect I 35 to SH 45 SW. and south Mopac. You are creating a bypass for I 35 which will route thousands of vehicles including NAFTA truck traffic carrying hazardous materials over the most sensitive Aquifer in the state of Texas.	The feasibility study will include traffic modeling, traffic origin/destination studies, and operational analysis on SH 45 and other area roadways. These traffic studies will assess potential project-related impacts on roadways in and around the study area. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
244	N/A	Anonymous	Online Map	This whole concept is flawed. It will turn MoPac into an I-35 bypass.	Comment noted.
				Please work with Travis County on Alternatives.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.

Comment Number	Date Received	Name	Source	Comment	Response
245	N/A	Anonymous	Online Map	I am opposed to Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. Andrew Clements, USGBC Texas Board Member	No part of the study area is in the recharge or contributing zones. A portion of the study area is in the Edwards Aquifer transition zone. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
246	N/A	Anonymous	Online Map	This looks great, let's do it. Pay no mind to the greenies.	Comment noted.
247	N/A	Anonymous	Online Map	Connecting I-35 traffic to MoPac is a dangerous idea and ruinous idea.	Comment noted.
				Please perform more analysis for saner alternatives like expanding use of SH 130.	Comment noted.
248	N/A	Anonymous	Online Map	Disrupting this environmentally sensitive area to connect up to a toll roadoll road is an expensive bad idea.	Comment noted.
				Also, this diverted traffic will eventually reach MoPac which is already almost gridlocked.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.
249	N/A	Anonymous	Online Map	What a terrible idea!	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
250	N/A	Anonymous	Online Map	This whole concept is seriously flawed. Besides turning MoPac into an IH 35 bypass it will further degrade the Edwards Aquifer.	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area. Should the project advance beyond the feasibility study, Hays County is committed to developing the project in an environmentally sensitive manner. To that end, the study will include identification of potential best practices for environmental protection and strategies to protect and preserve water quality as the roadway is planned, designed constructed, and operated.
				Please work with the Travis County government. This proposal impacts the entire region.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
251	N/A	Anonymous	Online Map	DO NOT close the "gap" Hwy 45 and IH35 across the Edwards Aquifer recharge zone.	Comment noted.
				Please work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.	One of the study goals is to facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs. Accordingly, outreach to Travis County and the City of Austin has been initiated.
252	N/A	Anonymous	Online Map	DO NOT close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.	Comment noted.

Comment Number	Date Received	Name	Source	Comment	Response
				This plan would divert Interstate 35 traffic through Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the hea [area]	The feasibility study will include traffic modeling, traffic origin/destination studies, and an operational analysis. These traffic studies will assess potential project-related impacts on MoPac and other roadways in and around the study area.

Appendix

Meeting Notices

Postcard

SH 45 GAP STUDY SH 45 Gap Study
PO Box 5459
Austin, TX 78763

SHARE COMMENTS

The information shared at the meeting will also be available online and **the comment period is from June 15 to June 30, 2023**. Comments may be submitted through the website, during the in-person open house, or by email, mail, text, or phone.

We encourage all those that are interested in the Study to participate and share their thoughts.

SH 45 Gap Study

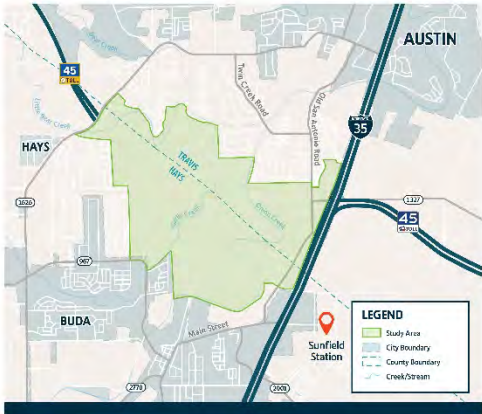
sh45gap.com 512-400-6107

info@sh45gap.com

POSTAGE AREA

ADDRESS AREA


BARCODE AREA



Hays County in partnership with the City of Buda is conducting a study to explore the feasibility of constructing SH 45 between I-35 and RM 1626.

Attend the Open House meeting to learn more and share your comments.

OPEN HOUSE
Thursday, June 15, 2023
4:30 – 7:30 p.m.
Drop in anytime!
Sunfield Station Event Center
2610 Main St., Buda, TX 78610



Postcard Mailing List

OWNER NAME	MAILING ADDRESS LINE 1	MAILING ADDRESS LINE 2	MAILING ADDRESS LINE 3	CITY	STATE	ZIP
MISSOURI PACIFIC RAILROAD CO	PROPERTY TAX DEPT	STOP 1640 1400 DOUGLAS ST		OMAHA	NE	68179
BYRON BENOIT & COMPANY		PO BOX 1060		MANHATTAN	TX	78652
HEJL CLIFF LLC		802 AUGUSTA		SAN ANTONIO	TX	78215
DAVID J & MARGERY HOPKINS		PO BOX 1944		MANHATTAN	TX	78652
MANHATTAN OPTIMIST INC		PO BOX 444		MANHATTAN	TX	78652
ELIOT MAYS & ISABEL SERRANO		2205 FARM TO MARKET 1626		MANHATTAN	TX	78652
RING COMPANY OF HARRIS CO		PO BOX 128		FLATONIA	TX	78941
GS BIG VALLEY MF OWNER L P		2500 BEE CAVES RD BLDG III STE 500		AUSTIN	TX	78746
ARMBRUSTER LAND INVESTMENTS LP		2100 NORTHLAND DR		AUSTIN	TX	78756
MILESTONE DEVELOPMENT INC		PO BOX 17008		AUSTIN	TX	78760
RING COMPANY		PO BOX 7212128		FLATONIA	TX	78941
SUZANNE & CHARLES SHERO		2006 BIG VALLEY DR		MANHATTAN	TX	78652
JOSE & MERCEDES SERRANO		2200 BIG VALLEY DR		MANHATTAN	TX	78652
LEROY W YOUNG		2001 BIG VALLEY DR		MANHATTAN	TX	78652
JERONIMO & ROSA PALACIOS		8816 THUNDERBIRD RD		AUSTIN	TX	78736

NICHOLE REYE BEEN		13021 STAGECOACH WAY		MANCHA CA	TX	78652
TRAVIS COUNTY	GLEN A JORDAN	13019 STAGECOACH WAY		MANCHA CA	TX	78652
THOMAS & HEATHER BALES		13017 STAGECOACH WAY		MANCHA CA	TX	78652
TYRELL EMERSON & BROOKE JEA ELLIOTT		701 MCQUEEN ST		AUSTIN	TX	78745
SAMANTHA SHIPP		302 HORSETHIE FTRL		MANCHA CA	TX	78652
GERALD R & MARY YASUHARA		304 HORSETHIE FTRL		MANCHA CA	TX	78652
CHRISTINE BELL		306 HORSETHIE FTRL		MANCHA CA	TX	78652
MARY CATHERINE YOUNG		400 HORSETHIE FTRL		MANCHA CA	TX	78652
RUBEN D VILLARREAL JR & PATRICIA VILLARREAL		308 HORSETHIE FTRL		MANCHA CA	TX	78652
WARREN E BEALL		310 HORSETHIE FTRAIL		MANCHA CA	TX	78652
ANGELA HOPSON & CHERIE MILLS		312 HORSETHIE FTRL		MANCHA CA	TX	78652
ERICA WHITE		314 HORSETHIE FTRL		MANCHA CA	TX	78652
LIANNA LEAL ABEL & BARRETT ABEL		2108 GLENDALE PL		AUSTIN	TX	78704
MARY LANIER		402 HORSETHIE FTRL		MANCHA CA	TX	78652
MICHAEL HEATH DAVIS II		404 HORSETHIE FTRL		MANCHA CA	TX	78652

CARL R BECKER JR		406 HORSETHIE F TRL		MANCHA CA	TX	78652
CLIFFORD ALAN SUENRAM & MARIA ELENA SUENRAM		408 HORSETHIE F TRL		MANCHA CA	TX	78652
MARIE T REYES-KITCH		500 HORSETHIE F TRL		MANCHA CA	TX	78652
PAUL & TAMARA GIBBS		502 HORSETHIE F TRL		MANCHA CA	TX	78652
SHERWYNN PATTON		2005 E 9TH ST		AUSTIN	TX	78702
ALBERTO DIAZ		3501 N 43RD ST		MCALLEN	TX	78501
ROSA TUPINA YAOTONALCUAU HTLI & NATALIE LAKE		506 HORSETHIE F TRL	#2	AUSTIN	TX	78652
LINDA LUCKIE & VICKI BELL TRUSTEES	VICKI BELL TRUSTEES	1809 FAIR OAKS DR		AUSTIN	TX	78745
TERRY TULLOS		PO BOX 952		MANCHA CA	TX	78652
CRAIG F HARDIE		PO BOX 36		MANCHA CA	TX	78652
MATTHEW HOLM		2003 WYCHWOOD DR		AUSTIN	TX	78746
WILLIAM HAY CARSON		5067 HORSETHIE F TRL		MANCHA CA	TX	78652
BAILEY LAND INVESTMENTS LP		PO BOX 17008		AUSTIN	TX	78760
RUDY SANDOVAL		13444 ONION CREEK DR		MANCHA CA	TX	78652
JOSEPH TAYLOR ENSMINGER & SHAELEIGH ANNE JACOBS		13446 ONION CREEK DR		MANCHA CA	TX	78652
CORY ALAN MCKINSTRY & PATRICIA L MCKINSTRY		13448 ONION CREEK DR		MANCHA CA	TX	78652

BAILEY A MOORE & WILLIAM TIMOTHY MOORE		13450 ONION CREEK DR		MANCHA CA	TX	7865 2
AMELIA BATEMAN & JIM BATEMAN		3214 FESTUS DR		AUSTIN	TX	7874 8
RAY H GAY		13454 ONION CREEK DR		MANCHA CA	TX	7865 2
GOVINDARAJ RANGANATHAN & MADHUMANI RUPASINGHE		3206 OAKLAND DR		SUGARLA ND	TX	7747 9
MARCUS & ALISHA BATTLE		13016 MISSION RIVER DR		MANCHA CA	TX	7865 2
JUSTIN & TAVIA HRABOVSKY		13410 ONION CREEK DR		MANCHA CA	TX	7865 2
ALBERT & REBECCA BAKER		13412 ONION CREEK DR		MANCHA CA	TX	7865 2
KARIN W SANCHEZ		13414 ONION CREEK DR		MANCHA CA	TX	7865 2
DEBORAH GAIL MOORE		13416 ONION CREEK DR		AUSTIN	TX	7865 2
TROY & LINDA CRAIL	THE REVOCABLE LIVING TRUST	13418 ONION CREEK DR		MANCHA CA	TX	7865 2
MARIA & JOSE RODRIGUEZ		13428 ONION CREEK DR		MANCHA CA	TX	7865 2
SCOTT & KIRBY PEREIRA		13430 ONION CREEK DR		MANCHA CA	TX	7865 2
EARL E BOSCHE		13432 ONION CREEK DR		MANCHA CA	TX	7865 2
BETTY C LAIRD		13434 ONION CREEK DR		MANCHA CA	TX	7865 2
DAN & GERTRUDE MEDRANO		13436 ONION CREEK DR		MANCHA CA	TX	7865 2

EDAN ARJUNA REDSON LEONARDI		12700 MYSTIC DR		MACHACA	TX	7865 2
MANUEL A HERNANDEZ & LINDA C LEIVA DE ZECENA	LIFE ESTATE	13440 ONION CREEK DR		AUSTIN	TX	7865 2
MATTHEW & SHELLEY PRIDGEN		13442 ONION CREEK DR		MANCHA CA	TX	7865 2
CHRISTOPHER D MITCHELL & JEANNE M CAROLINE		13106 ONION CREEK DR		MANCHA CA	TX	7865 2
WILLIAM & TOMMIE CALFEE		PO BOX 716		MANCHA CA	TX	7865 2
BRIAN FRAPPIER		13204 ONION CREEK DR		MANCHA CA	TX	7865 2
BERNARD & SUSAN BRENNAN		13102 MANSION CT		CYPRESS	TX	7742 9
BERNARD & SUSAN BRENNAN		13206 ONION CREEK DR		MANCHA CA	TX	7865 2
TOM & MICHELLE RANKEN		13300 ONION CREEK DR		MANCHA CA	TX	7865 2
DIANA & JAMES CRAMER		13302 ONION CREEK DR		MANCHA CA	TX	7865 2
HOWARD F SOUTHWELL JR		13304 ONION CREEK DR		MANCHA CA	TX	7865 2
MICHAEL & LORNA DEAN		13306 ONION CREEK DR		MANCHA CA	TX	7865 2
WILLIAM C GRADY & CHRISTY L HILL		13310 ONION CREEK DR		MANCHA CA	TX	7865 2
PATRICK WAYNE PAVUK		13312 ONION CREEK DR		MANCHA CA	TX	7865 2
ANDREW JOSHUA HOMANN		13402 ONION CREEK DR		MANCHA CA	TX	7865 2
GEORGE & ALMA TAMAYO		13404 ONION CREEK DR		MANCHA CA	TX	7865 2

ROSA SIGALA		13406 ONION CREEK DR		MANCHA CA	TX	7865 2
HFH INVESTMENTS LP		PO BOX 399		BUDA	TX	7861 0
2428 PARTNERS L P	ATTN DOUGLAS C NEFF	16380 ADDISON RD		ADDISON	TX	7500 1
3648 LLC		PO BOX 399		BUDA	TX	7861 0
JEFF L GRUBERT		PO BOX 587		MANCHA CA	TX	7865 2
GENE LEDOUX		PO BOX 176		MANCHA CA	TX	7865 2
CAPITAL LAND INVESTMENTS I LP		1709 WETHERSFI ELD ROAD		AUSTIN	TX	7870 3
TERRY & VEDIA SHERMAN		14505 OLD SAN ANTONIO RD		BUDA	TX	7861 0
DAVID W MENARD		PO BOX 191		BUDA	TX	7861 0
MARK G DROSOS & LUCILLE KALLINGER SMITH		14605 OLD SAN ANTONIO RD		BUDA	TX	7861 0
SCHURIG CHILDRENS 2002 TRUST	MICHELE MORGAN ROBERTS	10415 MORADO CIR STE 1- 310		AUSTIN	TX	7875 9
ALLISON LIVING TRUST		8902 RANCH RD 1888		BLANCO	TX	7860 6
BOONE & HERMANS LLC		PO BOX 399		BUDA	TX	7861 0
ELEVEN MILE HILL LLC		PO BOX 399		BUDA	TX	7861 0
YARARA LLC		PO BOX 399		BUDA	TX	7861 0
LIZARD CRAWL LLC		PO BOX 399		BUDA	TX	7861 0
TE TE LLC		PO BOX 399		AUSTIN	TX	7861 0
JOE & JENNIFER HOELLE		13010 ONION CREEK DR		MANCHA CA	TX	7865 2

JERRY & JANET PIERCE		13100 ONION CREEK DR		MANCHA CA	TX	7865 2
RONALD E JONES		215 DIAMOND POINT DR		DRIPPING SPRINGS	TX	7862 0
M/I HOMES OF AUSTIN LLC		7600 N.CAPITAL TX HWY BLD C	STE 250	AUSTIN	TX	7873 1
HARRIET HEEP SHAFFER	CHARLES O GRIGSON	604 W 12TH ST		AUSTIN	TX	7870 1
VIRGINIA DRAGON		13422 ONION CREEK DR		MANCHA CA	TX	7865 2
LINDA ROBINSON BARR		13424 ONION CREEK DR		MANCHA CA	TX	7865 2
EDWARD & POLLY NUNEZ		13426 ONION CREEK DR		MANCHA CA	TX	7865 2
S M & AMANDA SORRELLS ESTATE	EARSLEAN HOLLINS	1608 GRANEX DR		KILLEEN	TX	7654 2
JOHN M AUCHTERLONIE		13328 LARRYS LN		MANCHA CA	TX	7865 2
SARA YVETTE CROWN MORENO		13332 LARRYS LN		MANCHA CA	TX	7865 2
ROBERT A SWORTWOOD		13400 LARRYS LN		MANCHA CA	TX	7865 2
ADRIANA HOLCOMB		13404 LARRYS LN		MANCHA CA	TX	7865 2
OSCAR OCUTO		13408 LARRYS LN		MANCHA CA	TX	7865 2
REBECCA A AVERY		13412 LARRYS LN		MANCHA CA	TX	7865 2
WHITNEY NCCANLESS & THOMAS D DETTOR JR		13416 LARRYS LN		MANCHA CA	TX	7865 2
ALICIA R KOTHMANN		13420 LARRYS LN		MANCHA CA	TX	7865 2
RICHARD MARTINEZ & MARY L BUFKIN		13424 LARRYS LN		MANCHA CA	TX	7865 2
CHRIS HARRISON		13500 LARRYS LN		MANCHA CA	TX	7865 2

JOEL FLORES		13504 LARRYS LN		MANCHA CA	TX	7865 2
BELLA & JAMES SCALISE		13508 LARRYS LN		MANCHA CA	TX	7865 2
JESUS & AMY TRUJILLO		13512 LARRYS LN		MANCHA CA	TX	7865 2
GAREN GREEN- IKE & VICTOR C IKE		13516 LARRYS LN		MANCHA CA	TX	7865 2
JAIME ELY SILVA & RACQUEL LACHAUN		13520 LARRY LN		MANCHA CA	TX	7865 2
RYAN & BRITTANY SMITH		1928 BOBBYWO ODS LN		MANCHA CA	TX	7865 2
LAURA STURMAN		13300 LARRYS LN		MANCHA CA	TX	7865 2
ROBERT & JENNA MAXFIELD		13304 LARRYS LN		MANCHA CA	TX	7865 2
ERIK & CATHERINE BROSIG		13308 LARRYS LN		MANCHA CA	TX	7865 2
SARAH & KYLE FIRLE		13312 LARRYS LN		MANCHA CA	TX	7865 2
MERCE GARCES		13316 LARRYS LN		MANCHA CA	TX	7865 2
PETZOLT LLC		10313 CIRCLE DR		AUSTIN	TX	7873 6
ROSEMARIE G HALL		13324 LARRY LN		MANCHA CA	TX	7865 2
KATHERINE M KNIERIEM & GUSTAVO MANZUR		13326 LARRYS LN		MANCHA CA	TX	7865 2
THE RANDOLPH COMPANY		PO BOX 128		FLATONIA	TX	7894 1
KRISTA DIANE HANSEN & JAMIE SUE HUBER		1116 GOLDILOCK S LN		MANCHA CA	TX	7865 2
SCOT & ARPANA DAVIS		1120 GOLDILOCK S LN		MANCHA CA	TX	7865 2
STUART & KATHY SINGER FAMILY TRUST		13508 USSURI WAY		MANCHA CA	TX	7865 2
PAUL L PRESTRIDGE JR		13512 USSURI WAY		MANCHA CA	TX	7865 2

ALONZO VIDAL & ANGELA D HAMM		13516 USSURI WAY		MANCHA CA	TX	7865 2
LONNIE & KAYOKO OLSON LIVING TRUST		13520 USSURI WAY		MANCHA CA	TX	7865 2
PHILIP & KELLEY OAKES		13600 USSURI WAY		MANCHA CA	TX	7865 2
JOEY D CLEPPER JR		13604 USSURI WAY		MANCHA CA	TX	7865 2
ADRIANNE CRAFT		413 WHITETAIL DR		MANCHA CA	TX	7865 2
ISAAC & SHAE AGGREY		13612 USSURI WAY		MANCHA CA	TX	7865 2
EDITH GARCIA & LAURA M VILLARREAL		13616 USSURI WAY		MANCHA CA	TX	7865 2
GRAHAM A CASE & KELLY E MATTSON		13620 USSURI WAY		MANCHA CA	TX	7865 2
JUNCHI ZHANG		13624 USSURI WAY		MANCHA CA	TX	7865 2
MICHAEL J DEBLASIO & LIU HONGXIA		13628 USSURI WAY		MANCHA CA	TX	7865 2
AELITA & SERGE CHER		812 GOLDILOCK S LN		MANCHA CA	TX	7865 2
KIMBERLEE R HARRISON & TROY E PIERCE		816 GOLDILOCK S LN		MANCHA CA	TX	7865 2
ANH T NGUYEN & MINH HIEU DUONG		820 GOLDILOCK S LN		AUSTIN	TX	7865 2
KASH MCHAN		824 GOLDILOCK S LN		MANCHA CA	TX	7865 2
MILESTONE COMMUNITY BUILDERS LLC		12521 BISMARCK DR		AUSTIN	TX	7874 8
CORBIN & LAUREN MILLER		904 GOLDILOCK S LN		MANCHA CA	TX	7865 2
SERGIO & ROXANA SIERRA		13632 USSURI WAY		MANCHA CA	TX	7865 2
NUONG TRAN & KEVIN WEISS		13636 USSURI WAY		MANCHA CA	TX	7865 2

KRISTA BROWN & ANDREA MEEHAN		13640 USSURI WAY		MANCHA CA	TX	7865 2
YOUNES DJADI		800 GOLDILOCK S LN		MANCHA CA	TX	7865 2
BRIAN BLICKLEY & SAMANTHA KASPER		804 GOLDILOCK S LN		MANCHA CA	TX	7865 2
YULIANA & GEORGE YBARRA		808 GOLDILOCK S LN		MANCHA CA	TX	7865 2
GENA R CARTER		912 GOLDILOCK S LN		MANCHA CA	TX	7865 2
SERGIO & AMBER ANDRADE		916 GOLDILOCK S LN		MANCHA CA	TX	7865 2
CLAUDIA ROMO & STEVEN A STANLEY		920 GOLDILOCK S LN		MANCHA CA	TX	7865 2
MARK & ERICA HERING		1000 GOLDILOCK S LN		MANCHA CA	TX	7865 2
LARRY L BURKS JR		1004 GOLDILOCK S LN		MANCHA CA	TX	7865 2
THOMAS & ELIZABETH PHARISS		2406 JACKS PASS		AUSTIN	TX	7873 4
YUWEI XIE & PAUL J VARGA IV		1012 GOLDILOCK S LN		MANCHA CA	TX	7865 2
WESKEY J CONNELL & KRISTY K PELOQUIN		1104 GOLDILOCK S LN		MANCHA CA	TX	7865 2
PRASITH THAMMAVONG		1108 GOLDILOCK S LN		MANCHA CA	TX	7865 2
JARROD & BRANDIE COLE		1112 GOLDILOCK S LN		MANCHA CA	TX	7865 2
ROBERT N FOSTER		520 WOODMON T CIR		BATESVILL E	AR	7250 1- 9195
VENESSA & JOSHUA PETERS		901 LAUREL CV		BUDA	TX	7861 0- 2873

14620 IH-35 SOUTH LLC		19820 N 7TH ST	STE 260	PHOENIX	AZ	8502 4- 1696
D T ESTATES LLC		970 FM 967		BUDA	TX	7861 0- 2802
INEZ GARCEZ		167 MCKENNAS CV		BUDA	TX	7861 0- 3242
ROBERT PAGE WATSON		940 OLD SAN ANTONIO RD		BUDA	TX	7861 0- 9702
MORGAN T REGO & ANDREW ANDERSON		111 KATES CV		BUDA	TX	7861 0- 3219
SAMUEL THOMAS SPEARMAN & MADELEINE WEBB		807 LAUREL CV		BUDA	TX	7861 0- 2874
EL SAPO VIVE LLC		506 TERRACE DR		AUSTIN	TX	7870 4- 4343
VAS REAL ESTATE HOLDINGS LLC		14605 INTERSTATE 35		BUDA	TX	7861 0- 9741
ARKK INVESTMENTS INC		5917 TERRAVISTA DR		AUSTIN	TX	7873 5- 1759
JACK ALEXANDER THOMPSON & KRISTIN KARR		225 MCKENNAS CV		BUDA	TX	7861 0- 3241
ROGER A LOHMANN & MARGARET D WHITED		12407 SHADY ACRES DR		BUDA	TX	7861 0- 2515
SHEELY & STEPHANIE PECUCH	ATTN: GREG HENRY	600 CLARK CV		BUDA	TX	7861 0
HILDA & STEVEN HELSING		1253 HALY'S WAY		BUDA	TX	7861 0
TODD E KING		160 MCKENNAS CV		BUDA	TX	7861 0
RODOLFO & YVETTE ESCOBAR		184 MCKENNAS CV		BUDA	TX	7861 0

JONATHAN W DANIEL		249 KATES CV		BUDA	TX	78610
BAILEY LAND INVESTMENTS LP		2100 NORTHLAND DR		AUSTIN	TX	78756-1116
BUDA LIONS CHARITIES INC		PO BOX 1034		BUDA	TX	78610-1034
VINCENT CASILLAN & SHEILA THORNTON-CASILLAN		257 MCKENNAS CV		BUDA	TX	78610
GREGORY J ADAMS & ALISON N KLAUCK		233 MCKENNAS CV		BUDA	TX	78610-3241
STEVEN ESKEW		1261 HALEYS WAY		BUDA	TX	78610
WENDI L MOZINGO		100 SPANISH OAKS TRL		BUDA	TX	78610-2569
HAYS COUNTY		111 E SAN ANTONIO ST	STE 202	SAN MARCOS	TX	78666-5534
JAMES & VIRGINIA MACDONALD		203 DEWBERRY CV		BUDA	TX	78610
KEVIN GOMEZ		191 KATES CV		BUDA	TX	78610-3237
WALDEN POND INVESTMENTS LLC		1750 FM 967		BUDA	TX	78610-2884
NIGHT HAWK REALTY LLC		100 NIGHTHAWK CIR		BUDA	TX	78610-9100
CHARLES & KIMBERLY LIVERMAN		197 RANGER DR		BUDA	TX	78610-2536
MCCARTHY JOHN BISHOP OF AUSTIN	ATTN: BISHOP'S OFFICE OR CHANCELLOR	6225 HWY 290 E		AUSTIN	TX	78723
LISA & CHAD NELSON		11305 VIRIDIAN WAY		AUSTIN	TX	78739-2093

JOSEPH & SARAH LEVERING		12701 SHADY ACRES DR		BUDA	TX	78610-2524
STANLEY FRANKLIN WEBB		334 CLEAR SPRINGS HOLW		BUDA	TX	78610-2740
CAPITAL LAND INVESTMENTS I LP		505 WALSH ST		AUSTIN	TX	78703-5251
TERRELL & SHARON RICHARDS		PO BOX 265		CONCAN	TX	78838-0265
2428 PARTNERS LP		16380 ADDISON RD		ADDISON	TX	75001-3249
BEND AT ONION CREEK LP		P O BOX 930		BUDA	TX	78610-0930
EVELYN R MALATEK		217 MCKENNAS CV		BUDA	TX	78610
COVES OF CIMARRON HOMEOWNERS	C/O GOODWIN MANAGEMENT	PO BOX 203310		AUSTIN	TX	78720-3310
EAGLE SHADOW HOLDINGS LLC		1706 ELLIOTT RANCH RD		BUDA	TX	78610-3033
HAYS COUNTY		712 S STAGECOACH TRL		SAN MARCOS	TX	78666-6073
RONALD OSEGUEDA		213 KATES CV		BUDA	TX	78610-3238
LESLIE & DANNY CROOKS		151 KATES CV		BUDA	TX	78610
ERIC & LAURIE CROMWELL	CROMWELL CONSTRUCTION	404 LOOP ST		BUDA	TX	78610
SEAN & LEAH URUBEK		159 MCKENNAS CV		BUDA	TX	78610-3242
TERRY L CARROLL		1137 HALEYS WAY DR		BUDA	TX	78610-3206
HAROLD & ANDREA CLARK		12913 LANTANA TRL		BUDA	TX	78610-2859

JOHN & PATRICIA NICHOLS		1009 HALEYS WAY DR		BUDA	TX	7861 0-3205
STORE MASTER FUNDING XVI LLC		8377 E HARTFORD DR	STE 100	SCOTTSD ALE	AZ	8525 5-5686
JEFFREY & ANNA STEELE		249 MCKENNAS CV		BUDA	TX	7861 0
MARK & LUCILLE DROSOS		14605 OLD SAN ANTONIO RD		BUDA	TX	7861 0
JEFFREY & CATHERINE BRACEWELL		12611 SHADY ACRES DR		BUDA	TX	7861 0
PAUL & SYLVIA WILSON		200 MCKENNAS CV		BUDA	TX	7861 0
CRAIG H LEACH		12907 LANTANA TRL		BUDA	TX	7861 0-2859
TWIN OAKS RANCH INC	FIRST EVANGELICAL CHURCH	P O BOX 457		BUDA	TX	7861 0-0457
DERIN SCHNEIDER		12709 TURKEY CV		BUDA	TX	7861 0
GENE LEDOUX		P O BOX 176		MANCHA CA	TX	7865 2-0176
JACQUELINE BORREGO		319 KATES CV		BUDA	TX	7861 0-3236
HUANG FAMILY REVOCABLE TRUST		13365 VIA RANCHERO DR		SARATOG A	CA	9507 0-4525
STEPHANIE S GIPSON		201 MCKENNAS CV		BUDA	TX	7861 0-3241
ACOSTA HOLDING COMPANY, INC.		9860 FM 967		BUDA	TX	7861 0
MARY LOUISE PORTER BAILEY		5609 SHOALWOOD AVE		AUSTIN	TX	7875 6-1623
MATTHEW & CHELSEA ONELIL		285 KATES CV		BUDA	TX	7861 0-3235

MACKEY-ADAMS PROPERTIES INC		7809 LINDENWOOD CIR		AUSTIN	TX	7873 1-1512
ALESA VERA ROTI		1005 HALEYS WAY DR		BUDA	TX	7861 0-3205
COVES OF CIMARRON HOMEOWNERS ASSN INC	GOODWIN MANAGEMENT, INC	P.O. BOX 203310		AUSTIN	TX	7872 0-3310
STATE OF TEXAS	TEXAS DEPT OF TRANSPORTATION	125 E 11TH ST		AUSTIN	TX	7870 1-2483
BILL & NANCY MEADOR		12409 SHADY ACRE LN		BUDA	TX	7861 0
JOHN ROGERS & JANET WALLGREN		10641 FM 967		BUDA	TX	7861 0-3424
RILEY & SCOTT KINWORTHY		1133 HALEYS WAY DR		BUDA	TX	7861 0-3206
BRYAN CHANDLER (LIFE ESTATE)	ATTN: LETA & DALTON CHANDLER	888 FM 967		BUDA	TX	7861 0-2838
SCOTT & STEPHANIE BRANNOCK		1277 HALEYS WAY DR		BUDA	TX	7861 0-3208
MICHELL K HALES		1007 LAUREL CV		BUDA	TX	7861 0
URBAN FAMILY LIMITED PARTNERSHIP NO 2		PO BOX 930		BUDA	TX	7861 0-0930
DEREK & MEGAN BARKER		12707 QUAIL CV		BUDA	TX	7861 0
TALIAFERRO S HIGGINBOTHAM IV		P O BOX 1050		BUDA	TX	7861 0-1050
HERBERT & MARY PURVIS		500 E LOOP ST		BUDA	TX	7861 0
SUNFIELD INVESTMENTS LLC		16380 ADDISON RD		ADDISON	TX	7500 1-3249
KEITH W MARKS		190 MARKS OVER LOOK		BUDA	TX	7861 0

CAROLYN & ROGER RENWICK		4228 SE MADISON ST		PORTLAND	OR	97215-2429
PAULINE WINZER & CECIL RAY WINZER SR ESTATE	PAULINE BROWN WINZER IND EXEC	12805 DOVE DR		BUDA	TX	78610
CHRISTINE ANN DECESARE & KEVIN JEROME AMBLER		273 KATES COVE		BUDA	TX	78610
JANE ALYCE NUSSEL LIVING TRUST	JANE ALYCE NUSSEL TRUSTEE	1075 VAUGHN		KYLE	TX	78640-3024
WENDI MOZINGO		100 SPANISH OAK TRL		BUDA	TX	78610
HOLLI & JOHN PREUSS		1149 HALEYS WAY		BUDA	TX	78610
CARLY SUTPHIN DAILY & CASSIDY RYAN WOODALL		201 DAYBREAK CV		BUDA	TX	78610-2820
SHEELY & STEPHANIE PECUCH		16225 OXBOW TRL		BUDA	TX	78610
PATRICIA & JODY EVERETT LIVING TRUST	PATRICIA & JODY EVERETT TRUSTEES	12513 SHADY ACRES DR		BUDA	TX	78610
TROY & TERRI SMITH		12413 SHADY ACRES DR		BUDA	TX	78610
ROBERT & LINDA MCCALL LIVING TRUST		413 CANYON WREN DR		BUDA	TX	78610-2604
ZOE ELIZABETH MARTIN & ALEXANDER BRYAN HINDMAN HEATH		12709 QUAIL CV		BUDA	TX	78610-2512
TWC-1626 LLC		12701 LOWDEN LN	STE 701	MANHATTAN	TX	78652-0047
HAYS COUNTY		111 E SAN ANTONIO ST		SAN MARCOS	TX	78666-5534
SCHURIG CHILDREN'S 2002 TRUST	MICHELE MORGAN	10415 MORADO CIRCLE	BUILDING 1,	AUSTIN	TX	78759

	ROBERTS TRUSTEE		SUITE 310			
SARAH RAYBURN		225 KATES CV		BUDA	TX	7861 0-3238
AUDRA JANINE LEWIS		12509 SHADY ACRES DR		BUDA	TX	7861 0-2517
NINA C GUINN		675A PONDEROS A RD		BASTROP	TX	7860 2
WATTS INVESTMENTS LLC		7305 E GREENWAY RD		SCOTTSD ALE	AZ	8526 0-1603
945 OSR LLC		P O BOX 700452		SAN ANTONIO	TX	7827 0-0452
HFH INVESTMENTS LP		PO BOX 930		BUDA	TX	7861 0-0930
MICHAEL D PATINO		1025 HALEYS WAY		BUDA	TX	7861 0
WILLIAM S O'CONNOR & JESSICA SULLIVAN		809 LAUREL CV		BUDA	TX	7861 0-2874
YMCA OF AUSTIN		465 BUDA SPORTSPLE X DR		BUDA	TX	7861 0
DEBORAH KAY BENNIGHT		12703 SHADY ACRES DR		BUDA	TX	7861 0-2524
ALISON BLAIN MONCRIEF		1003 LAUREL CV		BUDA	TX	7861 0
NANCY L BRINKLEY		410 JACK C HAYS TRL		BUDA	TX	7861 0
STACY SASS		12601 SHADY ACRES DR		BUDA	TX	7861 0-2519
HUMBERTO & ANA PEREZ		905 LAUREL CV		BUDA	TX	7861 0
PEGGY H NELSON		12706 EAGLE NEST DR		BUDA	TX	7861 0
CIMARRON PROFESSIONAL OFFICES THREE LTD		251 N FM 1626	BLDG 2-D	BUDA	TX	7861 0-2715

JEFFREY CLAY YOUNGKIN & HEIDI NICOLE ROMANO		141 KATES CV		BUDA	TX	7861 0- 3217
LARRY & DOVIE GREEN		909 LAUREL CV		BUDA	TX	7861 0
VIRGINIA ISBELL POTTS		12405 SHADY ACRE DR		BUDA	TX	7861 0
COSHENA II LTD	C/O LARRY NIEMANN	3419 MONTE VISTA DR		AUSTIN	TX	7873 1- 5722
KAREN L CAMPBELL & JOHN M DICKERSON		140 AMANDAS WAY		BUDA	TX	7861 0
CITY OF BUDA	ATTN: MICAH GRAU - CITY MANAGER	405 E LOOP ST	BLDG 100	BUDA	TX	7861 0- 4004
DANA BEYER & SHAN MICHEL MURPHY		1265 HALEYS WAY DR		BUDA	TX	7861 0- 3208
LEO & KATHERINE CONWAY		237 KATES CV		BUDA	TX	7861 0
SHEILA LEE HANCOCK		12401 SHADY ACRE DR		BUDA	TX	7861 0
STRIVE VENTURES LLC		8870 BUSINESS PARK DR	UNIT 100	AUSTIN	TX	7875 9- 7403
LAS VEGAS LB LLC		19820 N 7TH ST	STE 260	PHOENIX	AZ	8502 4- 1696
THOMAS & MARTA POLACHEK		135 MCKENNAS CV		BUDA	TX	7861 0
CLAUDIA L PATTON		135 KATES CV		BUDA	TX	7861 0
ALONSO & KATHERINE CAMARA & ALBERTO PATRON	ALONSO CAMARA INS	1524 S INTERSTATE 35	STE 233	AUSTIN	TX	7870 4- 2600
MARC & DEBORAH SALINAS		1281 HALEYS WAY		BUDA	TX	7861 0

JANIECE GONZALES & ALEX WEIN		1017 HALEYS WAY DR		BUDA	TX	7861 0-3205
E.L.C.M. HOLDING COMPANY LLC		1762 FM 967	STE D-2	BUDA	TX	7861 0-2983
GMA PROPERTY INVESTMENTS		251 N FM 1626 #2D		BUDA	TX	7861 0
NEVA J LOCKETT & A M KRAMBER		970 OLD SAN ANTONIO RD		BUDA	TX	7861 0
JOHN & HOPE SANFORD		12909 LANTANA TRL		BUDA	TX	7861 0
VICENTE URIBE SR		207 SUMMIT DR		KYLE	TX	7864 0
TERRANCE & MARILYN VAN		1273 HALEYS WAY DR		BUDA	TX	7861 0
ALEJANDRO VARGAS		945-C OLD SAN ANTONIO RD		BUDA	TX	7861 0
R R GUINN ESTATE	NINA GUINN	675A PONDEROSA RD		BASTROP	TX	7860 2-5090
PATRICIA & STEVEN MUSSEY		803 LAUREL CV		BUDA	TX	7861 0-2874
JOHN & DEBRA DULSKI		261 KATES COVE		BUDA	TX	7861 0
610 MAIN STREET BUDA LLC	ATTN: HERMAN GERDES	P O BOX 267		BUDA	TX	7861 0-0267
DONALD & DAWN KNEBEL		12603 SHADY ACRES DR		BUDA	TX	7861 0
WILLIAM & JUDY BURNS		12708 TURKEY CV		BUDA	TX	7861 0-2513
CANDACE & CHRISTOPHER SUCHMA		12300 SLIPPERY ROCK LN		BUDA	TX	7861 0-2576
TRAVIS J BARRETT & SAMANTHA ALMANZA BARRETT		12505 SHADY ACRES DR		BUDA	TX	7861 0-2517

AMY & DREY LORD		12708 QUAIL CV		BUDA	TX	7861 0-2512
EUAL & LISA HORTON		196 RANGER DR		BUDA	TX	7861 0
MICHAEL & REBECCA COLONNETTA		12901 LANTANA TRL		BUDA	TX	7861 0
TRACY & SHEILA SPRINGER		12601 SHADY ACRES DR		BUDA	TX	7861 0-2519
NEMER ANTOINE MASSAAD		200 DAYBREAK CV		BUDA	TX	7861 0-2820
JOEL & GAYLA MULLINS		12511 SHADY ACRE DR		BUDA	TX	7861 0
PHILLIP MERCER & VELMA HERNANDEZ-MERCER		12708 DOVE DR		BUDA	TX	7861 0-2501
CAROL A CALLAGHAN		5812 GATESHEAD DR		AUSTIN	TX	7874 5-3556
THE BEND AT ONION CREEK LP		P.O. BOX 399		BUDA	TX	7861 0
BUDA CREEKSIDE PARK PUD HOMEOWNERS ASSN INC	REAL MANAGE-AUSTIN	PO BOX 700128		DALLAS	TX	7537 0-1989
NICHOLAS & JADA SHOCK		12903 LANTANA TRL		BUDA	TX	7861 0-2859
DOLORES HARRIS		903 LAUREL CV		BUDA	TX	7861 0
ADA CANDANOSA		151 Summer Pointe DR		Buda	TX	7861 0-5912
KING EDWARD IX LLC		P O BOX 399		BUDA	TX	7861 0
SHIRLEY JEAN MACCAUGHAN		728 YARSA BLVD	# B	AUSTIN	TX	7874 8-6540
JOHN MCCAUGHAN & MARGARET ANNE MCCAUGHAN (ESTATE)	CHARLES EDWARD MCCAUGHAN (IND EXE)	565 HILLCREST LN		DALE	TX	7861 6-4049

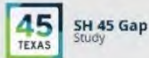
HILLARY & BLAKE BURRIS		361 PURPLE MARTIN AVE		KYLE	TX	7864 0-2126
MIKE & LAURA HUBER		12607 SHADY ACRES DR		BUDA	TX	7861 0
SHELBY R WERNER		12609 SHADY ACRES DR		BUDA	TX	7861 0-2522
ROBERT & LESA GORENA		907 LAUREL CV		BUDA	TX	7861 0-2873
MARK T HARROLD		121 KATES CV		BUDA	TX	7861 0
WILLIAM & CRISTI MCANELLY		241 MCKENNAS CV		BUDA	TX	7861 0
ROXANNE & EDWARD RIOS		1129 HALEYS WAY		BUDA	TX	7861 0
CRAIG SELLMAN		P O BOX 1377		BUDA	TX	7861 0-1377
JEFFERY LEE GRUBERT		P O BOX 587		MANCHA CA	TX	7865 2-0587
BOBBY & PAMELA RAY		12403 SHADY ACRES DR		BUDA	TX	7861 0
JOHN L KELLY		175 MCKENNAS CV		BUDA	TX	7861 0-3242
MICHAEL R GUARINO & PAMELA K FRIDRICH		12501 SHADY ACRES LN		BUDA	TX	7861 0
MARSHA JEAN YEARIAN & PATRICIA LYNN WEAVER		179 KATES CV		BUDA	TX	7861 0-3237
CURTIS & LINDA HOPKINS		12400 SHADY ACRES DR		BUDA	TX	7861 0-2514
MICHELE RENEE HOSKINS		183 MCKENNAS CV		BUDA	TX	7861 0-3242
RICHARD ELIZONDO		12705 SHADY ACRES DR		BUDA	TX	7861 0

NINA KATHRYN KELLEY		12911 LANTANA TRL		BUDA	TX	7861 0-2859
ELIZABETH & CARL URBAN		P.O. BOX 930		BUDA	TX	7861 0
FAITH ASSEMBLY OF GOD INC		PO BOX 739		BUDA	TX	7861 0-0739
NICHOLAS & LAURA BONAVIDA		12709 DOVE DR		BUDA	TX	7861 0-2501
WILLIAM P ALGER		201 DEWBERRY CV		BUDA	TX	7861 0-2821
TERRY & VEDIA SHERMAN		14505 OLD SAN ANTONIO RD		BUDA	TX	7861 0
JOHNNIE & REBECCA WHITLOCK		200 DEWBERRY CV		BUDA	TX	7861 0-2821
JOYCE M PHILLIPS		172 MCKENNAS CV		BUDA	TX	7861 0
MICHAEL BOOTHE ALLEN & MARTHA F VILLARREAL		201 KATES CV		BUDA	TX	7861 0-3238
GAY L PECK		12605 SHADY ACRES DR		BUDA	TX	7861 0-2522
CHARLES LOVELL		101 KATES CV		BUDA	TX	7861 0-3219
WILLIAM & HEATHER MCKIBBEN		369 KATES CV		BUDA	TX	7861 0
ALLEN G WALTHER		12707 TURKEY CV		BUDA	TX	7861 0
BRAZOS DE SANTOS PARTNERS LTD		PO BOX 839925		SAN ANTONIO	TX	7828 3-3925
BRETT & ROSALIE KOGER		12507 SHADY ACRE DR		BUDA	TX	7861 0
BROCK & SUSAN EVANS		1257 HALEYS WAY DR		BUDA	TX	7861 0-3208

CHARLES L TUTTLE		12503 SHADY ACRES DR		BUDA	TX	78610
STEPHEN C MARINES & EMILY STRANG		1013 HALEYS WAY DR		BUDA	TX	78610-3205
AMERICAN HOMES 4 RENT PROPERTIES TWO LLC		23975 PARK SORRENTO	STE 300	CALABAS AS	CA	91302-4012
JOSE & SYLVIA ESQUIVEL		12905 LANTANA TRL		BUDA	TX	78610
NATIONAL CENTER FOR FARMWORKER HEALTH INC		1770 FM 967		BUDA	TX	78610
DAVID & DEANNE PHILLIPS		12803 DOVE DR		BUDA	TX	78610
KEITH KRUSEKOPF		404 N 14TH ST		ROGERS	AR	72756-3332
HOUSING AUTHORITY OF THE CITY OF AUSTIN		1124 S IH 35 Frontage Rd		Austin	TX	78704
GCP XXVI LTD		12750 Merit Dr	Ste 1175	Dallas	TX	75251-1235
AUSTIN LAND PURCHASE LLC		4145 Travis St	Ste 300	Dallas	TX	75204-1830
CD&P	ATTN: SH 45 Study	PO Box 5459		Austin	TX	78763
Buda Elementary School		300 FM 967		Buda	TX	78610
Lydia Collins		PO Box 770		Buda	TX	78610
Buda United Methodist Church	ATTN: Elmer Ferguson	PO Box 1196		Buda	TX	78610
The Willie Family Limited Partnership		3001 Old Bliss Spillar		Manchaca	TX	78652
AUDREY KUHL		1172 San Bernard Street		AUSTIN	TX	78702

Email Notice

May 24, 2023



Hays County in partnership with the City of Buda is conducting a study to explore the feasibility of constructing SH 45 between I-35 and RM 1626. An important part of this study includes coordinating with property owners, the community, and regional and local partners to identify local priorities.

The County is holding the first Open House for this Study.

OPEN HOUSE

Thursday, June 15, 2023

4:30 – 7:30 p.m.

Drop in anytime!

Sunfield Station Event Center
2610 Main St., Buda, TX 78610



At the Open House, the County will share information about the study and hear from the community to help identify the initial route concepts. Attend the Open House meeting to learn more and share your comments.

SHARE COMMENTS

The comment period is from June 15 to June 30, 2023. Comments may be submitted through the website, during the in-person open house, or by email, mail, text, or phone. All information shared at the open house will also be available online.

We encourage all those that are interested in the Study to participate and share their thoughts.

CONTACT

sh45gap.com

info@sh45gap.com

512-400-6107

Share with Friends and Contacts



Email Reminder

June 8, 2023



Hays County in partnership with the City of Buda is conducting a study to explore the feasibility of constructing SH 45 between I-35 and RM 1626. An important part of this study includes coordinating with property owners, the community, and regional and local partners to identify local priorities.

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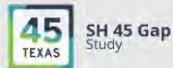
512-400-6107

Share with Friends and Contacts



Final Email Reminder

June 26, 2023



Thank you to everyone who attended and shared input at the first open house for the SH 45 Gap Study on June 15, 2023. The purpose of the meeting was to share information on the study and process, and to gather route suggestions and feedback on the study area and transportation needs from the community.

All information that was shared at the in-person open house is available online at sh45gap.com.

The comment period is from June 15 to June 30, 2023. It's not too late to provide input. Comments are still being accepted through the website or by email, mail, text, or phone.

We encourage all interested in the Study to participate and share their thoughts.

[Visit the Virtual Open House](#)

SHARE COMMENTS

Online via [Comment Form & Interactive Map](#): sh45gap.com

Email: info@sh45gap.com

Mail: SH 45 Gap Study, PO Box 5459, Austin, TX 78763

Text/Call: (512) 400-6107

All comments received during the comment period will be included in the meeting summary and we will let you know when this is available online.

CONTACT

sh45gap.com

info@sh45gap.com

512-400-6107


Share with Friends and Contacts



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Signage

24" x 36" signs were placed on June 7, 2023 at 12 different neighborhood entrances

OPEN HOUSE

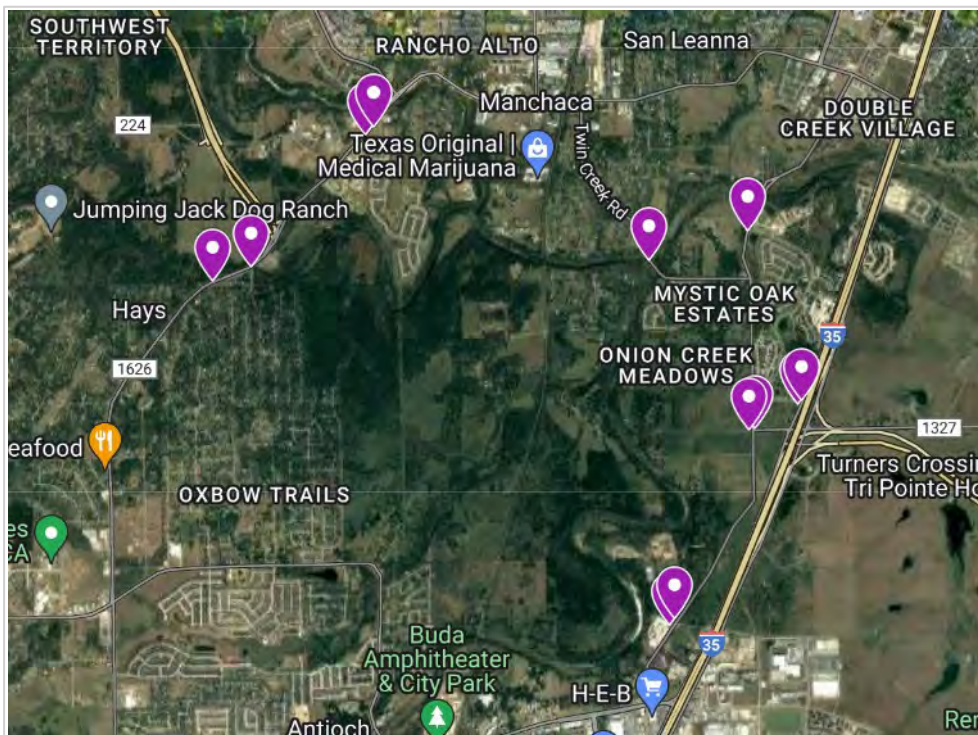
45 TEXAS SH 45 GAP STUDY

Thursday, June 15
4:30 – 7:30 p.m.

Sunfield Station Event Center
2610 Main St., Buda, TX 78610

Visit sh45gap.com

Locations:



Memorial Day in Kyle, Texas

"In war, true heroes are the ones who didn't make it home." - Jude Prather

PHOTOS BY ASHLEY KONTNIEK



Members of local Boy Scout troops 1948 and 812 and Cub Scouts Pack 812 bring in the flag at the beginning of the ceremony.



Hays County Veteran Services Officer Jude Prather addresses the crowd at the Memorial Day event.



The crowd watches as the flag is raised into position.

45 SH 45 TEXAS GAP STUDY

Hays County in partnership with the City of Buda is conducting a study to explore the feasibility of constructing SH 45 between I-35 and RM 1626.



Attend the Open House meeting to learn more and share your thoughts.

OPEN HOUSE
Thursday, June 15, 2023
4:30 - 7:30 p.m.
Drop in anytime!

Sunfield Station, 1101 East
2312 North St., Buda, TX 78610



SHARE COMMENTS

The information shared at the meeting will also be available online and the comment period is from June 15 to June 30, 2023. Comments may be submitted through the website, during the in-person open house, or by email, mail, text, or phone.

We encourage all those that are interested in the Study to participate and share their thoughts.

CONTACT

sh45gap.com | info@sh45gap.com | 512-400-6107

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Website Advertisement

Posted on Community Impact Southwest Austin - Dripping Springs and San Marcos - Buda - Kyle Pages from June 13 - 30, 2023

45 SH 45
TEXAS GAP STUDY

OPEN HOUSE

Thursday, June 15, 2023
Drop in anytime from 4:30 – 7:30 p.m.

Sunfield Station Event Center
2610 Main St., Buda, TX 78610

Visit sh45gap.com to participate online

If you need interpretation, translation services, or require accommodation due to a disability to attend and participate in the Open House, please reach out to the project team at 512-400-6107.

NEWS EVERYONE GETS Select your community

SH 45
GAP STUDY

OPEN HOUSE

Thursday, June 15, 2023
4:30 – 7:30 p.m.
Sunfield Station Event Center

Can't attend in person?
 [Visit sh45gap.com to participate.](https://sh45gap.com)

San Marcos - Buda - Kyle

Trending in San Marcos | Buda | Kyle

SH 45
GAP STUDY

OPEN HOUSE

Thursday, June 15, 2023
4:30 – 7:30 p.m.
Sunfield Station Event Center

Can't attend in person?
 [Visit sh45gap.com to participate.](https://sh45gap.com)

Southwest Austin - Dripping Springs

Trending in Southwest Austin | Dripping Springs

Stay informed about the latest local news in Southwest Austin and Dripping Springs, including Austin City Hall headlines, Capital Metro.

News Release

Distributed on June 13, 2023

News Release
FOR IMMEDIATE RELEASE

Audrey Kuhl
Public Involvement Consultant
info@sh45gap.com | [REDACTED]

SH 45 GAP STUDY – Open House Meeting

HAYS COUNTY, Texas (June 13, 2023) – Hays County, in collaboration with the City of Buda, is conducting a study to explore the feasibility of constructing SH 45 between I-35 and RM 1626. This study is the first step in the development of a potential route and will include the analysis of traffic data and environmental constraints, and a thorough outreach process that will work to identify the locally preferred route option(s).

The open house meeting materials and comment opportunities will be available online at sh45gap.com from Thursday, June 15 to June 30, 2023. The county is also hosting the Study's first in-person community meeting to seek input from property owners, interested stakeholders, and local and regional leaders. The open house meeting is planned for Thursday, June 15, 2023, from 4:30 to 7:30 p.m. at the Sunfield Station Event Center in Buda.

"The Central Texas region is experiencing unprecedented growth. Numerous developments are planned in the area between I-35 and RM 1626. As the area continues to develop, future development of a transportation corridor through the area becomes much more challenging and the opportunity could be lost entirely," said Commissioner Walt Smith, Pct. 4.

He added, "This future corridor would provide access to economic opportunities developing in the west and throughout the region. Hays County, and other regional leaders, have a responsibility to taxpayers, area residents, and the traveling public to fully consider and further investigate the Gap project."

Open House

Thursday, June 15, 2023
4:30 – 7:30 p.m.
Sunfield Station Event Center
2610 Main St., Buda TX 78610110

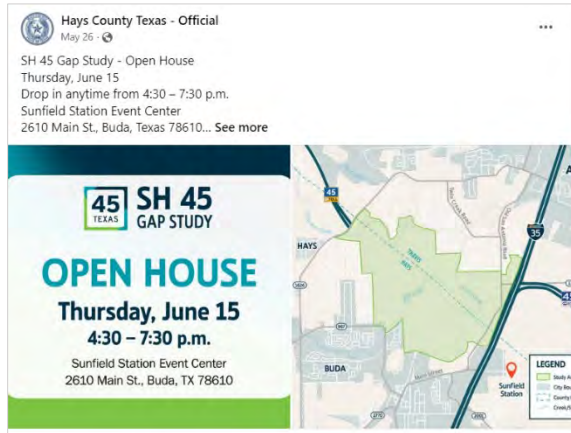
We encourage the public to participate and share feedback by June 30, 2023. Comments may be submitted through the website, at the open house meeting, by email at info@sh45gap.com, by mail (PO Box 5459, Austin, TX 78763), or by text/voicemail at 512-400-6107.

For more information, visit sh45gap.com

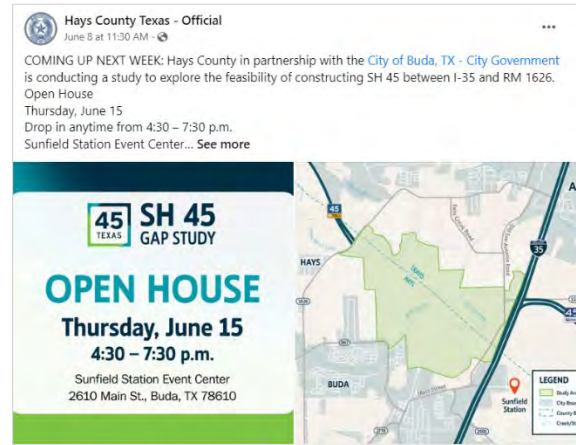
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Social Media

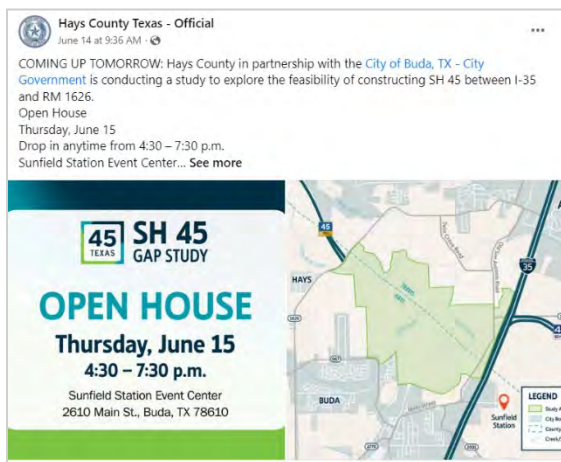
Facebook



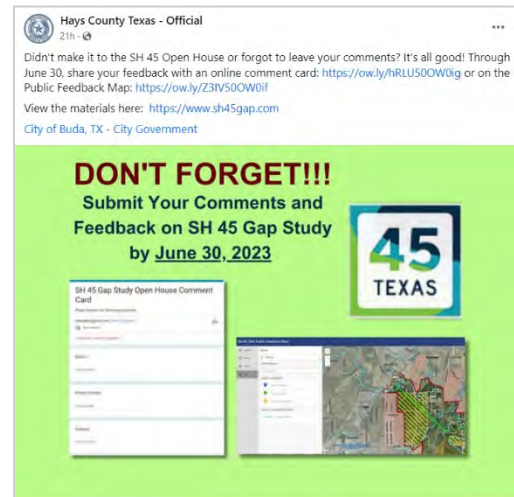
Facebook post published on May 26



Facebook post published on June 8



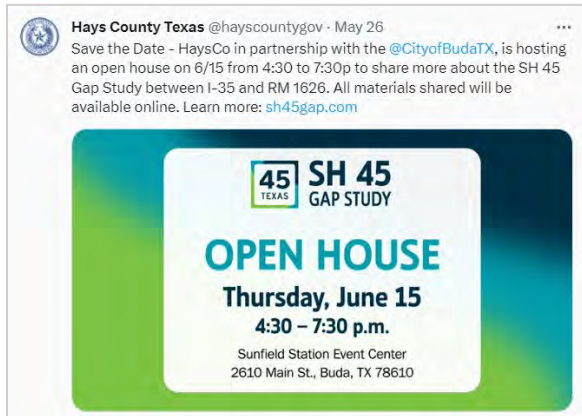
Facebook post published on June 14



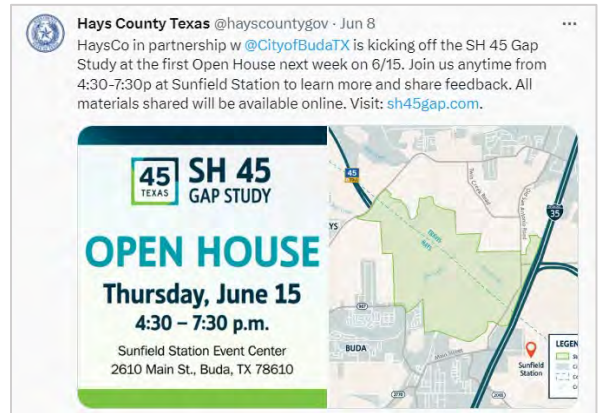
Facebook post published on June 28

Social Media

Twitter



Twitter post published on May 26



Twitter post published on June 8



Twitter post published on June 15



Twitter post published on June 27

Open House Sign-in Sheets



Open House Sign-in Sheet

Thursday, June 15, 2023

Name

Address

Email

Mike Cato

12707 Azalea Cir

Dewayne Hartmann

13100 Algerita Terrace

Jeanette Hartmann

13100 Algerita Terrace

JAMES FORT

140 WILD WIND COVE
Beuda TX 78610

Villiam CARSON

5067 Horsethief Trl
Manchaca Tx 78652

Inade Berton

115 San Mercedes
Pruder, Tx



Open House Sign-in Sheet

Thursday, June 15, 2023

Name	Address	Email
Scheleen Walker	Travis County/COA resident zip = 78723	[Redacted]
Michelle Cohen	Travis County's Long Range Planning 148 Quintan Court Lejo, TX 78640	
Cathy Ramsey	Tripping Springs, Hays Co	
Stephen Van Kampen - Lewis	[Redacted]	[Redacted]
Stahl Urban MAH	[Redacted]	[Redacted]
Jeff Grubert	67 Limestone Trail Wimberley TX 78676 P.O. Box 587 Manhasset TX 78652	[Redacted]



SH 45
GAP STUDY

Open House Sign-in Sheet

Thursday, June 15, 2023

Name

Address

Email

Kathy
Metzler

12518 Darryl Dr
Buda TX 78610

Scott & Merridith
Cary

404 Canyon Wren Dr.
Buda, TX 78610

Larry Cline

131 Crystal River Rd
Kyle TX 78640

Sara Braunstein

210 Amberwood South
#721
Kyle TX 78640

Sara Shannon

307 Raccoon Run
Buda TX 78610



SH 45
GAP STUDY

Open House Sign-in Sheet

Thursday, June 15, 2023

Name

Address

Email

Charlie Watts

2700 Purple Thistle Dr
Pflugerville, TX 78660

Alex Villalobos

11112 San Marcos Suite 300
San Marcos, TX 78666

Robin & Scott Perry

307 Lakewood Dr.
Buda, TX 78610

Tommy Harper

18 Conroy Oaks Drive
Buda, TX 78610

Paul Carter

1001 Edgelynn, 78704

Brian Carter

~~3007 Warwick Way~~
Austin, TX 78748



SH 45
GAP STUDY

Open House Sign-in Sheet

Thursday, June 15, 2023

Name

Address

Email

Eusebio Holley
Killeen, TX, 76542
1608 Granex Dr

ALBERTO DIAZ

506 Horsethief Trail
Manhaca, TX

Earl Sorrells

MARK SORRELS

506 HORSETHIEF TRL
MANHACA, TX 78754

ANN HARDIE

8408 SHALLOT WAY
AUSTIN 78748

Jim Camp

3803 Cattleman Dr
Manhaca, TX 78652



SH 45
GAP STUDY

Open House Sign-in Sheet

Thursday, June 15, 2023

Name	Address	Email
Jennifer Storm	405 Elap St 78610	
ROBERT HESSENBROOK	158 KATE'S COVE BUDA 78610	
Carlos SOPVINA	314 Triumph Rd Buda, 78610	
Betsy Urban Stacy Urban Carl Urban	P.O. Box 399 Buda Tx 78610	
Freddie Alonzo	323 Enchanted Woods Trail Buda, 78610	
Don Halczan	POB 457 Buda, TX 78610 100 MARKS OVERLOOK BUDA	



SH 45
GAP STUDY

Open House Sign-in Sheet

Thursday, June 15, 2023

Name

Address

Email

TERRY SHERMAN
VEDIA SHERMAN

14505 Old San Antonio Rd
Buda, 78610

Kevin A. Miller

3108 Sunland Dr.
Austin, TX

Matt McMillan

642 Vista Gardens Dr
Buda, TX

David Anson

1253 Braeracker Dr
Buda, TX

Allan Peterson

351 Vista Gardens
Buda, TX

Daniel Hogberg

15603 Polynetic Pl
Austin, TX 78717



SH 45
GAP STUDY

Open House Sign-in Sheet

Thursday, June 15, 2023

Name

Address

Email

Tim Holcomb

KXAN

Mark McNeil

Buda

Andrew Cortes

Austin

Betsy Lewinski

248 Camero way
San Marcos, TX

Paul Campbell

Buda

Mark Hausman

Buda



SH 45
GAP STUDY

Open House Sign-in Sheet

Thursday, June 15, 2023

Name

Address

Email

Martha McTee

246 Tanzanite Circle
Buda TX 78610

Zara
FLORES

2001 E. SLAUGHTER LANE

WESLEY E. JASER

101 W. LOUIS HENNA BLVD
AUSTIN, TEXAS

Bobby LeDoux

P.O. Box 176
Manchaca TX 78662

JOHN ELWELL

357 BETONY LOOP
BUDA TX 78610

Joe Hudgins

309 Enchanted woods
Buda, TX 78660



Open House Sign-in Sheet

Thursday, June 15, 2023

Name	Address	Email
Scott Ford	T&DOT Aus District	
Cathy Stephens	611 Middleway Rd Pflugerville TX 78660	
Nicklaus Peretsten	CDS Austin	
Larvia Contró	742 Wild Preen Ln Buda, TX 78610	
Sean Doles	465 BVOA Sportsplex Dr. BVOA TX 78610	
SCOTT DUKETTE		



SH 45
GAP STUDY

Open House Sign-in Sheet

Thursday, June 15, 2023

Name

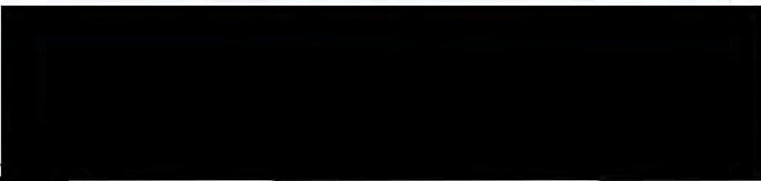
Address

Email

Carol Pennington

1005 Bluebird Dr.
Manchaca, TX 78652

Marcela Aguirre



Website Analytics

Project Website



SH 45 Gap Study

HOME PUBLIC ENGAGEMENT RESOURCES CONTACT

SH 45 GAP STUDY

VIRTUAL OPEN HOUSE

Available Online June 15 to June 30

SH 45 Study Open House

Thank you for visiting the first Virtual Open House for the SH 45 Gap Study. The purpose of this Open House is to share information about the Study and provide the opportunity for feedback on the potential project, the study area, transportation needs, and stakeholder concerns and priorities. In addition, we are seeking suggestions regarding the possible path of the Gap Project. Suggestions from the public will be considered as route options are developed during the coming months.

Comments may be shared at the open house meeting, through the online comment card, the online interactive map, by email, mail, text, or voicemail.

Open House Meeting

Thursday, June 15, 2023 | 4:30 - 7:30 p.m.

 Sunfield Station Event Center
2610 Main St., Buda, TX

Please view the information below and share your comments



SH 45 GAP STUDY

OPEN HOUSE

June 15, 2023 | 4:30 - 7:30 p.m.
Sunfield Station Event Center



Comment Period: June 15 to June 30, 2023

Submit Comments

- At the open house
- Email: info@sh45gap.com
- Mail: PO Box 5459 Austin, TX 78763
- Online: sh45gap.com
- Text/Voicemail: 512-400-6107

Welcome and thank you for your interest in the first open house for the SH 45 Gap Study. The purpose of this open house is to provide the opportunity for community members to learn about the study and share input.

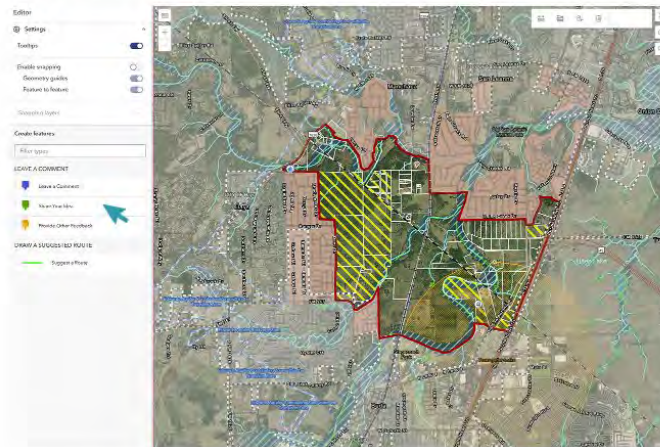
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[View and download SH 45 Gap Study exhibits and script \(PDF\)](#)

Share Your Feedback

Please share your comments online through the [online comment card](#), the [online interactive map](#), by email, mail, text, or voicemail. View and download [SH 45 Gap Study exhibits and script \(PDF\)](#)

Leave Comments on the Map



To leave a comment in the map, follow the steps below:

Step 1. Navigate around the map by holding down your mouse and panning until you are at the location where you would like to leave a comment. You may use the + and - button on the top left corner of the map to zoom in and out.

Step 2. Click on the EDIT (Pencil icon) button on the left sidebar and choose the type of comment you would like to leave from one of the colored pins.

Step 3. Click the map where you would like to place the pin and type in your comment.

Step 4. When you're finished typing the comment, click the blue CREATE button to save your comment. Note that comments left blank will not be saved on the map.

To draw a route on the map, follow the below steps.

Step 1. Click on the EDIT (Pencil icon) button on the left sidebar and choose the green "Suggest a Route" line.

Step 2. Navigate around the map by holding down your mouse and panning until you are at the location where you would like to leave a comment. You may use the + and - button on the top left corner of the map to zoom in and out.

Step 3. Click once to start your route and continue to click along the route that you would like to suggest.

Step 4. Once you have reached the end, double-click to finalize your route. Click the blue CREATE button to save.

TIPS:

- Once you "create" a point with a comment or draw a line in the map, you won't be able to delete it. If you choose the wrong location by mistake, simply leave the comment blank and try again. Once a feature is created, it cannot be edited or deleted.
- Comments within the map are limited to 254 characters, so if you have a lot to say, you can add multiple points to the map, or submit a formal comment.

LAYERS

You can toggle map layers on/off under this menu.

LEGEND

The legend displays symbols of active layers in the map. If you turn off a layer, it will not be displayed.

Leave Comments on the Comment Form



SH 45
GAP STUDY

SH 45 Gap Study Open House Comment Card

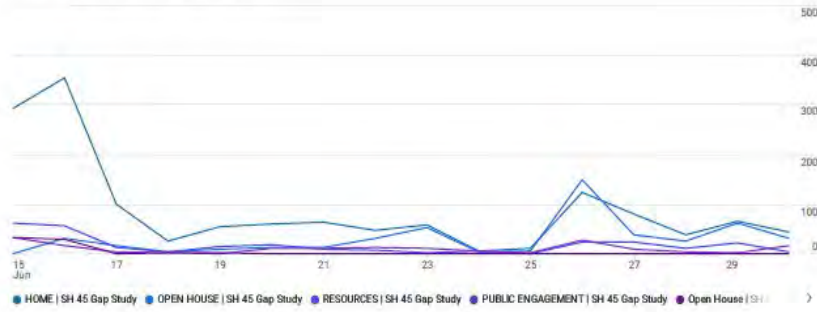
The form SH 45 Gap Study Open House Comment Card is no longer accepting responses. Try contacting the owner of the form if you think this is a mistake.

The form was created inside of [CD&P Report Abuse](#)

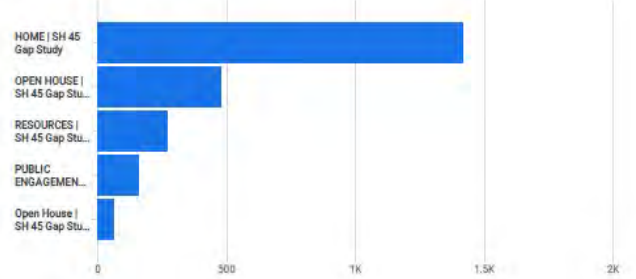
Google Forms

Website User Analytics

Views by Page title and screen class over time




Views by Page title and screen class



	Page title and screen class	Views	Users	Views per user	Average engagement time
		2,518 100% of total	816 100% of total	3.09 Avg 0%	1m 01s Avg 0%
1	HOME SH 45 Gap Study	1,418	638	2.22	0m 42s
2	OPEN HOUSE SH 45 Gap Study	480	302	1.59	0m 40s
3	RESOURCES SH 45 Gap Study	271	117	2.32	0m 40s
4	PUBLIC ENGAGEMENT SH 45 Gap Study	161	58	2.78	0m 31s
5	Open House SH 45 Gap Study	63	30	2.10	1m 22s
6	SH 45 Gap Study Open House OPEN HOUSE	17	13	1.31	0m 10s
7	Members SH 45 Gap Study	14	7	2.00	0m 11s
8	What We've Learned OPEN HOUSE	9	6	1.50	0m 24s
9	Activities OPEN HOUSE	7	5	1.40	0m 28s
10	Edwards Aquifer OPEN HOUSE	7	5	1.40	0m 23s


Meeting Materials



SH 45
GAP STUDY

OPEN HOUSE

June 15, 2023 | 4:30 - 7:30 p.m.
Sunfield Station Event Center



Comment Period: June 15 to June 30, 2023

Submit Comments

- At the open house
- Email: info@sh45gap.com
- Mail: PO Box 5459 Austin, TX 78763
- Online: sh45gap.com
- Text/Voicemail: 512-400-6107

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HISTORY

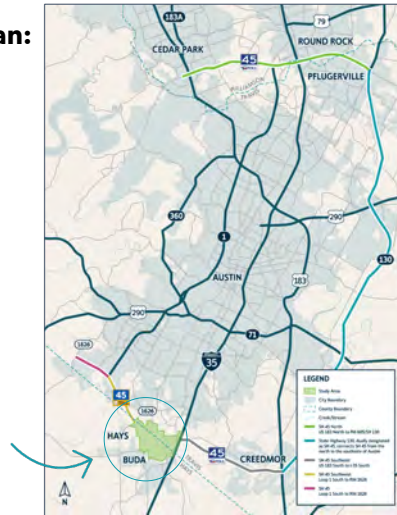
1986 Austin Metropolitan Transportation Plan:

Envisioned SH 45 as the Austin Outer Parkway, a loop encircling the City of Austin

Completed Sections:

- SH 45 - Loop 1 South to RM 1826
- SH 45 North - US 183 North to FM 685/SH 130
- SH 45 Southeast - US 183 South to I-35 South
- SH 45 Southwest - Loop 1 South to RM 1626
- State Highway 130, dually designated as SH 45, connects SH 45 from the north to the south side of Austin

Leaving the "Gap" between I-35 South and RM 1626



SH 45 was originally envisioned as a loop, called the Austin Outer Parkway, encircling the City of Austin. The Austin Outer Parkway concept was included in the [Austin Metropolitan Transportation Plan](#), adopted in 1986.

As shown on this map, major portions of SH 45 have been constructed. The original concepts for the westernmost segments of SH 45 are no longer planned, which leaves the "Gap" between I-35 and RM 1626.

HISTORY

Gap Study and Project included in:

- Hays County 2021 Transportation Plan
- City of Buda 2020 Buda Moves! Transportation Mobility Master Plan

Gap Study included in:

- CAMPO 2045 Regional Transportation Plan
 - *"Design of environmental and preliminary engineering for new freeway" from FM 1626 to I-35.*¹

SH 45 Gap Study

Hays County, in partnership with the City of Buda, is exploring the feasibility of the Gap Project before the area is substantially developed.



¹Page 131 in the CAMPO 2045 Regional Transportation Plan

The need for the for the Gap Project has been identified in both the Hays County and City of Buda transportation plans. Additionally, CAMPO identified the need for this Gap Study in the 2045 Regional Transportation Plan.

Hays County, in partnership with the City of Buda, is exploring the feasibility of the Gap Project before the area is substantially developed.

PURPOSE OF GAP STUDY

- Explore the feasibility of constructing SH 45 between I-35 and RM 1626
- Facilitate coordination between property owners, local partners, regional stakeholders, and the surrounding community in planning for transportation needs



The purpose of the Study is to examine the feasibility of building the segment of SH 45 between I-35 and RM 1626.

This study will look into factors such as engineering challenges, environmental impacts, and cost considerations. Additionally, the study aims to bring together property owners, local partners, regional stakeholders, and the community to plan for transportation needs and ensure that everyone's input is considered. This collaboration is important to develop a transportation solution that works well for the area and considers the interests and concerns of all involved.

PURPOSE OF POTENTIAL GAP PROJECT

- Enhance regional mobility
- Facilitate system connectivity



The purpose of the potential Gap Project is to (1) enhance regional mobility and (2) facilitate system connectivity.

STUDY GOALS

- Conduct the study in a proactive and transparent manner
- Engage and gather input from a broad range of stakeholders, property owners, and local and regional leaders
- Identify conceptual route option(s) for additional and more detailed studies
- Minimize impacts to existing and planned development
- Identify strategies for environmental protection and associated best practices

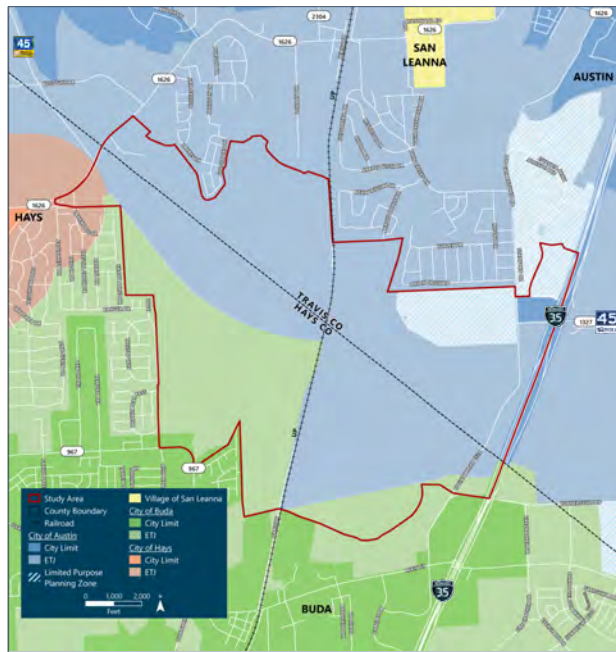
OPEN HOUSE #1 GOALS

- Gather feedback on the study area, transportation needs, and gather route suggestions from interested stakeholders

The goals of this Study are to do things in a proactive and clear way, get input from a wide range of people including community members, property owners, and local leaders, identify conceptual route options to study in more detail, and work to minimize impacts on current and future development. We also want to identify strategies to protect the environment and follow the best practices for doing so.

This first open house aims to collect feedback on the potential project, the study area, transportation needs, and stakeholder concerns and priorities. In addition, we are seeking suggestions regarding the possible path of the Gap Project. Suggestions from the public will be considered as route options are developed during the coming months.

45 TEXAS **SH 45**
GAP STUDY
JURISDICTIONS



This map identifies the boundaries of Travis County and Hays County, as well as the specific cities within and surrounding the study area.

As shown here, in addition to the two counties, portions of the study area fall within the jurisdictions of the Cities of Austin and Buda. The SH 45 Gap Study will include coordination with these entities.

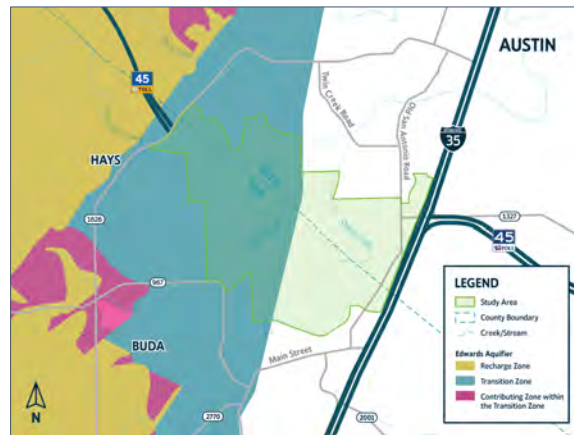
45 **SH 45**
TEXAS GAP STUDY
CONSTRAINTS



The constraints map displays specific environmental and land use features in and around the study area. The development of this map is an important part of the process as it helps to identify factors or conditions that may affect where the roadway could be located and better understand the potential effects of doing so.

EDWARDS AQUIFER

- A portion of the study area is located in the Edwards Aquifer Transition Zone
- This study includes the identification of potential best practices for environmental protection



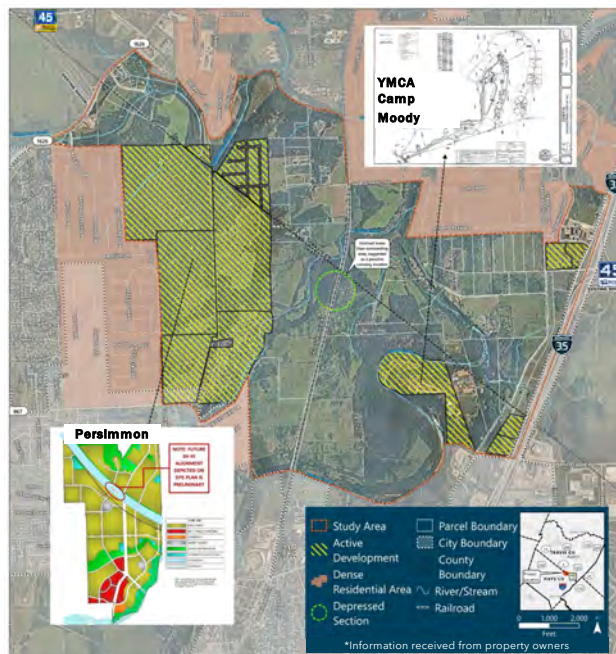
The Edwards Aquifer is an important source of groundwater for Central Texas. Development over the aquifer is regulated by the Texas Commission on Environmental Quality. The aquifer is made up of three primary zones: contributing zone, recharge zone and transition zone. The contributing and recharge zones are considered to be the most environmentally sensitive. As shown here, the study area is wholly outside the limits of contributing and recharge zones. A portion of the study area is located within the transition zone.

If the SH 45 Gap Project is constructed in the future, water quality protection would be a priority and the design would incorporate water quality protection measures.



WHAT WE'VE LEARNED

- Development is occurring - Approx. 893 acres are actively being developed
- Additional development is anticipated
- Access to/from SH 45 is desired by landowners

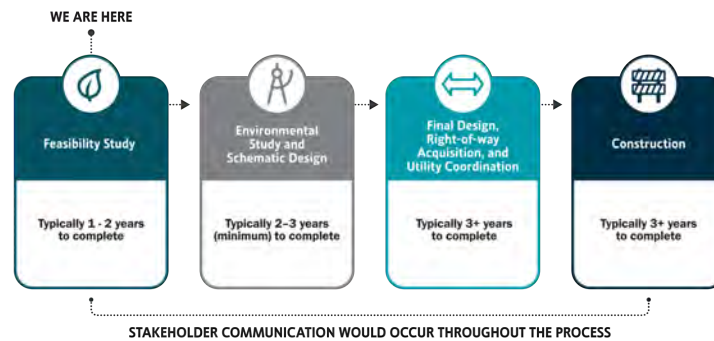


Over the last few months, the study team has met with several property owners in the study area. This map shows information provided by those property owners.

The yellow hatched areas on the map identify properties which, according to the owners, are now being actively developed. These areas of future development encompass nearly 894 acres (roughly 27% of the study area). Several property owners also noted a location where the roadway could potentially cross over the Union Pacific rail line. This information will be part of what is considered as the study moves forward.

PROJECT DEVELOPMENT PROCESS

This study is the first step of many in project development and is a pre-National Environmental Policy Act (NEPA) planning-level study. Only the feasibility study has been funded. Advancement from phase to phase is contingent upon funding.



As shown here, it typically takes many years to develop a project such as the SH 45 Gap Project and funding is required for each phase of the process. To date, only the feasibility study funding has been allocated to the SH 45 Gap project.

If through the feasibility study it is determined that the project should be developed further and necessary funding is secured, the next step would be to complete the schematic design and conduct a comprehensive environmental review. The environmental review process, anticipated to take a minimum of 2-3 years to complete, would include detailed investigations of potential impacts resulting from the Gap Project. It would also include additional opportunities for interested stakeholders to engage in the planning process and provide input/feedback.

It should be noted that construction cannot be authorized until detailed environmental investigations are complete, and an environmental document is prepared.



ACTIVITIES TO DATE

Fall 2022

- Hays County approved funding for this feasibility study

Late 2022 to Mid 2023

- Collected and evaluated constraints and traffic data
- Identified preliminary study area
- Held meetings with property owners and stakeholders
- Study Open House Meeting #1

UPCOMING ACTIVITIES

Mid to Late 2023

- Continue meetings with stakeholders and property owners
- Analyze feedback from open house
- Identify conceptual route options
- Hold Open House #2 - Present conceptual route options
 - Tentatively planned for late summer 2023

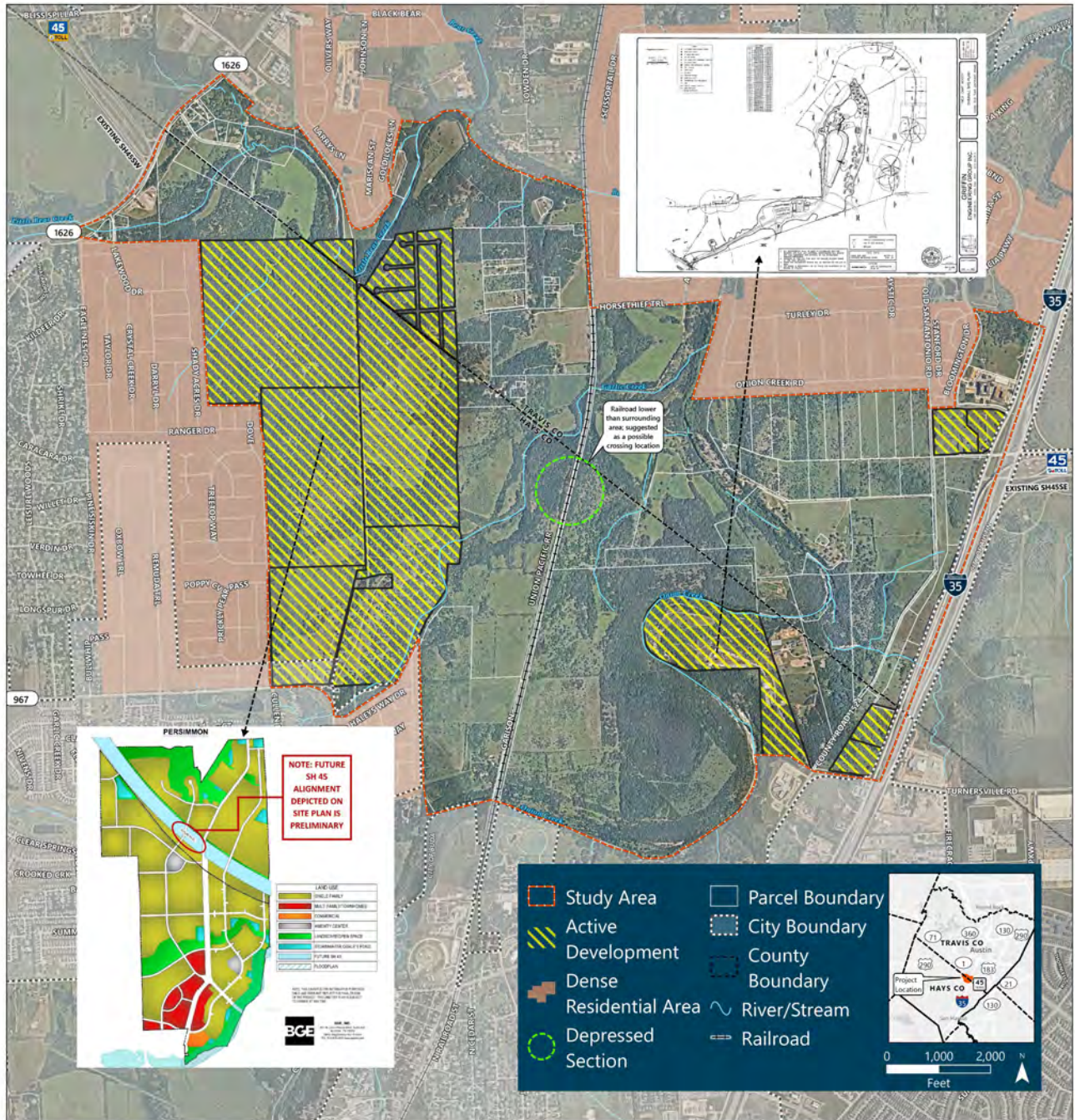
To date, the study team has worked to collect and evaluate constraints and traffic data, identified the preliminary study area, initiated coordination with study area property owners and local stakeholders, and is now conducting the first community open house meeting.

As the study moves forward, all feedback from the community meeting will be evaluated, additional property owner and stakeholder meetings will be held, along with additional public open houses. Input and suggestions received in response to this open house will be used to develop conceptual route options. Those route options will be presented, for public review and comment, at the next community open house. The next open house is tentatively planned for late summer of 2023.

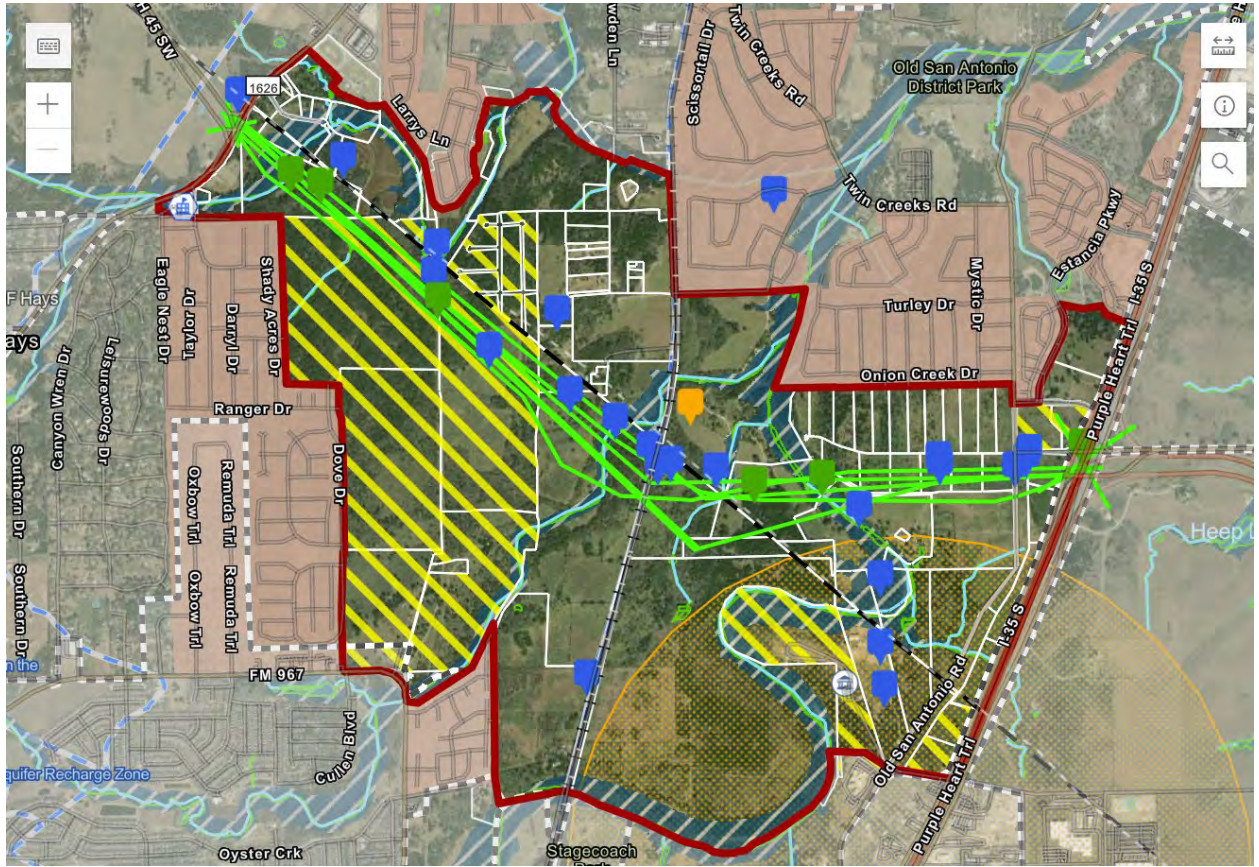
Information will continue to be available on the website and shared through email updates. Thank you for your participation and we look forward to hearing from you.

Maps

Print Map for Public Open House



Online Interactive Map



Comment Card

(front)



Open House Comment Card

Name: _____ Phone: _____

Address: _____

Email: _____

Please answer the following questions (Please Print):

Do you have comments on the study area?

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Did you find this meeting beneficial, and do you have any comments about this meeting?



Comments Received

Written Comments

12 Comments



Open House Comment Card

Name: ALBERTO DIAZ Phone: [REDACTED]
Address: 506 Horse Thief Trl.
Email: [REDACTED]

Please answer the following questions (Please Print):

Do you have comments on the study area?

Unless the highway is absolutely necessary, please don't
construct it. There is a lot of nature out there that we
should preserve. Constructing an elevated roadway might be
a way to mitigate the negative impact on plants, wildlife,
and the water quality.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Consider building an elevated roadway, allowing for nature,
wildlife, and people to occupy underneath. Access
to the highway for this area would be beneficial. My property has
a 30ft hand-dug well that has about 7ft of water, so we are
definitely in an aquifer zone. I am concerned about the water
quality.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Very preliminary meeting, not much info at this time.
But helpful to meet the people working on the project
and to get contact info to ask any questions.



Open House Comment Card

Name: Bob Campbell Phone: _____
Address: 147 Leav Avenue, Suda, TX 78610
Email: _____

Please answer the following questions (Please Print):

Do you have comments on the study area?

More fast
Build It
Don't let Travis county bully you!

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Find Federal Funds to speed up
process

Did you find this meeting beneficial, and do you have any comments about this meeting?

yes



Open House Comment Card

Name: Cathy Stephens Phone: [REDACTED]
Address: 611 Middleway Rd Pflugerville 78660
Email: [REDACTED]

Please answer the following questions (Please Print):

Do you have comments on the study area?

The ~~en~~ public engagement outreach area should be larger than the study area to reach others that would be affected by this project & any residual traffic from it.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Please consider evaluating expanding FM 1626 from Manchaca Rd to IH 35 to ⁴lanes divided as an alternative to connecting SH 45 to IH 35.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Yes this was a good meeting, very well done. Ex hits were helpful. I hope you continue providing this level of information & even more.



Open House Comment Card

Name: David Parsons Phone: _____

Address: 1255 Firecracker Dr

Email: _____

Please answer the following questions (Please Print):

Do you have comments on the study area?

Very interesting to see actual plans on where the proposed 45 link would go.
I probably won't see the results of the project as according to
one of the charts it could take up to 11 years to complete.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Suggestion on clover leaf interchange at 35 and proposed 45.
Also flyover at intersection of 1626 and proposed 45 link to 35.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Enjoyed listening to all comments about the project and suggestions on
changes to make traffic flow.



Open House Comment Card

Name: Easelean Sorrell Phone: [REDACTED]
Address: 1608 Granex dr, Killeen, Te 76542
Email: [REDACTED]

Please answer the following questions (Please Print):

Do you have comments on the study area?

Need more information / Not Clear on route what you're asking
Map location, the years of this project development
and keep us inform of the project

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Did you find this meeting beneficial, and do you have any comments about this meeting?



Open House Comment Card

Name: James Fort Phone: [REDACTED]

Address: 140 Wild Wind Cove Buda Tx 78610

Email: _____

Please answer the following questions (Please Print):

Do you have comments on the study area?

What is the Arizona water zone, in Edwards Aquifer
TX DOT has had route planned over 50 years ago.
Don't trust Google on topo maps use the Aerial
Maps from the 60's Get Boots on the Ground.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Listen to the original & existing land owners
they know what is & is not on the property AND
where it should be.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Some what helpful Need to get more
Accurate info. AND Not bow down to
ECO Terrorists who want to keep people in dark.
Sound Management of Land is Key
wildlife will always adapt.



Open House Comment Card

Name: Jennifer Storm Phone: [REDACTED]

Address: [REDACTED]

Email: [REDACTED]

Please answer the following questions (Please Print):

Do you have comments on the study area?

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Please make sure the exit off
US to Budo connects to Central Biz
district & not one neighborhood

Did you find this meeting beneficial, and do you have any comments about this meeting?



Open House Comment Card

Name: JOHN ELWELL Phone: [REDACTED]
Address: 357 BETONY LOOP BUDA TX 78610
Email: [REDACTED]

Please answer the following questions (Please Print):

Do you have comments on the study area?

STRONGLY SUPPORT - ADVOCATE THE BUILDING OF
THE SH45 GAP, REGARDLESS OF THE ROUTE SELECTED
SUPPORT FUNDING TO BUILD ASAP. IF THIS DOES
NOT INCLUDE TRAVIS CO. SO BE IT.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

SUPPORT ROUTE THAT EITHER TRAVIS CO. WILL SUPPORT
OR A ROUTE THAT DOES NOT INCLUDE TRAVIS CO. IF
THEY REFUSE TO ACCEPT A CONNECTING ROUTE

Did you find this meeting beneficial, and do you have any comments about this meeting?

THIS IS BENEFICIAL BECAUSE OF INFORMATION SHARING
AND THE OPPORTUNITY TO PROVIDE INPUT



Open House Comment Card

Name: Mark McNeil Phone: [REDACTED]

Address: 312 Caracas Dr., Buda, TX 78610

Email: _____

Please answer the following questions (Please Print):

Do you have comments on the study area?

I have lived in the area almost 40 yrs. and never explored the area. So, your findings will be interesting.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

I prefer a limited access road to keep traffic flowing. Frequent intersections and possible stop lights will not be beneficial.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Yes. I did not get a definitive answer to the study time and construction time.

Other general comments:

A continuation of the 45 SW bike path would be a nice to have.

Try to preserve park space along the road.

COMMENT PERIOD: June 15 - June 30, 2023

Comments may be submitted through a written comment card, online, or by email, mail, text or phone.

www.sh45gap.com
info@sh45gap.com
(512) 400-6107
SH 45 Gap Study
PO Box 5459, Austin, TX 78763



Open House Comment Card

Name: Scheleen Walker Phone: _____

Address: Austin TX 78723

Email: _____

Please answer the following questions (Please Print):

Do you have comments on the study area?

The study area might be a reasonable for a simple engineering feasibility study but the study area does not recognize the extremely controversial nature of this proposed project for Travis County and the public engagement study area should be

Do you have any suggestions for the Study Team to consider during the development of potential route options?

expanded ~~by at least~~ out to limits at least encompassing FM 1626, FM 967, Main Street + I35.

Did you find this meeting beneficial, and do you have any comments about this meeting?



SH 45
GAP STUDY

Open House Comment Card

Name: SCOTT DUKEITE Phone: [REDACTED]

Address: ~~4776~~ 10801 N MOPAC AUSTIN

Email: [REDACTED]

Please answer the following questions (Please Print):

Do you have comments on the study area?

Build it now!

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Whatever is fastest to execute and most environmentally protective

Did you find this meeting beneficial, and do you have any comments about this meeting?

Good presentation



Open House Comment Card

Name: _____ Phone: _____

Address: _____

Email: _____

Please answer the following questions (Please Print):

Do you have comments on the study area?

Please do not develop through YMCA Camp Moody. This area is used by families throughout the greater Austin area.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Pick a route that makes the most sense by going as straight as you can where the end of 45 is now.

Did you find this meeting beneficial, and do you have any comments about this meeting?

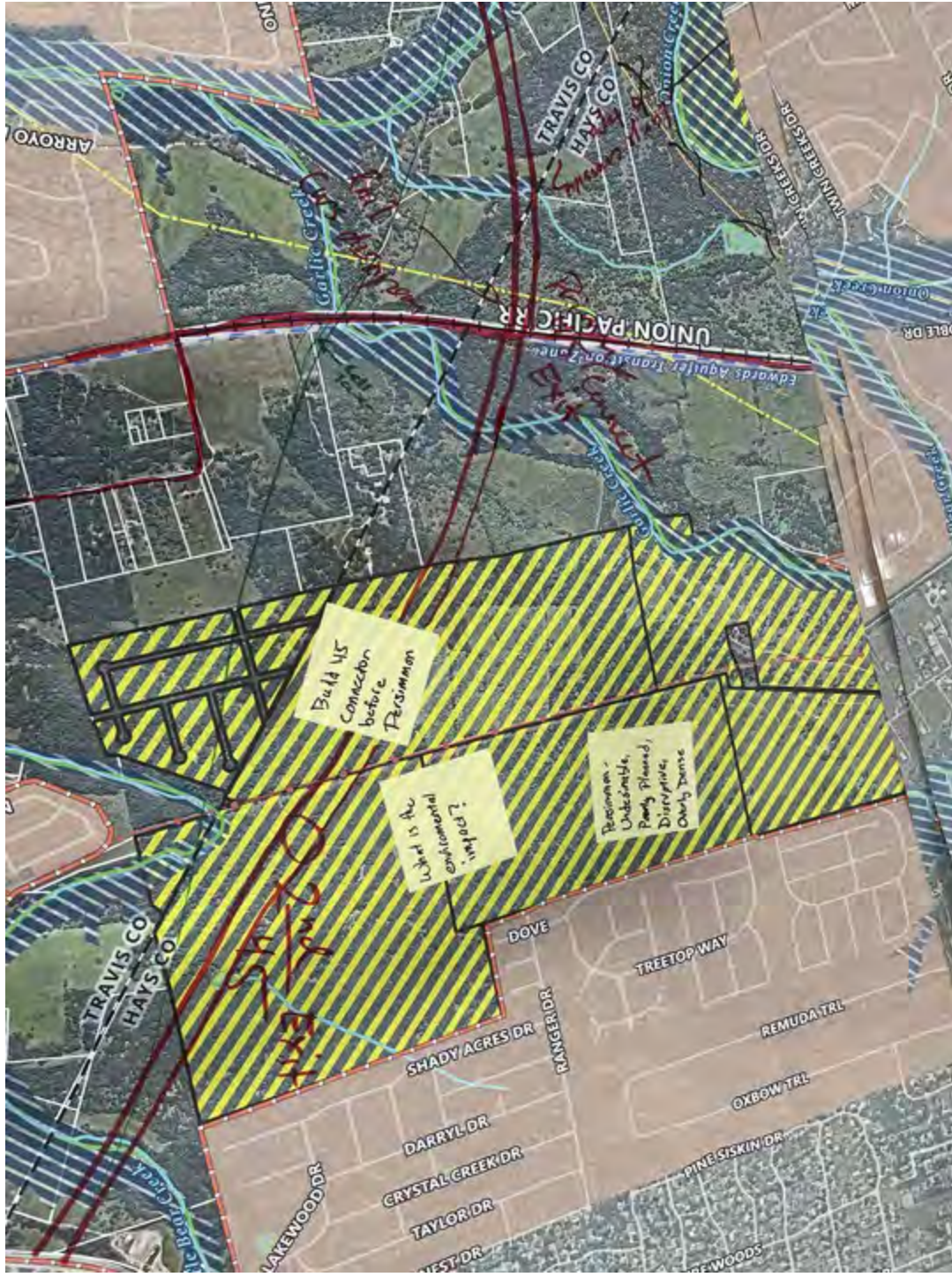
Yes, and will be attending the next meeting.

Tabletop Map Comments

38 Tabletop Mapped Comments

Name	Comment
Anonymous	"Prefer Limited Access Rd"
Anonymous	"Flyovers from 1626 onto/off of 45"
William	"On and off ramp here" (comment placed within limits of planned Persimmon development)
Albert	"Leave my land alone"
Phil Carter	"Not in contact"
Anonymous	"What is traffic impact downtown"
Anonymous	"Preferred connection to Buda – Economic benefit"
Anonymous	"Best place to cross" (comment placed near the alignment of the Union Pacific Railroad)
Anonymous	"4-corners (economic)" (comment pointed to a potential location for an intersection of SH 45 and the Union Pacific Railroad)
Anonymous	"Cliff 20'-30' ft" (comment placed along Onion Creek/adjacent to property owned by the YMCA)
Anonymous	"Try not to add traffic to I-35"
Anonymous	"No DC" (Comment placed near I-35)
Anonymous	"No Direct Connector South" (Comment placed near I-35)
Anonymous	"Wagner Landfill" (identified location is outside of the study area)
Anonymous	Commenter noted a strip of land west of Old San Antonio Road and south of Puryear Road as being "dedicated to the City of Austin"
Anonymous	"Bridge over I-35 to 45 east?"
Anonymous	Commenter noted a possible hazardous materials site at "Main and 35" (outside the study area)
Anonymous	"X"s were placed at the south end of the planned Persimmon development and at the documented location of a hazardous materials site. The documented hazardous materials site is west of I-35 and north of Turnersville Road. Two of the four tabletop maps included an "X" on the hazardous materials site.
Anonymous	"2 nd Exit to 45" (comment placed within the limits of the planned Persimmon development)
Anonymous	"Build 45 connector before Persimmon"
Anonymous	"What is the env impact"
Anonymous	"Persimmon – undesirable, poorly planned, disruptive, overly dense"
Anonymous	"Texas garter snake – why show this?"
Anonymous	Commentor identified a potential crossing of Onion Creek and described it as "large crossing & topo"
Anonymous	Comment pointed to a location along the Union Pacific railroad track just south of the Hays/Travis County line and noted "rail cars disappear"
Anonymous	Commenter suggested that the Union Pacific crossing, identified in the previous comment, should be a "priority 45 connect/exit"
Anonymous	Commentor identified a "cell tower" location – west of the Union Pacific rail line and xxx of the Garlic Creek floodplain.

Anonymous	"No industrial development – per COA Comprehensive Plan" (comment placed west of Old San Antonio Road and south of Puryear Road)
Anonymous	Commenter identified a property north of Turnersville Road and east of I-35 (outside the study area) as "under development"
Anonymous	Comment noted "11 acres COA" (note was placed on property south of Puryear Road and west of Old San Antonio Road)
Anonymous	"Sound barriers to preserve neighborhood quiet"
Anonymous	"Entire length of roadway raised – all of it. Reduce imp. Cover."
Anonymous	"No frontage roads. Too much cover"
Anonymous	"City of Buda or County to require early completion of 1626 connector (Persimmon)"
Anonymous	"No 18 wheelers"
Anonymous	"18 wheelers onto I-35"
Anonymous	Commentor suggested a route connecting FM 967 south of the Persimmon development to Old San Antonio Road.
Anonymous	With regard to the suggestion described above, a commenter noted "placed on here by Joe C"



Build 45
Comacher
before
Perimmon

What is the
environmental
impact?

Perimmon -
Unsustainable,
Poorly Planned,
Disruptive,
Only 2000

SAND





Text Comments

6 Text Comments

1:07



1:06 PM

I oppose the I-35 gap plan

It's trash



Type a message...



3:16

◀ Messages



3:13 PM

I oppose the SH45 gap project. It will ruin S Austin and it is an environmental disaster waiting to happen. Could ruin drinking water for millions of people.



Type a message...



4:10

5G 76



Friday at 11:45 PM

I oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.

Please oppose!!!!



Type a message...



4:10

5G E 76



Yesterday at 7:56 AM

DO NOT close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would disrupt neighborhoods and pose a serious threat to the health of Barton Springs.

Travis County Commissioners Court, and City of Austin already oppose this plan, so please work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment. Thank you.



Type a message...



5:03

Instagram

51



5:03 PM

Please do not build anything over the aquifer! Ever

That is what makes Austin special.

Mari Jackson Broker Associate
All Access Austin



Type a message...



1:07

80



12:28 PM

My name is Steve Amos, I've lived in Central Texas since 1988.

Please work with Travis County commissioners on the SH45 gap plan

I strongly oppose the connection with Mopac

Thank you so much for collaborating in a positive way with Travis County

Steve Amos,

1607 Waterston Ave.

Austin 78703



Type a message...





Open House Comment Card

Name: ROBERT HISSSELBROCH Phone: [REDACTED]

Address: 158 KATES COVE BUDA TX 78610

Email: [REDACTED]

Please answer the following questions (Please Print):

Do you have comments on the study area?

NONE AT THIS TIME, BUT WILL HAVE SOME AS THE CHOICE OF ALIGNMENT IS NARROWED TO SHOW OPTIONS FOR ROW

Do you have any suggestions for the Study Team to consider during the development of potential route options?

COORDINATE AS MUCH AS POSSIBLE WITH THE MILESTONE/PERSIMMON DEVELOPMENT TO FURNISH SHARED ACCESS ALONG SH 45 FROM ON AND OFF 45 AND TO AND FROM I626 CHOOSE A ROUTE WHICH BALANCES EXCAVATION AND EMBANKMENT OF SITE THEREBY ELIMINATING THE EXPENSE OF IMPORTING OR DISPOSING OF MATERIALS

Did you find this meeting beneficial, and do you have any comments about this meeting?

THIS PRESENTATION WAS EXTREMELY BENEFICIAL AND THE EXHIBITS WERE LOGICALLY DISPLAYED, ALSO YOUR REPRESENTATIVE WERE WELL INFORMED AND LISTENED TO OUR COMMENTS. SUGGEST THIS FORMAT BE USED FOR ALL FUTURE PUBLIC MEETINGS

Emailed Comments

126 Email Comments

6/30/23, 2:56 PM

Mail - SH 45 Gap Study - Outlook

I OPPOSE TURNING MOPAC & I-45 into a BYPASS LEAVE I-45 and Mopac alone!

Abbe Waldman DeLozier <[REDACTED]>

Fri 6/30/2023 1:56 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

DO NOT TURN MOPAC INTO A BYPASS. It will ruin part of the source of our drinking water and aquifers. We do not need more semi and truck traffic on an already burdened road.

Thank you

Abbe Waldman DeLozier
Realtor-Broker Associate
Zilker Properties

[REDACTED]

[REDACTED]

Providing quality real estate services in Austin, Texas and surrounding areas since 1983.

<https://www.trec.texas.gov/forms/information-about-brokerage-services>

Your referrals of friends & family are the highest compliment you can give me. If you know anyone needing to buy or sell a home, ranch or lake property please share my name. Thank you in advance!

Texas Real estate Lisc # 318731

thoughts

Abbey [REDACTED]

Mon 6/26/2023 8:24 PM

To:SH 45 Gap Study <info@sh45gap.com>

I am very much against completing the SH45 GAP. I drive 1626 and 2770 in Buda daily and these roads are abundant with 18 wheelers and gravel trucks. They drive too fast, leave dirt and rocks on the highway, as many of them don't cover their loads, frequently take their lane out of the middle and more often than not pull out in front of you, probably not wanting to shift gears. Also, many of these trucks have no license tags ?????

Completing the SH45GAP will simply provide these same trucks, currently travelling on I35, a bypass through downtown and Mopac will be inundated with heavy trucks. I often drive Mopac too, and although it isn't ideal, I would hate to see heavy trucks congesting it. There are constant big truck wrecks at I35 and Slaughter and downtown, and I am guessing this would soon be the norm on Mopac if the SH45GAP road was completed.

Sadly, the majority of these big trucks don't follow the rules of the road. Don't complete the SH45GAP. Let Hays County drivers continue to use 1626 and 45 to Mopac without heavy truck traffic.

And, environmentally, I am guessing there would surely be a large impact, not just during construction, but afterwards as this road section will probably be soon filled with quick stores and gas stations .

Please remember, Mark White, a proponent of this road, was not re-elected by Hays County voters.

I am glad to write this email and exercise my free thoughts, having lived here since 1985. I also know, however, the truck lobby is powerful and money does talk louder than the citizens.

Sadly, Austin will continue to change, and it all hasn't been for the best. It was once a wonderful place.....

Thank you.

Abigail Hutchison

Opposition to Plan

adam abrams [REDACTED]

Fri 6/30/2023 12:53 PM

To:SH 45 Gap Study <info@sh45gap.com>

To Whom It May Concern,

I adamantly oppose this plan. As a resident of wildflower park in circle c, I have witnessed how SH 45 SW has pushed large amounts of traffic onto Mopac. I encourage you to join me for a cup of coffee any weekday morning on the bridge at La Crosse to witness first hand the congestion. Any additional congestion diverted to Mopac would be a huge burden to southwest Austin.

Adam Abrams

Sent from my iPhone

I-45/Mopac Extension

Al Lindsey <[REDACTED]>

Thu 6/29/2023 12:02 PM

To:SH 45 Gap Study <info@sh45gap.com>

As a resident of Northwest Hills/Cat Mountain in Austin, I vehemently oppose this plan. It will overload Mopac and damage our neighborhoods.

Against closing SH 45 gap

Ann Fornof [REDACTED]

Fri 6/30/2023 10:06 PM

To:SH 45 Gap Study <info@sh45gap.com>
[REDACTED]

Hello,

Given the solicitation of public comments, I wanted to express my opposition to closing the gap between SH45 and I-35.

The reasons I am against this proposal are due to concerns about the negative impact to the Edward's Aquifer, and the likelihood of increased traffic on Mopac. As someone, who uses Mopac for my daily commute to work, I can say that it is already congested and would not benefit from additional traffic.

Using SH-130 and encouraging additional use would be preferable, as this already exists as a bypass around Austin and I-35.

Best regards,

Ann Fornof
Austin, TX

Stop the SH 45 Gap Proposal

Ann Leifeste <[REDACTED]>

Fri 6/30/2023 8:58 PM

To:SH 45 Gap Study <info@sh45gap.com>

Please protect the Edwards Aquifer by stopping the SH 45 gap project.

We are in need of alternative plans.

Thank you,

Ann Leifeste

3506 Palomar Ln, Austin, TX 78727

45 Gap extension comment

ANN RIDDEL <[REDACTED]>

Mon 6/26/2023 7:41 PM

To:SH 45 Gap Study <info@sh45gap.com>

The proposed 45 gap extension would convert MoPac Expressway from a heavily used commuter route to an interstate highway. The route goes over the Edwards Aquifer recharge zone, potentially polluting drinking water and Barton Springs. Drinking water and Barton Springs are irreplaceable. It is my understanding that the City of Austin and Travis County oppose the proposed maps. I believe the extension should be east of Austin, using the 130 corridor. Save something for our grandchildren. Ann Riddel

Hwy 45 extension

Anne Hawken <[REDACTED]>

Fri 6/30/2023 7:26 PM

To:SH 45 Gap Study <info@sh45gap.com>

Please don't connect this as it would become an alternative route for all traffic including heavier trucks that the roadway wasn't designed to handle. We have done enough damage to our home county/city. Please stop this project from becoming a reality.

Sincerely,

Dr. Anne Hawken

Anne Hawken

[REDACTED]

I45 gap plan

Ardis Cox [REDACTED]

Mon 6/26/2023 2:13 PM

To:SH 45 Gap Study <info@sh45gap.com>

Hello,

I want to make my voice heard as a strong no to this plan. MoPac is already at a standstill during many rush hours. Routing even more traffic onto it is ridiculous. There is no space to add more lanes.

In addition this would route traffic right over the re-charge zones for the Edwards Aquifer. Highway runoff would pollute this water, drinking water for many central Texans. There needs to be a plan that is worked out between all parties without 2 of the parties making decisions for all of those involved.

Sincerely,
Ardis Cox

Comment on Closing the Gap between Hwy 45 and IH 35

Barbara Loe [REDACTED]

Fri 6/30/2023 1:53 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

I oppose the Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. The plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass, sending dangerous 18 wheelers and other too- large vehicles onto Mopac, a road that was not designed for that type of traffic, and would endanger all who drive it.

The plan is a serious threat to the existence of Barton Springs, being another, and maybe the last, nail in the coffin of the most precious place in our region, where I have been a daily swimmer since 1985. The Travis County Commissioners Court and City of Austin already oppose this plan, and for very good reasons!

I implore the the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods, endanger our lives, and destroy our precious resources.

Barbara Loe
2504 McGregor Drive
Austin, TX 78745

I Oppose the SH 45 Gap

Barbara Strecker [REDACTED]

Sun 7/2/2023 7:16 PM

To:SH 45 Gap Study <info@sh45gap.com>

Hello, Hays County Commissioners,

Please work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment. I oppose the SH 45 Gap "solution" to our transportation challenges.

Sincerely,
Barbara Strecker

SH45 Gap

Bill W <[REDACTED]>

Fri 6/30/2023 3:40 PM

To:SH 45 Gap Study <info@sh45gap.com>

I am **opposed** to Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs, as well as create more congestion on MoPac, as well as noise and air pollution for those of us who live along MoPac!! We've had to endure enough over the years without having this added.

Thank you.

Bill Woods

Bryker Woods

--Bill W

Living on Earth is expensive but it does include a free trip around the Sun.

This message is confidential, intended only for the named recipient and may contain information that is privileged or exempt from disclosure under applicable law. If you receive this message in error, or are not the named recipient, please notify the sender. All comments are the sender's personal opinion unless otherwise noted.



June 30, 2023

Via Electronic Mail

info@sh45gap.com

Formal Submission of Comments to Virtual Open House – State Highway 45 (SH 45)

Please accept the following comments are our official testimony for the Virtual Open House for the SH 45 Gap Study. Members of our staff and members who are residents of nearby neighborhoods were also present at the June 15th meeting.

As a resident of Hays County, I am submitting this letter on behalf of our Board and members, many of whom live in the cities immediately impacted by this roadway project, including Buda, Kyle, Hays, and San Marcos. The extension of SH 45 will have a tremendous impact on residents of these communities, who will suffer from increased noise, traffic, smog, pollution, and other environmental degradation. SOS also has members who live and work in Austin and Travis County, where the elected bodies of both authorities have approved formal positions to oppose this project and keep it out of regional plans.

This area of Northern Hays County is one of the most natural, sensitive, and beautiful areas of the county, with dense forests and wetlands that provide habitat for a rich biodiversity of species. It is an area that we should all take pride in and work to protect. With your leadership, we know we can achieve that.

Hays County residents to the south and east of the project area already experience some of the worst commute times. Adding more cars onto these roads, as Buda is transformed into a cut through for Western Travis County traffic, does not resolve the problem. It only increases traffic through induced demand and increases safety concerns and the likelihood of accidents by adding yet another conflict point as vehicles merge onto I-35. The City of Buda is already engaged in a study to improve the intersection of FM 1626 and RM 967, for the stated purpose of improving commute times in this area. Yet, when asked by SOS staff, the consultant at the Open House disclosed that the outputs from that study have not been put into the scope of this study.

The level of environmental review and analysis is also insufficient for a project of this significance for Hays County. It is obvious that the project area has been narrowly defined to avoid consideration of direct, indirect, and cumulative impacts. Although the project itself is only a mile or so in length, the system map as displayed at the Open House demonstrates that it is the completion of a system-wide loop with immense consequences affecting our entire region.

Compounding these frustrations, the only true environmental information made available were re-colored layers of the Edwards Aquifer Recharge Zone from digitally accessible map data from the Texas Commission on Environmental Quality (TCEQ). This indicates that the consultants are not carefully considering the full scope of this project's environmental impacts. While we agree that this project threatens the water quality of the Edwards Aquifer, reviewing aquifer layers is only one step in that analysis.

As a karst aquifer composed of porous limestone, the Edwards Aquifer has low level filtration, leaving the water that passes through its recharge features vulnerable to pollutants generated by the thousands of cars that will traverse this area and the other segments of the new loop. Although the study area is outside of the contributing and recharge zones, all springs are sensitive. Each spring, creek, and wetlands have ecosystems that depend on

replenishment of clean water. Yet, the study fails to include the names or other labels for these known critical environmental features. For example, the study area includes Manchaca Springs which contributes important flows to Onion Creek during drought conditions.

Another piece of information missing is an assessment of known and potential habitat for threatened species, nor is there information about planned biological studies. Several recent studies have discovered groundwater fauna in springs and wetlands within the project area. The federally endangered Barton Springs salamander has also been found in the nearby Zara Monitoring Well (McDermid et. Al, 2015). Also, Little Hunt Spring is immediately south of the proposed extension connection at FM 1626, where two separate species of concern, with the status of vulnerable, have been discovered: the Bifurcated cave amphipod (and Russell's Cave Amphipod (BCP 2007, Hutchins 2018). The Open House completely omits information about the archaeological and historical significance of the area, which was used by native Americans, as well as a stage stop on the Austin San Antonio Road.

I will be reaching out to your office in hopes of scheduling a meeting with you and your staff. I look forward to working with you again, on this and other matters. Please feel free to reach out to me at any time. My cell phone number is included below.

Best regards,

Bobby Levinski

Robert Levinski
*Resident of Hays County &
On behalf of*

Bill Bunch
Executive Director
4701 Westgate Blvd.
Ste. D-401
Austin, TX 78745
[REDACTED]

Closing the "gap" would be a disaster

Brandi Clark Burton <[REDACTED]>

Fri 6/30/2023 1:59 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:[REDACTED]

I urge you to abandon plans to connect I-35 to the Central and Western Travis County roads of 45 and Mopac. Mopac is meant to be an internal commuter for Austinites, not a bypass for interstate traffic.

I wish more attention would be put on how to direct truck traffic off of I-35 and on to 130 to actually bypass central Austin. That would be a better use of energy.

Respectfully,

Brandi Clark Burton

[REDACTED]

Opposing filling the Gap between 45 and Mopac

brandie baker [REDACTED]

Fri 6/30/2023 1:50 PM

To: SH 45 Gap Study <info@sh45gap.com>
[REDACTED]

To whom it may concern,

I oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.

Please vote "no" and protect the aquifer recharge zone.

Thank you,

Brandie Baker, Austin

SBCA comments for SH 45 Gap Study

Brian Zabcik <[REDACTED]>

Fri 6/30/2023 10:42 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

📎 1 attachments (31 KB)

SBCA comments for SH 45 Gap Study - 06.30.23 .pdf;

To the SH 45 Gap Study:

On behalf of Save Barton Creek Association, I would like to submit the following comments, attached and below. Please do not hesitate to contact me with any questions that you may have. We appreciate your consideration of our comments.

BRIAN ZABCIK

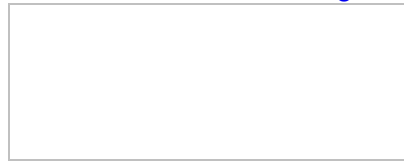
Advocacy Director

[REDACTED]

Follow SBCA on social media:

@savebartoncreek

www.savebartoncreek.org



SBCA COMMENTS FOR SH 45 GAP STUDY

June 30, 2023

To Hays County and City of Buda officials:

Save Barton Creek Association respectfully states our opposition to the possible construction of the SH 45 Gap Connector between RM 1626 and I-35. We recognize that on paper, it seems logical to connect the southwestern and southeastern portions of SH 45. But we would point out that when the existing portion of SH 45 SW was constructed, it stopped at RM 1626 for reasons that were considered valid at the time. We believe that these reasons are still valid.

SBCA was founded in 1979, making us one of the oldest citizens' environmental groups in Texas. The problems that we first saw with proposed developments in the Barton Creek watershed have been repeated by problematic development proposals throughout Central Texas. SBCA has expanded our geographic mission area accordingly, and has many members and supporters in Hays County.

We want to stress that SBCA is not anti-development; we are pro-water. We believe that development can be built in some environmentally sensitive areas, if built in smart ways. But we also believe that

some areas cannot bear the impact of heavy development.

One such area is the region where the SH 45 Gap Connector would be located. SBCA has been concerned about SH 45 for decades. We filed suit in 1988 against the original construction plans for what was then billed as the Outer Loop for Austin.

Some of the arguments that have been raised against building the 45 Connector are about the negative impacts that creating a western bypass to I-35 would have on Austin and Travis County. SBCA agrees with these arguments, and we note that it will be difficult for Hays County and Buda to proceed with the 45 Connector without cooperation from their northern neighbors.

Still, we know that the effect of the 45 Connector on Austin and Travis County may understandably be of lesser concern to Hays County residents who feel that this road would solve some of their own local problems. That's why SBCA wants to address two likely negative effects that the 45 Connector would have on the current residents who live near its possible route.

The primary negative impact that should concern residents of northern Hays County is the effect that the 45 Connector could have on local water sources. Undeveloped land with no or little impervious cover is able to absorb significant amounts of rain where it falls. This has been shown to be true even for the rocky land in the western parts of Central Texas. Long and wide stretches of highway, however, will block rain from being absorbed in the soil, which will lead to a significant increase in the amount of runoff during storms. This also means an increase in runoff pollution, because impervious surfaces are never clean. The rain that falls on these surfaces will wash off whatever's on these surfaces.

This is also true for other forms of impervious cover, including roofs and parking lots. In order to analyze the potential effects of the 45 Connector, it's necessary to consider not just the highway itself, but the new development that it will facilitate. The exhibits for the SH 45 Gap Study that were presented at the June 15 Open House Meeting include a map showing existing and proposed developments in the vicinity of the 45 Connector. The Persimmon subdivision, proposed by MileStone Community Builders, is of particular interest because the 45 Connector would run through it.

According to the legend on the Gap Study map, Persimmon is listed as "Active Development." This is curious, since the City of Buda has yet to approve MileStone's plans for Persimmon. The Gap Study's development map also includes an inset map showing the Persimmon subdivision in greater detail. This inset map shows a light-blue corridor running through the upper part of Persimmon and labeled "Future SH 45." It's extremely curious that MileStone has already set aside this corridor, even though the exact route for the 45 Connector has yet to be determined, according to the Gap Study. The potential impact of runoff pollution in this area would thus be magnified. Dirty runoff would come not just from the 45 Connector, but also from Persimmon and any other future developments that would be built along the highway.

What are the water sources in this area that would be impacted? The 45 Connector would cross Onion Creek — one of the last pristine streams in Texas, as defined in the Pristine Streams Bill (HB 4146) that was passed by the Texas House in 2021. The highway's route would also run close to Bear Creek. Both streams would suffer from increased runoff pollution.

In addition, the runoff pollution created by the 45 Connector and the development that it would facilitate could have a major impact on the wells in the area, which are monitored by the Barton Springs Edwards Aquifer Conservation District. It's impossible to say exactly how many wells would be

affected, since no route has been chosen yet for the 45 Connector. However, it's possible to calculate how many wells are in the vicinity of the midpoint between RM 1626 and I-35. According to BSEACD data, 150 exempt wells and 62 permitted wells are located within a 2-mile radius of this midpoint, while 9 exempt wells and 2 permitted wells are located within a 1-mile radius. While not all of these wells would be affected by the 45 Connector and its associated development, some would. SBCA asks that Hays County and the City of Buda work with BSEACD to determine exactly how many wells could be affected, and in what way.

SBCA and our members and supporters are primarily concerned about the impacts of water pollution. But we also want to address the traffic impacts of the 45 Connector, since we know that many residents of northern Hays County feel that it's a necessary solution to the growing traffic problems in their area, and in particular to congestion along RM 1626.

SBCA knows that these traffic problems are real. However, we also believe that Hays County and the City of Buda should give their residents realistic expectations about how much traffic relief could be expected from the 45 Connector. At this point, it does become relevant to Hays County that SH 45, combined with MoPac, would create a western bypass to I-35. Moreover, it would likely be a free bypass as opposed to SH 130, the tolled eastern bypass. What this means is that the 45 Connector will come with pre-packaged and built-in traffic. The residents of northern Hays County will not have the highway to themselves — they will have to share it with vehicles coming from and going to I-35 and MoPac.

That's why it's important to look at existing intersections that are comparable to a fully built-out intersection of I-35 and the southern portion of SH 45. The most relevant comparisons are the intersection of I-35 and the northern portion of SH 45 in Round Rock, and the intersection of I-35 and US 290/SH 71 in south Austin. To say that both intersections have extremely heavy traffic is an understatement. Traffic slows to a crawl at rush hour on the flyovers at these intersections, and on the interstate itself.

These two existing intersections should be studied when estimating what the potential traffic load would be on a full intersection of I-35 and the southern portion of SH 45. We recommend that Hays County and Buda work with objective experts to determine what this load would be, and what actual travel times on the 45 Connector would be — not when it opens, but 5-10 years later, when most drivers on I-35 know that they can avoid the quagmire of downtown Austin at rush hour by jumping onto the 45 Connector.


SBCA knows that many local residents have already stated that the 45 Connector is a necessary solution to existing and future traffic problems in their area. That's why we recommend that Hays County and Buda look at other possible solutions. The 45 Connector should be evaluated not in isolation, but in comparison to other alternatives. For example, would further expansion of RM 1626 and a ramped intersection at its connection with I-35 offer more benefit for local residents?

In closing, SBCA would like to point out that the area that would be bisected by the 45 Connector is currently a large area of mostly undeveloped green space that serves as a buffer between Buda and Austin. It also serves as a habitat for valuable wildlife. According to a map prepared in 2020 by the Hays County GIS Department, the area of the 45 Connector contains potential habitat for the endangered golden-cheeked warbler. Many residents moved to northern Hays County in part for this green space. SBCA urges the Hays County Commissioners Court to explore ways to save at least some of this area as a park or preserve.

Save Barton Creek Association and our members and supporters recognize that any potential solution to the growth problems in northern Hays County will come with tradeoffs. That's why we recommend that the Gap Study examine in detail not just the potential benefits of the 45 Connector, but its potential drawbacks too, as well as the benefits and drawbacks of other alternatives. SBCA would like to offer any help and assistance that we can provide for the Gap Study. We appreciate your consideration of our comments.

For Save Barton Creek Association:

Clark Hancock, Board President

Brian Zabcik, Advocacy Director: 

SH 45 gap project

Brigid Shea [REDACTED]

Fri 6/30/2023 10:18 AM

To:SH 45 Gap Study <info@sh45gap.com>

It is a terrible idea to turn south Mopac into a bypass for I-35. That is what you are doing by connecting I-35 to SH 45. The only way traffic can go from that segment of SH 45 is onto South Mopac or through the neighborhoods.

I-35 is the NAFTA highway which carries massive amounts of traffic, including 18 wheelers with hazardous material. You will be routing this traffic over the most sensitive Aquifer in the state of Texas. The Barton Springs Edwards aquifer is also the sole source of drinking water for over 50,000 people. The very least you must do is pause work on this project and consult with the City of Austin and Travis County. If you refuse to do that then you are proving how dishonest this process is. No reasonable person thinks it's a good idea to route massive amounts of traffic through a neighboring community without any consultation with that community.

Do the right thing: pause this project and consult with your neighbors.

Best,

Brigid Shea

Travis County Commissioner

Sent from my iPhone

I OPPOSE THE "SH 45 GAP" PLAN

Bryna Boehle <[REDACTED]>

Fri 6/30/2023 5:45 PM

To:SH 45 Gap Study <info@sh45gap.com>

Hi,

My name is Bryna Boehle. I'm a lifelong Austinite & I've lived the last 21 years in South Austin.

I oppose the "SH 45 Gap" plan. The protection of Barton Springs, Edwards Aquifer, and our Austin neighborhoods is important to me, my family, & our community. I urge you to not accept the "SH 45 Gap" plan and find a better & more environmentally sensitive plan moving forward.

Thank you for your time,

Bryna Boehle

Oppose the SH 45 Gap Plan

Carol Cespedes <[REDACTED]>

Fri 6/30/2023 9:25 PM

To:SH 45 Gap Study <info@sh45gap.com>
[REDACTED]

The plan to close the gap between SH45 and Interstate 35 with an expressway across the Edward Aquifer Recharge Zone has been proposed without concern for its impact on Mopac commuters, on South Austin neighborhoods, or on our iconic Barton Springs. With other residents I adamantly oppose a project certain to divert heavy Interstate traffic through our area to an already congested Mopac. This seems but one more of a series of poorly conceived projects to facilitate development in Hays County at the expense of the quality of life in the city of Austin. I urge you to work with Travis County Commissioners and the City of Austin to find a better transportation solution for all of us.

Carol Cespedes

Comments on the SH 45 Gap Study

Caroline Reynolds <[REDACTED]>

Fri 6/30/2023 8:33 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:
[REDACTED]

Dear Sir or Madam:

I submit the following comments for inclusion in the **SH 45 Gap Study**.

Completing SH-45 would divert major, interstate, I-35 traffic to **Mopac, an already overburdened** local commuter highway (with no room for expansion), and encourage massive development over the **Edwards Aquifer Recharge Zone, Texas's most vulnerable aquifer**. The aquifer and Barton Springs will be polluted. This is a truly **poor transportation and environmental planning** when there is a better alternative.

The Travis County Commissioner's Court and the Austin City Council have objected to the studies moving forward which don't consider least damaging routes, yet whatever route is chosen will go through Travis County and Austin's jurisdictions.

SH 130 already exists as a bypass around the city of Austin for IH-35 traffic. This route should be **encouraged**, because it'll be **cheaper** and not environmentally sensitive.

Hays County Commissioners and Buda should instead work with the City of Austin and Travis County to **find a route that supports development and intercity travel in the areas east** and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

With sincere concerns,

Caroline Reynolds, P.E.
President, CR Solutions
2611 West 49th St
Austin, Texas 78731
[REDACTED]

Comments on the SH 45 Gap Study

Carolyn Croom [REDACTED]

Thu 6/29/2023 10:04 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

Dear Sir or Madam:

I wish to submit the following comments to be included in the SH 45 Gap Study.

Completing SH-45 would divert major, interstate, I-35 traffic to Mopac, a local commuter highway (which is already overburdened with no room for expansion), and encourage massive development over the Edwards Aquifer Recharge Zone, Texas's most vulnerable aquifer. The aquifer and Barton Springs will be polluted. This is truly poor transportation and environmental planning when there is a better alternative.

The Travis County Commissioner's Court and the Austin City Council object to the studies moving forward which don't consider least damaging routes, yet whatever route is chosen will go through Travis County and Austin's jurisdictions. SH 130 already exists as a bypass around the city of Austin for IH-35 traffic. This route should be encouraged, because it'll be cheaper and not environmentally sensitive. Hays County Commissioners and Buda should instead work with the City of Austin and Travis County to find a route that supports development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Sincerely,

Carolyn Croom
Austin, TX

I oppose bridging the gap between State Hwy 45 and I45 across the Edwards Aquifer recharge zone

Native Plant Society of Texas, Austin Chapter [REDACTED]

Sat 7/1/2023 5:32 PM

To:SH 45 Gap Study <info@sh45gap.com>

I oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs. The Travis County Commissioners Court and City of Austin are already opposing this plan, and we need your support to make our voices heard. I urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.

--

Claire Sorenson
President, NPSOT Austin

I OPPOSE THE "SH 45 GAP" PLAN

Cynthia Keohane <[REDACTED]>

Fri 6/30/2023 4:35 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:[REDACTED]

Good afternoon,

I strongly oppose the "SH 45 GAP" plan to connect I-35 to South MoPac Loop 1. MoPac is a commuter thoroughfare, and it needs to stay that way.

I urge you to protect Barton Springs and Austin neighborhoods; this plan would turn MoPac into a major bypass and pose a serious threat to the health of Barton Springs.

I urge the Travis County Commissioners Court and City of Austin to continue to oppose this plan, while urging the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.

Thank you for considering this urgent message!

Cynthia Keohane, 785756
Allandale homeowner, City Council District 7

Stop the SH-45 Gap Plan !

Dale Weisman <[REDACTED]>

Fri 6/30/2023 2:14 PM

To:SH 45 Gap Study <info@sh45gap.com>

Hello,

I've just learned of Hays County's proposed SH 45 Gap Plan, and as a long-time Travis County and South Austin resident, I stand firmly against this plan. Not only would the construction and future increased traffic over the sensitive Edwards Aquifer zone potentially harm the waters of Barton Springs, Barton Creek and multiple tributaries, the massive increase in I-35 traffic diverted to SH 45 and then MoPac would have a devastating impact on the livability of Austin. MoPac is already overloaded with traffic (even in non-rush hour peak driving times), and the toll-lane on MoPac has done little to alleviate the horrible congestion. This gap plan would essentially turn MoPac into another failed I-35 roadway.

The sensible solution is like the proverbial elephant in the room -- and it has been a solution suggested by many politicians, public servants, transit experts and citizens like me: Convert the entire SH 130 toll road into an I-35 freeway bypass, circumventing the traffic mess in downtown Austin. This way, all the interstate truck traffic and other "through traffic" could simply take SH-45 from I-35 to the "new" I-35 bypass (formerly SH 130) at NO COST and avoid the hassle of inching through downtown Austin. This would also alleviate considerable traffic on the interstate through the heart of Austin and ease the need to rebuild and expand I-35 in the center of Austin. Think about it: doesn't this make sense? The state has such a large budget surplus, the legislature is struggling to come up with useful ways to use some of this windfall. In the scheme of things, buying out SH 130 from the tolling authority and converting it into a "freeway" around Austin would be a win/win for everyone.

In closing, stop this SH 45 Gap Plan nonsense, and do something innovative, smart and environmentally friendly to ease the traffic burden through the heart of Austin, whether on I-35 or MoPac.

Sincerely,

Dale Weisman

Please Oppose SH 45 Gap Plan

David King [REDACTED]

Fri 6/30/2023 1:25 PM

To: SH 45 Gap Study <info@sh45gap.com> [REDACTED]

Cc: [REDACTED]

Honorable County Judge Ruben Becerra, County Commissioners Debbie Gonzales Ingalsbe, Michelle Cohen, Lon A. Shell, Walt Smith, and County Clerk Elaine H. Cárdenas, Hays County Commissioners Court,

Please oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs. The Travis County Commissioners Court and City of Austin are already opposing this plan.

Thank you for considering my comments and for your service!

Respectfully,

David King
Austin, TX 78704

Do NOT damage our neighborhoods or our environment.

David Lauderback <[REDACTED]>

Fri 6/30/2023 5:01 PM

To:SH 45 Gap Study <info@sh45gap.com>

I am writing to urge Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.

The current plan will *not* address transportation needs and only harm communities and the watershed.

Please, I ask the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.

--

DML

David Lauderback
[REDACTED]

SH-45 Gap

David Todd <[REDACTED]>

Fri 6/30/2023 12:35 PM

To: SH 45 Gap Study <info@sh45gap.com>

To the Hays County Commissioners,

I have read recently about the County's proposal to bridge the gap between SH-45 and IH-35, extending road development across the Edwards Aquifer recharge zone and diverting traffic through existing Austin neighborhoods.

I think this would be a mistake, and should be avoided.

I urge your collaboration with the City of Austin and Travis County to explore alternatives that are more protective of local communities and the environment.

Thanks,

David

.....

David Todd
1304 Mariposa Drive, #211
Austin, Texas 78704-4404
[REDACTED]

Mopac Into I-35 Bypass

Donna Beth McCormick <[REDACTED]>

Fri 6/30/2023 2:21 PM

To:SH 45 Gap Study <info@sh45gap.com>

This has been discussed before -- I know it is Hays County, not Travis that wants this. When you live in Hays County - you can detour around Austin on the already built road. I have watched trucks bypass the cut off and go through Austin - it's free and slower - they need to make the decision and time to use the cut off.

MoPac is for local traffic - I live off of MoPac - I drive it when necessary, but I'm retired and not in a big hurry and allow time to get where I want to go - the working people have priority from me now.

I have been in North Central Austin for more than 4 decades - way before MoPac - we built Austin streets for Austin - not for all the surrounding counties that want to come through Austin and pay nothing.

We fight for our city and county - we pay here to live here - I am a huge NO for I-35 to be a by pass to get around Austin -- leave early or go on the road that is already there!

Donna Beth McCormick

I 35 connector via 45

Doug Marsh <[REDACTED]>

Fri 6/30/2023 8:26 PM

To:SH 45 Gap Study <info@sh45gap.com>

Hello,

As residents of Hayes county that live west of 45, we urge you not to complete this connector as we rely on 45 to get into town for work and obviously this connection to I 35 will create a major traffic jam on a single lane entrance ramp, small interchange at Mopac and 45. The current interchange was obviously not planed with this additional traffic over load in mind.

Sincerely,

Doug and Sandra Marsh

Sent from my iPhone

SH45 GAP

Dr. Craig Morris Nazor [REDACTED]

Fri 6/30/2023 7:10 PM

To: SH 45 Gap Study <info@sh45gap.com>

To Whom it may Concern:

The SH 45 GAP is a very bad idea, and it should never be completed, just like the former segment should have never been completed. In a very literal sense, it stands as an example of the ROAD TO HELL, as it represents Austin's inability address the stress of climate change, and how surviving the merciless HEAT of that will mean that we HAVE to do things differently.

We literally have no choice. We can either start to change now, or just give up a better future.

We have known for many years that the Edwards Aquifer, especially the part over which this highway will cross, is very sensitive to development, particularly impervious cover. The water conserved in this aquifer, much of which erupts into Barton Springs, is the reason why Austin exists where it does in the first place, and sustains any future City growth. Further degradation of the aquifer and the springs is in the WORST interests of Austin. The gain to traffic will not even be close to worth the cost to the environment.

There is PLENTY of land to the east of IH35 to bypass the City of Austin. There is highway infrastructure already built there that could easily be redesigned and repurposed to handle Austin bypass traffic. Why this wasn't done originally is a testament to the dogged stupidity of State politics and the backward-facing imagination of Texas highway planners. We don't have to continue to live that mistake: We can change.

Trying to "finish" the SH45 GAP connection to make a loop around Austin is just the continuation of a bad idea that will only increase traffic on MoPac, requiring MoPac to be expanded. Expanding MoPac will greatly degrade Zilker Park, Zilker Botanical Gardens, the Austin Nature Center, the Butler Hike and Bike Trail, the Lady Bird Johnson Wildflower Center, and the Barton Creek Greenbelt. It will put more pressure on the increasing number of endangered species we are trying to protect.

When does highway expansion end? It can't go on forever. How much concrete must be laid down upon the land until you will be satisfied with your dark view of the future?

Due to the dangerous and disastrously increasingly effects of climate change that we all are CURRENTLY EXPERIENCING, it should be clear to you that we must DECREASE automobile traffic, not expand it. We must invest in PUBLIC TRANSPORTATION. We must PROTECT OUT AQUIFERS, as the climate crisis shrinks available fresh water and increases the size and chances of catastrophic floods. We must protect healthy wildlands and ecosystems that sequester carbon, instead of cutting them down, replacing them with thousands of cubic yards of concrete that releases tremendous amounts of CO2, for highways supporting automobiles that will continue to increase their output of CO2. This is really the definition of insanity!

WHERE DOES THIS END? Was it hot enough outside for you today? Will highway workers even be able to build this road without heat protection in the near future?

We can, and must do things differently, because our future right now is very grim, indeed if we continue as we have in the past. Your children and grandchildren will live in a terrible world. Is that what you want?

A piece of advice: When you find yourself in a dangerous and deep hole, STOP DIGGING. Do something different, not the same thing over and over again, the thing that has been failing you for years. CHANGE.

DO NOT BUILD SH45 GAP!

Dr. Craig Morris Nazor
Conservation Chair, Lone Star Chapter, Sierra Club

[REDACTED]

Community Comments on SH 45 Gap Study

Duane B Cripe

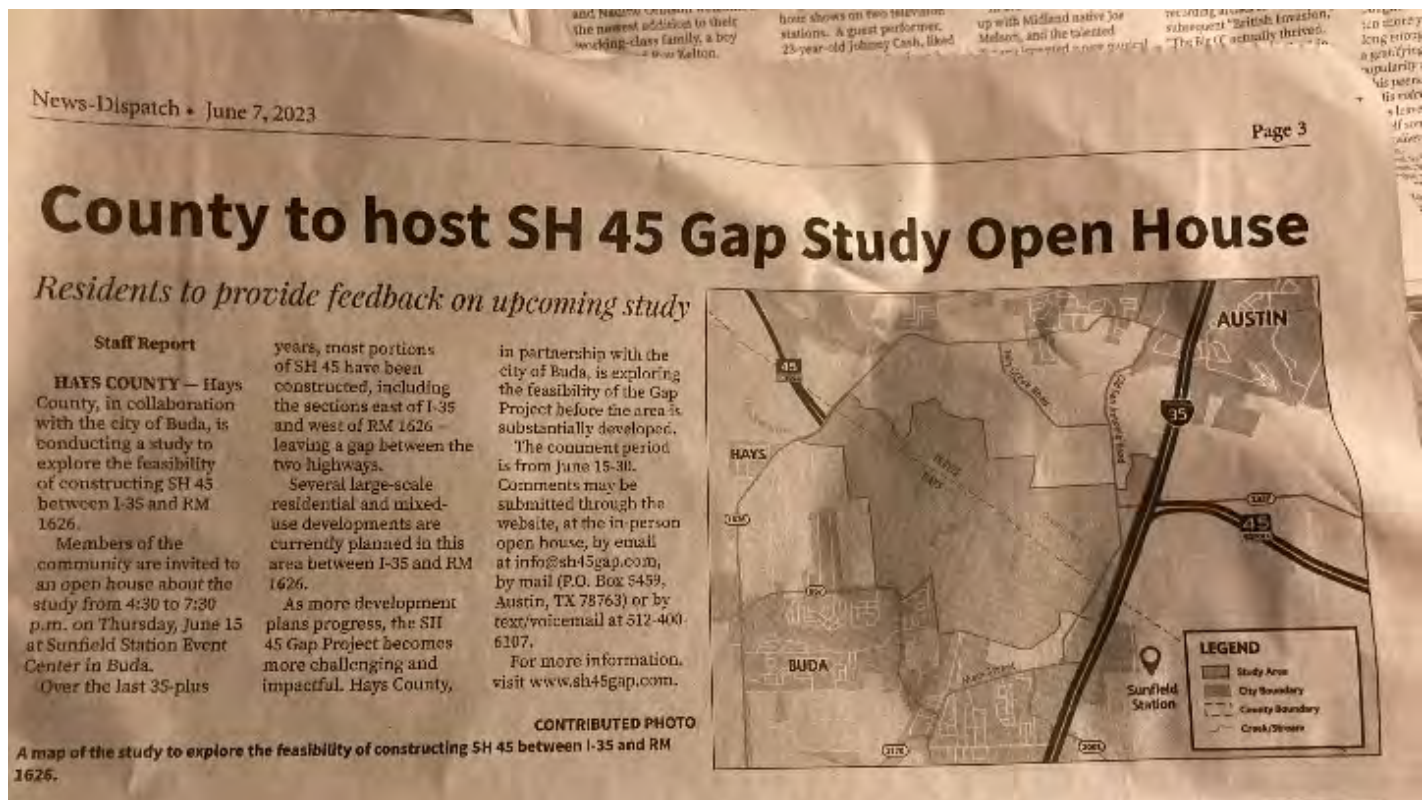
Thu 6/15/2023 12:21 PM

To:SH 45 Gap Study <info@sh45gap.com>

Hello,

I've lived in Northern Hays county off of FM1826 for ~30 years, and we were told in a meeting with the county commisioners 20 years ago the 20 year plan was to expand the road from two to four lanes from Slaughter to FM150. In a more recent meeting we're now told the four lane expansion is +10 years out at least - meanwhile subdivisions and traffic increase at an unabated rate. My question: How does this SH 45 study help with FM1826?? FM1826 is an incredibly dangerous road and traffic routinely backs up during rush hour (during the school year) from Nutty Brown to the Travis county line at the top of the big hill. Why are other projects being considered when projects already stated as needed go unsupported? I appreciate your consideration.

Best Regards,
Duane Cripe
Goldenwood West



We are residents opposed to closing the "gap" between SH 45 and I-35

Toltec 21 [REDACTED]

Fri 6/30/2023 2:24 PM

To: SH 45 Gap Study <info@sh45gap.com>
[REDACTED]

To whom it may concern:

We are residents of Austin, TX for 40 years now and currently live in South Austin close to MoPac and Slaughter Lane. We are also friendly neighbors of the good people of Hays County, and patronize many Hays County businesses because they remind us of the old Austin with less development, less traffic, and less stress overall.

Over recent years as Austin and Central Texas has exploded in rapid growth, we have seen a lot of bad decisions, but this proposal is terrible.

Apparently Hays County proposes to close the "gap" between State Highway 45 and Interstate 35 by diverting the dangerous I-35 traffic across over to South MoPac and across the sensitive Edwards Aquifer recharge zone, which is already stressed as it is between climate change and user demands. Area drivers know of the hazards of I-35 and can make their own decision whether to risk their lives using it. MoPac since its inception was designed for and has supported commuter traffic of a certain weight class and would be transformed into a slaughterhouse if tractor trailer traffic accessed it to bypass I-35. In contrast SH 130 tollway was sold to voters and taxpayers as a solution for diverting traffic around I-35 and was designed for this purpose. I haven't heard of SH 130 not having capacity for this purpose, so that option still is available.

The Travis County Commissioners Court and City of Austin have responded to our concerns and are already opposing this plan, but I'm hoping our individual voices will also be considered.

Often the easier solution is not the best, and just like adding more roads doesn't solve the problem of balancing transportation needs for a robust local economy, we might need technology innovations, supply chain improvements or other breakthroughs that do not do irreparable harm to our neighborhoods and environment.

If anything, we ask for further review of the cost and consequences of the damage to our recharge zone in these already distressed areas and further utilization of SH 130, in the hope that more better solutions present themselves.

Thank you in advance for your consideration,

Eduardo & Susan Martinez
7601 Seneca Falls Loop
Austin, TX

Comment

Elaine Byrne, REALTOR <[REDACTED]>

Mon 6/26/2023 12:52 PM

To:SH 45 Gap Study <info@sh45gap.com>

Please, let's all work together:

1. If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.
2. The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.
3. Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Elaine Byrne, Broker, ABR, CRS, ePRO, MRP, TAHS, WCS
Elaine Byrne Realty [REDACTED] <http://www.elainebyrne.com>
2019 Distinguished Service Award - Williamson County Assoc. of REALTORS(R)
2011 REALTOR(R) of The Year - Williamson County Assoc. of REALTORS(R)
5 Star Professional 2011-2022 TEXAS MONTHLY
Texas Association of REALTORS(R) Professional Standards Committee
WCREALTORS Ethics Instructor

Diverter route for I-35 traffic onto Mopac through central Austin.

Elizabeth Gordon <[REDACTED]>

Mon 6/26/2023 2:33 PM

To:SH 45 Gap Study <info@sh45gap.com>

Please don't do this!

The city council has recommended against objections of the city council and the Travis County Commissioners court!!!

Elizabeth Gordon
5101 Beverly Hills Dr,
Austin 78731

Support closing the 45 gap

Eric Lundquist <[REDACTED]>

Fri 6/30/2023 3:29 PM

To:SH 45 Gap Study <info@sh45gap.com>

For decades Austin has tried "If we don't build it they won't come" . They didn't build any roads and they came anyway. Now we have a huge mess to try and catch up with the missing infrastructure.

Any additional road construction is welcome.

Thank you,

Eric Lundquist

Austin, Texas

OPPOSITION to Hays County's proposal for IH35 & SH45 to "close the gap"!

Evelise Sandidge <[REDACTED]>

Sat 7/1/2023 1:04 PM

To:SH 45 Gap Study <info@sh45gap.com>

I oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs. The Travis County Commissioners Court and City of Austin are already opposing this plan.

Sincerely, Evelise Sandidge

S

MoPac

Fidel Acevedo <[REDACTED]>

Fri 6/30/2023 5:50 PM

To:SH 45 Gap Study <info@sh45gap.com>

Honorable Pct 2 Commissioner

Brigid Shea

I do not agree with the idea to fill in the gap to MoPac South.

Hays County has other options that they can entertain to move the growing traffic problem. Certainly the aquifer is a major concern to all of our citizens.

Fidel Acevedo

[REDACTED]

Opposition to SH45 "gap" project

Gail Rothe <[REDACTED]>

Fri 6/30/2023 4:13 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:[REDACTED]

I send this letter to urge the Hays County Commissioners to reject the "close the SH45 gap" project. I oppose this proposed project to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. The construction and long-term use of this proposed project is a serious threat to the health of Barton Springs and the vulnerable karst geology of Central Texas. Please do not destroy what drew people here in the first place.

Instead, I urge the Hays County Commissioners to work with the City of Austin and Travis County to find transportation solutions that do not harm our precious and irreplaceable environment.

Thank you for the opportunity to submit these comments,

Gail Rothe
1705 Margaret St.
Austin, Texas

Sent from [Mail](#) for Windows

Oppose sh 45 gap

Gail Vittori <[REDACTED]>

Fri 6/30/2023 6:23 PM

To:SH 45 Gap Study <info@sh45gap.com>

I am opposed to the SH 45 gap. It puts at risk the ecological integrity of the lands that it traverses.

Gail Vittori LEED Fellow

Co-Director

Center for Maximum Potential Building Systems

[REDACTED]

Opposition to 45 gap plans

Gayle Reaume <[REDACTED]>

Fri 6/30/2023 12:52 PM

To:SH 45 Gap Study <info@sh45gap.com>

I have lived in Austin for 43 years and watched it grow to a wonderful large city. Most of the growth in the early years was slow and conscientious.

Accommodating for increased mobility throughout the city cannot come at the price of ruining the very reason Austin is a beautiful place to live. Find other solutions that don't pander to the need to expand road traffic. The more we accommodate and make it easier for traffic, the less likely people will be to find alternatives to using their cars.

If we want to protect Austin and the entire planet, we HAVE TO solve mobility needs other than by encouraging more automobile traffic.

It's a complex problem. I'm not saying it will be easy. This is what our government is responsible for. Do your job.

Gayle Reaume

--

Gayle Reaume

CEO & Founder, Moolah U

[REDACTED] | [Calendar](#) | [LinkedIn](#) | [MoolahU.com](#)

[A peek into my world](#)

[NBC Nightly News](#)

[Graduate Stories](#)

**You never change things by fighting the existing reality.
To change something, build a new model that makes the
existing model obsolete.**

--Buckminster Fuller

SH 45 Gap proposal

Genny Duncan <[REDACTED]>

Fri 6/30/2023 9:18 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:[REDACTED]

Speaking as a concerned citizen of Austin and to protect Barton Springs and Austin neighborhoods, I encourage you to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment with Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.

Genevieve Duncan

Comment on Closing the Gap between Hwy 45 and IH 35

Gioconda Bellonci [REDACTED]

Fri 6/30/2023 3:04 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

I oppose the Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. The plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass, sending dangerous 18 wheelers and other too- large vehicles onto Mopac, a road that was not designed for that type of traffic, and would endanger all who drive it.

The plan is a serious threat to the existence of Barton Springs, being another, and maybe the last, nail in the coffin of the most precious place in our region, where I have been a daily swimmer since 1985. The Travis County Commissioners Court and City of Austin already oppose this plan, and for very good reasons!

I implore the the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods, endanger our lives, and destroy our precious resources.

Gioconda Bellonci
615 Oakland Ave
ATX 78703

SH 45 Gap

[REDACTED] <[REDACTED]>

Fri 6/30/2023 6:18 PM

To: SH 45 Gap Study <info@sh45gap.com>

I strongly oppose the SH 45 Gap plan. I live in a neighborhood that keeps pretty well informed and I am proud to join my Allandale neighbors in opposition.

Gloria Mata Pennington

[Sent from the all new AOL app for iOS](#)

"SH 45 GAP" PLAN

Gordon Turner <[REDACTED]>

Fri 6/30/2023 3:13 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:[REDACTED]

I am a resident of NW Austin and strongly oppose the Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35. MoPac traffic is already stop-and-go for many hours of the day. Diverting more traffic through highly congested MoPac neighborhoods would make this situation intolerable. This additional traffic also poses a serious threat to the health of Barton Springs (an Austin/ Texas treasure).

Thank you for you for your consideration.

Gordon Turner

SH 45 GAP?

[Redacted]

Fri 6/30/2023 4:15 PM

To:SH 45 Gap Study <info@sh45gap.com>

I want to know more about the SH45 GAP.

If it diverts Interstate traffic through Central Austin, there needs to be another way to go.

Do not make MoPac a bypass for I 35 traffic

Greg Talley

[Redacted]

Strongly against turning Mopac into an IH-35 parking lot

Hans Magnusson <[REDACTED]>

Fri 6/30/2023 3:47 PM

To:SH 45 Gap Study <info@sh45gap.com>

I am strongly against sh45 gap plan that will bring heavy trucks on to Mopac. Fix IH-35 and the 130 bypass for trucks. There is no logical or credible reason to make Mopac into another IH-35 parking lot.

thank you,

Hans Magnusson, ANA President

I OPPOSE THE SH 45 SOUTH TO I35 GAP EXTENSION!

Holly Reed <[REDACTED]>

Fri 6/30/2023 3:21 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:[REDACTED]>

Planners at SH 45 Gap,

I write in OPPOSITION to connecting SH 45 SW and I35. This highway extension will:

- Make Mopac part of a giant loop, bringing interstate traffic over the Edwards Aquifer Recharge Zone.
- Pollute Barton Springs
- Crowd Mopac, which is NOT AN INTERSTATE HIGHWAY and is already congested, with I35 traffic
- Destroy countless trees that will have to be bulldozed for this highway (see your map)
- Contribute to climate change and pollution of the environment

The City of Austin and Travis County Commissioners Court are OPPOSED to this extension.

Please DO NOT EXTEND SH 45. Please do not cover the Edwards Aquifer with interstate traffic!

Hays County Commissioners and Buda can work with the City of Austin to find better, safer transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Thank you for your consideration.

Sincerely,

Holly Reed

Holly Reed
[REDACTED]

Finish SH 45

Thu 6/15/2023 10:26 AM

To:SH 45 Gap Study <info@sh45gap.com>

My name is J. P. Kirksey. My wife, Judy, and I live in Arroyo Doble Estates in Manchaca which is adjacent to Twin Creeks Road. We have lived in our home for 37 years and have steadily witnessed the increased vehicle traffic on the streets in our area of far south Travis County for more than 40 years.

Unfortunately, I am unable to attend the open house at Sunfield Station Event Center but want to share input to support your proposal to build SH 45 from its current terminus at FM 1626 to its terminus at IH35.

Recently, Travis County Precinct 3 Commissioner Ann Howard expressed that she was not in favor of building the proposed SH 45. As I recall, she stated that the buildout would “put too much traffic on MoPac”. In my opinion, and based on my observations as a resident of Manchaca/far south Travis County, that is not a valid statement; i.e., the traffic is already on MoPac and that traffic is coming through our neighborhoods using our residential streets. Those streets were never intended nor designed to handle that volume of traffic.

From around 7:00 am to 9:00 am each day, there are hundreds of vehicles (cars, delivery trucks, school busses, construction vehicles, etc.) stacked up on single lane roads such as Puryear Lane, Old San Antonio Road, Twin Creek Road, FM 1626 between I35 & Manchaca Road, Mystic, and many other residential roadways – I have even witnessed vehicles stacked in front of my home on Scissortail Drive waiting to turn left on Twin Creek Road. Most of the vehicles are creeping toward the intersection of FM 1626 and SH 45 in order to access MoPac or going south on Manchaca Road to Slaughter Lane and then to MoPac. Again in the afternoon, hundreds of vehicles traverse the same routes on their way back to northern Hays County.

As I understand, the design plan has always been to complete the loop and the only remaining section is the section in question. And, as has been previously stated, the time to build is now – before the vacant land is otherwise developed.

I strongly support the construction of SH 45 from FM 1626 to I35 for the following reasons:

1. Closing the gap would decrease the volume of traffic that is currently creating significant congestion and safety hazards on our residential roads.
2. Reasonably priced Right of Way is available now and very likely will not be if we wait much longer.
3. By “closing the gap”, we could avoid the necessity of dealing with the immovable railroad crossing on FM 1626 in downtown Manchaca. Note: When the train comes through, ALL TRAFFIC STOPS!

Thank you for hosting this open house and for proceeding with plans to “close the gap”.

J. P. & Judy Kirksey
12503 Scissortail Drive
Manchaca, TX 78652

Opposition to the I45 connector to I-35

James N <[REDACTED]>

Fri 6/30/2023 9:09 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:[REDACTED]

As a Buda resident dependent on the quality of water available from the Edward's Aquifer, I oppose the extension of I-45 to I-35 over the Edward's recharge zone. The growth at any cost mentality of Texas politicians is putting a huge strain on the environment. How long will it be before Texas will be in a permanent drought due to rapid uncontrolled growth?

Regards,

James Nay

502 Buckaroo Trail

Buda Texas

It's easier to fool people than to convince them they have been fooled.— Mark Twain

Comments on SH45 Gap

Jim Camp <[REDACTED]>

Sun 6/25/2023 5:41 PM

To:SH 45 Gap Study <info@sh45gap.com>

Comments on SH 45 Gap Study

My name is Jim Camp and my family lives in Hays County. We have lived in our current location for thirty-eight years. We have followed the TXDOT “outer loop” issue since 1988.

I attended the Open House in Buda on June 15th. It was informative to talk to public officials, landowners, planners, and see maps and issues that surround this transportation proposal.

I have questions and comments similar to the FAQs about the scope of the feasibility study, the environmental sensitivity of the study area and SH 45, study costs and other matters.

Environmental sensitivity of the study area and SH 45

- Will this Gap study process explore the increased number of car trips per day coming onto SH 45SW from IH 35 as well as proposed car trips from planned subdivisions in Northern Hays and Southern Travis Counties?
- Will the NEPA Study be an Environmental Impact Study (EIS)? With the data gathered about car trips per day in the Gap feasibility study and the NEPA studies investigate potential pollutant loading from cars and trucks traveling on SH 45 from IH 35? Will the feasibility and the NEPA studies reference CHARACTERIZATION OF HIGHWAY RUNOFF IN THE AUSTIN, TEXAS AREA study done in 1995?
- What kinds of mitigation (passive and structural controls) of highway runoff might be recommended in the feasibility study? Will design of SH 45 Gap use design criteria for preventing environmental degradation? Will the Gap Study consider costs of pollution controls and design of proposed highway to reduce pollution of watersheds and groundwater drinking sources?
- There is a statement in the Gap documentation that “the Edwards Aquifer is a groundwater system that provides drinking water for two million Texans...” How many Texans in the Barton Springs portion of the

Edwards Aquifer rely on It for their drinking water? Could the Aquifer and Barton Springs face contamination by a hydrocarbon spill on SH 45 or cumulative pollutant loading from the Gap study area?

The scope of the feasibility study and study costs and other matters.

- Will the route options consider no connection to IH 35? Could a residential connector be built from Buda area to SH 45 SW? Will that be an option in the Gap Study? Or is this study based on the desire of some for an outer loop connection from SH 45 SW to IH 35.
- At the June 15th Open House, some mentioned this would be a toll road. Others believed it to be a public roadway. Has any decision been made about this? Are there any limitations for Hydrocarbon (HC) trucks or vehicles carrying toxic materials from utilizing this proposed roadway?

Jim Camp



MY COMMENTS OPPOSING the SH-45 GAP PLAN

JJ Reinken <[REDACTED]>

Fri 6/30/2023 2:23 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

06-30-23

Good afternoon,

The purpose of this message is to let you know **I STRONGLY OPPOSE THE "SH 45 GAP" PLAN to connect I-35 to South MoPac Loop 1**. MoPac is a commuter thoroughfare and it needs to stay that way. We do not need 18-wheelers and big rigs competing for lane space with passenger vehicles and adding more traffic delays on MoPac.

I urge you to PROTECT BARTON SPRINGS AND AUSTIN NEIGHBORHOODS because this plan would turn MoPac into a major bypass and pose a serious threat to the health of Barton Springs.

I urge the Travis County Commissioners Court and City of Austin to continue to oppose this plan, while urging the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.

Thank you for considering this urgent message!

Sincerely,

Janis Reinken

78757

resident of Travis County Commissioners Court Precinct 2, City Council District 7, and Elections Precinct 220

[REDACTED]



Virus-free. www.avg.com

Terrible idea

jo clifton <[REDACTED]>

Fri 6/30/2023 3:06 PM

To:SH 45 Gap Study <info@sh45gap.com>

I am opposed to "closing the gap" between I-45 and I-35 in a way that crosses the Edwards Aquifer. This will be bad for the environment, bad for South Austin and especially bad for Barton Springs.

Jo Clifton

Politics Editor

Austin Monitor

[REDACTED]

I oppose Hays County's proposal to close the gap between State Hwy 45 an I-35

joan goldsmith <[REDACTED]>

Fri 6/30/2023 2:02 PM

To:SH 45 Gap Study <info@sh45gap.com> [REDACTED]
[REDACTED]

Dear Hays County Commissioners,

I strongly oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert I-35 traffic through south, west, and north Austin neighborhoods, thereby turning MoPac into a major bypass thoroughfare which would in turn pose a serious threat to the health of Barton Springs: Austin's crown jewel. Protect the Edwards Aquifer recharge zone and protect Barton Springs!!!! Do not proceed with this environmentally disastrous "close the gap" plan. I urge you to find another solution.

Joan Goldsmith
905 Garner Ave
Austin, TX 78704

From: Joanne Click <[REDACTED]>
Sent: Thursday, June 29, 2023 4:26 PM
To: SH 45 Gap Study <info@sh45gap.com>
Subject: PLEASE DO NOT DAMAGE SPRINGS

DO NOT CONVERT MOPAC INTO ANOTHER I-35. A 50-YEAR RESIDENT OF MOPAC AREA.

Joanne Click - 6105 Shadow Valley Drive

SH45 study

John Collins <[REDACTED]>

Thu 6/15/2023 11:19 AM

To:SH 45 Gap Study <info@sh45gap.com>

Please look at extending 45 all the way out to 290. I understand that there are several current issues with this concept however the eventual long-term return on investment is worth the extra cost. The current location for the project to end, off 1826, makes little sense and shows that the plan is to one day do this anyway. This would open yet another major corridor for travel where people do not need to funnel through downtown just to get the airport or coming up from our cities to the south heading out to the hill country.

Thank you,
John

Grant Loveless

From: John Hille <[REDACTED]>
Sent: Sunday, August 6, 2023 9:38 AM
To: info@sh45gap.com
Subject: Comments

I am a Travis County resident. I do not agree with the letter the Travis County Commissioners Court sent to Hays County. I, and a number of people with whom I have spoken, agree we should complete SH-45 between FM 2626 and I-35. We need it!

Sent from my iPhone

Comment for SH-45 Gap Study

John Tate [REDACTED]

Thu 6/29/2023 11:10 PM

To:SH 45 Gap Study <info@sh45gap.com>

To participants in the SH-45 Gap Study:

Constructing a connection between the current portion of SH-45 west of IH-35 to IH-35 would be a mistake. From the environmental point of view, it would bring increased traffic to the Edwards Aquifer recharge zone, putting water quality in the aquifer at risk. From the transportation point of view, it would place inter-city traffic onto MoPac, which is already inadequate and is not designed for that purpose.

Any additional roadway capacity needed should be developed in the areas east and downstream of the Edwards Aquifer, following the routes of I-35 and SH-130. That route would be cheaper and would present less risk to water quality.

John Tate
Austin, Texas

Oppose the SH 45 Gap

Joseph L. Rachel Jr. Ph.D. [REDACTED]

Fri 6/30/2023 3:27 PM

To:SH 45 Gap Study <info@sh45gap.com>

Dear Person,

I wish to strongly oppose the SH 45 Gap plan!

At a time when access to water is becoming a grave issue for the Greater Austin area, covering part of the Edwards Aquifer with more concrete will only make the water crisis more severe.

In addition it will not improve traffic flow on Mopac or on I 35 by having the two super congested highways flow into each other.

Quality of life is one of the reasons people want to move to the Greater Austin area and this will further destroy the open spaces the people want to enjoy.

Please vote know to this plan.

Joseph L Rachel Jr
508 Carismatic Ln
Austin, Texas 78748

SH-45 Gap

Fri 6/30/2023 3:13 PM

To:SH 45 Gap Study <info@sh45gap.com>

Commissioners; I'm a 45 year resident of the Shoal Creek 'Flood Alley'. I "was there" during the 1981 flood. Two friends had their houses destroyed. My dissertation professor's son was drowned when he was swept off a bridge. I have continuing concern about protecting the ground water and creeks of the area from Austin to San Marcos. This proposed highway puts the waters at extreme risk.

We have learned a lot about protecting the waters in my 45 years. Floods , like 1981 on Shoal Creek, and 2015 flooding of San Marcos River, have forced work to understand and prevent damage. The damage isn't just to real estate, houses and business, it is also to 'natural' wealth. Wealth like the Springs on Barton Creek and springs at Aquarena on Texas State at San Marcos.

Through care, highways across Barton Creek have been built so that pollution from driving won't degrade the creek or the springs. The proposed SH-45 project shows no such sensitivity. It is aimed right at the Woods of Bear Creek, a wonderful natural area.

The project will, by increasing traffic, place significantly more load on the protection facilities for Barton Creek and the Springs. By diverting I-35 traffic to Loop-1, the MoPac Expressway, this project will impact Shoal Creek. Shoal Creek has the 2nd largest watershed discharging into the Colorado at downtown Austin. It is 2nd to Barton Creek. So, this project is a double strike against flood control in downtown Austin.

I urge you, as public servants, to work with Travis County and with City of Austin to protect our waters. There are cooperative and coordinating organizations that both Travis and Hays counties belong to. Do not rush into this project as if it a magic talisman. It may not only destroy the Woods of Bear Creek, but Barton Springs, and the civic center of Austin.

Joseph Reynolds
Retired, Principal Scientist
TRACOR Applied Sciences
Allandale Neighborhood
2611 West 49th St
Austin Texas 78731

SH 45 GAP Plan is seriously flawed

[REDACTED]
Fri 6/30/2023 4:07 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

The SH 45 GAP Plan is seriously flawed. MoPac is not an interstate highway or a bypass for IH 35. Please consider investing in transportation near SH 130 which is meant to be the bypass for IH 35. The SH 45 GAP Plan will divert IH 35 traffic onto MoPac, bringing it across the Edwards Aquifer Recharge Zone, negatively impacting the quality of recharge water. In a state that faces water shortages in the near future, care must be taken to protect our aquifers.

Please work with the Travis County government, particularly our Commissioners some of whom have had years of experience with protecting the Edwards Aquifer and highway construction.

Thank you,
Joyce Basciano
Austin, Texas

Please don't "close the gap"

[Redacted]

Fri 6/30/2023 4:55 PM

To:SH 45 Gap Study <info@sh45gap.com>

We don't need commercial trucks going through any more of the City... we need to make 130 free and get the trucks outside the City.

Joyce

Joyce Statz

[Redacted]

Grant Loveless

From: J Perkins [REDACTED]
Sent: Wednesday, August 16, 2023 2:27 PM
To: info@sh45gap.com
Subject: 45 gap

Hi,

Could you please address what will happen with interstate 18-wheel trucking traffic if the gap is closed? Will those trucks be allowed on Mopac? If so maybe we could heavily toll thr trucks on Mopac and I-35 and make 130 free.

Thanks,
Julie

SH45 Gap

Kocher, Karen J <[REDACTED]>

Fri 6/30/2023 10:07 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:[REDACTED]

Dear Hays County Commissioners:

I am writing in strong opposition to the Hays County's proposals to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. Our community has worked for over 3 decades to protect this most sensitive area that feeds the Barton Springs segment of the Edwards Aquifer supplying drinking water and feeding our irreplaceable Barton Springs.

The Travis County Commissioners Court and City of Austin are also opposed to this plan for good reason. I urge you to please find transportation solutions that do not harm our neighborhoods and environment.

Sincerely,

Karen Kocher

Professor of Practice

Department of Radio-Television-Film

University of Texas at Austin

Opposition

Karen Miller <[REDACTED]>

Fri 6/30/2023 12:35 PM

To:SH 45 Gap Study <info@sh45gap.com>

I strongly stand against this terrible plan which would greatly impact the watershed and the Barton Creek watershed and Barton Springs. We need our green spaces and this would turn this area into a desert! Karen Miller

SH 45 Gap Study

kariramachandran [REDACTED]

Mon 6/26/2023 12:50 PM

To:SH 45 Gap Study <info@sh45gap.com>

[REDACTED]

Please stop plans to reroute interstate traffic through Austin, onto MOPAC, over our sensitive Barton Creek recharge zone!

Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Thank you,

Kari

Kari Ramachandran
5708 Penny Creek Dr
Austin, TX 78759

Sent from my iPhone

Opposed to Gap Proposal

[REDACTED] >

Fri 6/30/2023 12:42 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

To whom it may concern,

This proposal, if actually completed as drawn, cannot help but exacerbate the traffic on MOPAC. I am no expert, but there has to be a better alternative than opening the traffic noise, pollution and aggravation to the neighborhoods down south.

<https://myemail.constantcontact.com/URGENT-ACTION-ALERT--Oppose-Plan-to-Turn-Mopac-Into-I-35-Bypass.html?soid=1136297889924&aid=JSp-UInCccc>

Karin Richmond

Intelligent Incentives, Inc.

[REDACTED]



SH 45 Gap - request to stop this plan

Kathy Hardin <[REDACTED]>

Fri 6/30/2023 10:14 PM

To:SH 45 Gap Study <info@sh45gap.com>

Please reconsider the proposed plan for extending 45 over the Edwards Aquifer.

PROTECT BARTON SPRINGS AND AUSTIN NEIGHBORHOODS

Our precious resources are overtaxed and development will make the aquifer less safe.

Thank you,

Kathy Hardin

208 Camp Verde Drive

Georgetown, Texas 78633

[Sent from the all new AOL app for iOS](#)

Not over the aquifer!

Kayte VanScoy <[REDACTED]>

Fri 6/30/2023 5:50 PM

To:SH 45 Gap Study <info@sh45gap.com>

I oppose bridging the gap between 45 & 35 over the Edward's Aquifer recharge zone.

Thank you,

Kayte VanScoy

[REDACTED]

78759

Connecting SH45 to I-35

Kent Middleton < >

Tue 7/4/2023 10:16 AM

To:SH 45 Gap Study <info@sh45gap.com>

SH45 should not be connected to I-35. Doing so risks pollution of the Barton Springs recharge zone and creates more traffic on Mopac, including big trucks.

Kent and Karol Middleton

3200 McElroy Dr.

Austin, TX 78757

SH 45 Gap - Strongly Opposed

Kevin Sims <[REDACTED]>

Sun 7/2/2023 11:17 AM

To:SH 45 Gap Study <info@sh45gap.com>

To Whom It May Concern,

I am a resident of Travis county in Central Austin. I use Mopac most days and swim in Barton Springs every chance I get. In regard to the SH 45 Gap, I strongly oppose Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. Thank you.

Kevin Sims

Sent from my iPhone

Strongly oppose SH45 Gap

Kim Dean <[REDACTED]>

Fri 6/30/2023 4:27 PM

To:SH 45 Gap Study <info@sh45gap.com>

I strongly oppose the proposed SH 45 gap highway. This highway would turn MoPac into a trucker highway and the road would rapidly degrade Barton Springs.

Please don't allow this to pass.

Thanks, Kim Dean

Sent from Kim and her Android

Oppose the SH 45 Gap

Kirsti Harms <[REDACTED]>

Fri 6/30/2023 3:17 PM

To: SH 45 Gap Study <info@sh45gap.com> [REDACTED]
[REDACTED]

The Native Prairies Association of Texas owns one of the last large open spaces in deep South Austin. This area is already exploding with houses and development. Our neighbors are so relieved that at least a part has been conserved. You can't bring back what is covered in houses, pavement and highways.

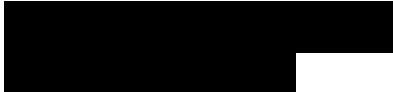
Hays County needs to protect their last open spaces by conserving them, not putting highways over them to divert traffic, noise and pollution to a sensitive ecological area and neighborhoods. What kind of future will this be for the region?

Respectfully submitted,
Kirsti Harms

--



Kirsti Harms
Executive Director
Native Prairies Association of Texas



texasprairie.org

SH 45 Gap proposal

Larry Akers [REDACTED]

Fri 6/30/2023 2:29 PM

To:SH 45 Gap Study <info@sh45gap.com>

I urge you to abandon this SH 45 gap project. The connection will turn Mopac into an international highway, an alternative to IH-35 through the Austin metro area, which it was created explicitly not to be and should not become now. The state and federal government can and should take care of IH-35 without dumping its refuse on an already overloaded local roadway.

Sincerely,

Larry Akers
Austin, Texas 78704

--

This email has been checked for viruses by AVG antivirus software.

www.avg.com

Opposition letter to the SH 45 Gap Plan

Laura Srygley 

Fri 6/30/2023 3:54 PM

To: SH 45 Gap Study <info@sh45gap.com>

To whom it may concern:

I strongly oppose the proposal to close the gap between SH 45 and I-35 across the Edwards Aquifer Recharge zone. Barton Springs is already under threat from so many sources. I have swum there almost daily since 1982 and the quality of the environment has really gone downhill, especially in the past 2-3 years. This project will encourage more development over the recharge zone, polluting the aquifer even more. The future of the city and the state and the world depends on clean water. I think there are better alternatives to this.

Sincerely,

Laura Srygley
Austin, Texas 78704

Oppose Plan to Turn Mopac Into I-35 Bypass

Laura Westcott [REDACTED]

Mon 7/3/2023 7:59 AM

To:SH 45 Gap Study <info@sh45gap.com>

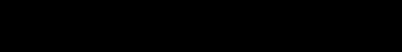
I would like to register my opposition to Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan poses a serious threat to the Barton Springs. Please work with Austin and Travis County to find transportation solutions that won't negatively impact our environment and our neighborhoods.

Sincerely,

Laura Westcott

1503 Hillmont St, Austin, TX 78704

Mopac

Leigh Ann Brunson 

Fri 6/30/2023 2:39 PM

To:SH 45 Gap Study <info@sh45gap.com>

LEAVE Mopac ALONE! It was NOT intended to be used in this way!!!!

No throughway through our neighborhoods.

No No No

Sent from my iPhone

Oppose SH 45 Extension across Barton Springs Edwards Aquifer recharge zone

Leslie Currens [REDACTED]

Mon 6/26/2023 10:54 AM

To:SH 45 Gap Study <info@sh45gap.com>

[REDACTED]

The potential extension of SH45 from its current southern terminus at 1626 to a connection point with IH 35 somewhere near Buda would complete a western loop around Austin, and open up SH45 and Mopac — which run right through the heart of the aquifer recharge zone — to interstate traffic.

I live directly West of MoPac in north central Austin, and I am completely opposed to this proposal. This proposal would directly impact my neighborhood and home for the worst. We do not need to draw interstate traffic which should be on the Interstate Highway I-35 into our city and neighborhoods, and particularly not across the Barton Springs recharge area.

If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.

These studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be immediately halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.

Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Please stop this reckless planning and look at regional solutions that does not dump traffic across inner neighborhoods and sensitive environmental areas of Austin.

Sincerely
Leslie Currens
Austin, TX

NO GAP!!!

Lisa Powell-Gould



Fri 6/30/2023 5:27 PM

To:SH 45 Gap Study <info@sh45gap.com>

I appose turning loop 1 into a I-35 bypass. This would harm out aquifer and our neighborhoods.

Lisa Powell-Gould

Resident since 1980

Comment on closing SH 45 and I-35 Gap

Lori McClure [REDACTED]

Fri 6/30/2023 7:24 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

I am writing in opposition to Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. At a time when the realities of climate change are coming into focus—extreme temperatures, prolonged drought, damaging storms and depleted water supplies, to name a few—to move forward with this plan is pure folly.

The Edwards Aquifer is vital to this region and the threat posed to it by this project is real. Tens of thousands of people rely on the aquifer for drinking water, tens of thousands more enjoy the clarity of the springs that it feeds in spots around the region, including at Austin's "crown jewel" Barton Springs.

With the scientific, economic and social knowledge we possess about the importance of preserving the aquifer, why would a responsible group of elected officials move forward with a transportation plan that would damage this irreplaceable system?

The people of this region deserve forward thinking, innovative, and responsible leadership that takes decisive action to find transportation solutions that will not endanger the aquifer, contribute to further environmental destruction, and damage neighborhoods and livelihoods far beyond those who are inconvenienced by traffic on I-35.

Please work with Austin and Travis County to find transportation solutions that take into account the need to preserve this precious resource and to begin transitioning toward more responsible regional transport planning that is appropriate for the future we are facing.

Sincerely,

Lori McClure
4201 Edgemont Drive
Austin, TX 78731

SH45 gap construction

LYNN R LANGLEY [REDACTED]

Mon 6/26/2023 5:57 PM

To:SH 45 Gap Study <info@sh45gap.com>

Are you crazy? What part of Save our Springs do you not understand? Building a gap SH 45 will pollute the Aquifer and the Springs that Austin citizens love. Do not kill the golden goose!

We need traffic options south and East of Austin, not over the Aquifer. And we need mass transit solutions and less encouragement for people using individual cars for all travel. Try buses instead of monster pickups and ever increasing numbers of cars on our roads.

Lynn R. Langley

[REDACTED]
2410 Kathy Cove
Austin 78704

Sent from my iPhone

No, NO, Please NO

Margot Clarke [REDACTED]

Fri 6/30/2023 2:59 PM

To:SH 45 Gap Study <info@sh45gap.com>

Honorable Hays Co. Commissioners –

As a very long-time Austin resident (my family came here in 1955), I am *urgently and emphatically pleading* with you to avoid further decimating the quality of life and environment in the heart of our capital city and Travis County. Closing the “gap” of SH45 will do exactly that, by creating an unneeded and extraneous westward bypass of IH35 into and through Austin, on a roadway (never intended to be a ‘highway’) that is already congested.

SH130 was *built* to be an IH35 bypass, and if it were purchased from the toll company, would alleviate and improve interstate traffic much better than some diversion westward.

Please, please, do not do this; *nothing* will be improved by this except for developers who want access to ‘big roadways to serve them. Please explore alternatives with your neighboring colleagues in Austin and Travis County. Do not harm Austin to make more money for developers, don’t turn us into sacrificial lambs to massive traffic and pollution.

Sincerely,

Margot Clarke

5106 Evergreen Ct.

Austin 78731

Protect our aquifer

mari jackson [REDACTED]

Fri 6/30/2023 5:09 PM

To: [REDACTED] SH 45 Gap Study
<info@sh45gap.com>

Please do not build or divert traffic to mopac or over the Edwards aquifer recharge zone!! I am against it!

Mari Jackson
Broker Associate
All access Austin

29 year Austin resident
Sent from my iPhone

45 comments

Mark Warren [REDACTED]

Tue 6/27/2023 9:25 AM

To:SH 45 Gap Study <info@sh45gap.com>

I am unalterably opposed to this extension of SH45. We as a society, as cities and counties and state departments, need to start thinking differently, and do so immediately. It's time to stop enabling and facilitating the metastasizing spread of low density suburban sprawl, the destruction of more and more of our fast dwindling wild areas, the pollution of our groundwater, the encouragement of more gas-guzzling vehicle-miles. It's been a bad idea for a good while, and it's time to stop it.

mark warren
1508 elton ln
austin tx 78703

OPPOSE SH45 "Gap" Plan

[REDACTED]
Fri 6/30/2023 4:42 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

I STRONGLY OPPOSE THE "SH 45 GAP" PLAN to connect I-35 to South MoPac Loop 1. MoPac is a commuter thoroughfare that is already overcrowded; we do not need 18-wheelers and various big rigs competing for lane space with passenger vehicles, creating more traffic delays, and threatening motorists' safety.

This plan would turn MoPac into a major bypass and pose a serious threat to the health of Barton Springs. **I urge you to PROTECT BARTON SPRINGS and Austin neighborhoods** that would be adversely affected by this ill-advised plan.

I add my voice to the many who are asking the Travis County Commissioners Court and City of Austin to continue to oppose this plan and urgently request the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that will not cause lasting damage to our environment or harm our neighborhoods.

Thank you for your consideration of this urgent request.

Sincerely,
Mary Fero

Resident of Travis County Commissioners Court, Precinct 2; Austin City Council, District 7

Do Not close the gap

Mary Ellen Jenkins [REDACTED]

Sat 7/1/2023 10:24 AM

To:SH 45 Gap Study <info@sh45gap.com>

Please find an alternative solution to this issue. Edwards Aquifer needs to be protected.

Thanks,

Mary Ellen Jenkins

(No subject)

Mary Reynolds [REDACTED]

Fri 6/30/2023 11:18 PM

To: SH 45 Gap Study <info@sh45gap.com>

Date: Fri, Jun 30, 2023 at 11:15pm

Subject: MY COMMENTS OPPOSING the SH-45 GAP PLAN

To: <info@sh45gap.com>

Cc: [REDACTED]

06-30-23

Good afternoon,

The purpose of this message is to let you know **I STRONGLY OPPOSE THE "SH 45 GAP" PLAN to connect I-35 to South MoPac Loop 1**. MoPac is a commuter thoroughfare and it needs to stay that way. We do not need 18-wheelers and big rigs competing for lane space with passenger vehicles and adding more traffic delays on MoPac.

I urge you to PROTECT BARTON SPRINGS AND AUSTIN NEIGHBORHOODS because this plan would turn MoPac into a major bypass and pose a serious threat to the health of Barton Springs.

I urge the Travis County Commissioners Court and City of Austin to continue to oppose this plan, while urging the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.

Thank you for considering this urgent message!

Mrs. Ronald H Reynolds , Jr. 78759



Please Don't "Close the Gap"

Matt Williams [REDACTED]

Fri 6/30/2023 2:12 PM

To:SH 45 Gap Study <info@sh45gap.com>
[REDACTED]

Good Afternoon

I'm writing to state my opposition to "closing the gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone because that would further congest Mopac AND pose a dangerous threat to the health of Barton Springs. I urge the Hays County Commissioners, the City of Austin and the Travis County Commissioners Court to work together to generate transportation alternatives to closing the gap and to avoid harming our environment.

Thank you for your consideration,

Matt Williams
Austin

SH 45 gap

Mike@ [REDACTED]

Fri 6/30/2023 3:58 PM

To: SH 45 Gap Study <info@sh45gap.com>; [REDACTED]
[REDACTED]

Please work and coordinate with Travis County and City of Austin on this issue of solving the gap on SH45.

This specifically affects where I reside.

I believe if Travis and Hays governments would work together for a mutually beneficial solution, such would be correct and more likely a success.

Traffic is a bear, but we all need to work together and in unison.

Please move in this direction!

Michael Plaster

Comments on SH45 Gap from Greater Edwards Aquifer Alliance (GEAA)

Mike Clifford, GEAA [REDACTED]

Wed 6/14/2023 8:38 PM

To: SH 45 Gap Study <info@sh45gap.com>
[REDACTED]

Hello, please find below the comments submitted by the Greater Edwards Aquifer Alliance regarding the SH45Gap project and open house this week in Buda:

Good afternoon, the Greater Edwards Aquifer Alliance strongly opposes the proposed SH45 Gap highway segment that would connect I-35 to the southern terminus of the SH45 west spur.

The area where the proposed SH45 Gap would be constructed is one of the most environmentally-sensitive areas in Central Texas, the Edwards Aquifer recharge zone, where surface water enters the aquifer – an aquifer that provides drinking water for thousands of area residents and is also the water source for Barton Springs. Polluting the aquifer in the name of reducing traffic on I-35 and several Buda side streets would be short-sited and potentially disastrous.

Proponents of SH-45 Gap point to the fact that the existing SH45 spur was constructed across the recharge zone without significant negative impacts to aquifer water quality. But missing from that argument is the massive increase in traffic that would occur with completion of the SH45 Gap, not only across the new proposed segment over the Edwards Aquifer transition zone, but also across the existing SH45 west spur which crosses the recharge zone.

Currently, the heavy volume of northbound I-35 traffic has a choice as they approach Austin. They can exit at FM1626 in Buda, travel through nine stop lights, then enter the SH45 west spur and continue north onto Mopac expressway. Alternately, they can stay on I-35 and deal with heavy traffic and delays by going directly through Austin. Or they can enter the SH130 tollway via SH45 east and pay a substantial toll to circumvent I-35 traffic by traveling around the east side of Austin.

According to recent studies, most of the northbound traffic including heavy truck traffic currently stays on I-35. Most trucks and passenger vehicular traffic choose to endure delays getting through downtown Austin rather than pay the high SH130 toll, which is currently \$32.46 for a freight truck travelling between Buda and Georgetown, using a toll pass.

All of this would change in a very bad way if the SH45 Gap connector is built, effectively providing a beltway around the west side of Austin. Much of the I-35 northbound traffic would be re-routed onto the new west Austin beltway, and southbound I-35 traffic would also take advantage of this new route, turning Mopac into a road it was never designed to be, creating unbearable gridlock on Mopac, and putting North Hays and South Travis County's water quality

at risk with passenger traffic and freight trucks that tend to leak oil, engine fluids, and other pollutants onto the roadway and then into the aquifer.

Rather than risking the drinking water for south Travis County and north Hays County residents and creating a traffic nightmare on Mopac, plus incurring the cost of such a new construction, the Central Texas toll authority needs to better incentivize all vehicular traffic and especially freight trucks to use the SH130 option to bypass downtown Austin. Currently SH130 has approximately 30,000 vehicles per day traffic load, compared with over eight times that amount on I-35 through downtown Austin.

Building a new connector freeway and trying to convert Mopac from its current usage as a regional highway into an Austin beltway is not only a costly approach but one that puts Barton Springs and the drinking water of thousands of area residents at risk. The Greater Edwards Aquifer Alliance encourages local officials to reject this plan in its entirety. We would like to thank Buda and Hays County officials for hosting this open house to discuss the proposed SH 45 Gap project.

My opposition to connecting road between SH45 and Mopac

Mona Mehdy [REDACTED]

Sat 7/1/2023 12:30 AM

To:SH 45 Gap Study <info@sh45gap.com>

I am firmly opposed to any expanded connector road, which would divert and expand dense traffic into the Mopac served region bringing more air, water pollution, more sprawl and harm to watersheds such as the Barton Creek and springs watershed.

Mona Mehdy

5004 Smokey Mountain Dr

Austin TX 78727

I Oppose the SH 45 Gap Plan

Nancy Walker [REDACTED]

Fri 6/30/2023 2:23 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

I would like to voice my opposition to the Hays County plan to close the gap between SH 45 and I-35 across the Edwards Aquifer recharge zone. My first concern is the impact to the health of Barton Springs. Also, as an Austin resident living right off Mopac, turning it into a major bypass would greatly impact our local communities with additional traffic. Two great reasons to put the brakes on this plan.

I urge you to work with Travis County and Austin to find a solution that does not harm the environment or our neighborhoods. SH 130 already exists as a bypass around the city.

Thank you.

Nancy B. Walker
3002 W Terrace Drive
Austin, TX 78757

SH 45 extension (gap)

neil pascoe [REDACTED]

Fri 6/30/2023 1:23 PM

[REDACTED] SH 45 Gap Study

<info@sh45gap.com>

Please do not continue with the plan to connect the existing portion of SH 45 to IH 35. The environment cannot continue to handle this continued bombardment of additional construction and the ensuing burden of the traffic.

Regards

Neil Pascoe

Austin 78703

Sent from [Mail](#) for Windows

SH45 extension

Nina Brodsky [REDACTED]

Mon 6/26/2023 12:39 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]
[REDACTED]

This proposal for the SH45 extension is terrible. Besides the impact it would have on the Edwards Aquifer it would drastically increase noise, traffic and air pollution into the residential neighborhoods along Loop1. This is where I live and I do not want this in my backyard. As this proposal will impact Austin, Hays and Buda Counties need to work together with both the Travis County Commissioners and the Austin City Council to work out a least damaging route for all of us!!!

Nina Brodsky

SH 45 Study Comments

PAGE HARRIS [REDACTED]

Fri 6/30/2023 5:06 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]
[REDACTED]

Dear friends:

Please consider the following comments to be included in the SH 45 Gap Study.

Completing SH-45 would divert major, interstate, I-35 traffic to Mopac which is a local commuter highway (and is already overburdened with no room for expansion). It would also encourage massive development over the Edwards Aquifer Recharge Zone, which is Texas' most vulnerable aquifer. The aquifer and Barton Springs will be polluted.

This is truly poor transportation and environmental planning when there is a better alternative.

The Travis County Commissioner's Court and the Austin City Council object to the studies moving forward which do not consider least damaging routes, yet whatever route is chosen will go through Travis County and Austin's jurisdictions. SH 130 already exists as a bypass around the city of Austin for IH-35 traffic. This route should be encouraged, because it'll be cheaper and not environmentally sensitive.

Hays County Commissioners and Buda should instead work with the City of Austin and Travis County to find a route that supports development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Sincerely,

Page J Harris
Austin, TX

Subject: URGENT ACTION ALERT: Oppose Plan to Turn Mopac Into I-35 Bypass

Date: June 30, 2023 at 12:22:10 PM CDT

To: [REDACTED]

[View as Webpage](#)

ACTION NEEDED: OPPOSE PLAN TO TURN MOPAC INTO INTERSTATE BYPASS

45/35 gap comments

Pam Thompson [REDACTED]

Fri 6/30/2023 10:05 PM

To:SH 45 Gap Study <info@sh45gap.com>

I urge you to join me in opposing Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs. The Travis County Commissioners Court and City of Austin are already opposing this plan. I urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment. This would directly affect Barton Springs, the jewel of Austin. Please consider the ramifications of your actions.

Thank you,

Pam Thompson

Pam Thompson

Phone: [REDACTED]

Email: [REDACTED]

Twitter: [REDACTED]

Location: Austin, TX

Opposition to State Hwy 45 extension

Pam Turlak [REDACTED]

Fri 6/30/2023 9:28 PM

To:SH 45 Gap Study <info@sh45gap.com>

We already have a water problem. I oppose building a highway over the aquifer.

Texas law requires all licensees to provide the information in these links:

[TREC Information About Brokerage Services](#) and [TREC Consumer Protection Notice](#) to all potential clients.

Thanks,

Pam



Pam Turlak / Realtor®, CRS, CNE, SRES

[REDACTED]

Office: [REDACTED]

Austin, Texas

No danger to aquifer

Patricia White [REDACTED]

Fri 6/30/2023 6:46 PM

To:SH 45 Gap Study <info@sh45gap.com>

We can live without travel. We cannot live without clean water! Please protect our aquifer from transportation pollution.

Pat white

2709 Richcreek Rd

Austin 78757

Sent from my iPhone

Comments on the SH 45 Gap Study

Paul Carew [REDACTED]

via [REDACTED]

Fri 6/30/2023 2:56 PM

To: SH 45 Gap Study <info@sh45gap.com>

[REDACTED]

Please consider the noise and traffic pollution along Mopac.

I respectfully submit that a far superior plan would be to **'remove' the tolls from SH130**, thus encouraging general through traffic, to utilize that much underused Austin I35 bypass.

SH130 was originally 'sold' as the solution to I35 traffic through Austin. The imposition of tolls has materially affected its usage.

Please maximize SH130 before **any** other consideration to increase noise, congestion and traffic related pollution through the neighborhoods of Austin.

Best Regards

A. J. Paul Carew

--

Paul Carew

4518 Bull Creek Road

Austin

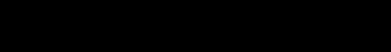
Texas 78731

[REDACTED]

[REDACTED]

[REDACTED]

Don't make Mopac a truck route!

ralph Lake 

Fri 6/30/2023 3:08 PM

To:SH 45 Gap Study <info@sh45gap.com>

Don't make Mopac a major truck route. It will slow all traffic to a crawl and grid lock all of Austin. Take the toll off of 130 instead.

Ralph Lake Austin TX

From: Rebecca Shieber [REDACTED]
Sent: Thursday, June 29, 2023 3:07 PM
To: SH 45 Gap Study <info@sh45gap.com>
Subject: opposition to expanding SH45

Building more roads only increases traffic. There are abundant data nationwide to prove this. Building more major roads over the Edwards Aquifer recharge zone, in a time of increased water scarcity, is just stupid. We were promised that SH 130 would be a diverter for traffic around Austin, but then it was turned into a toll road so all the big trucks still come through Austin. And now we are supposed to help pay for a major expansion of I35, which surely we wouldn't need if traffic was incentivized to use the SH 130 diverter *we already built*. Austin does not need more diverter loops around the city, and we certainly shouldn't be building one over fragile land that we need for other purposes.

Rebecca Shieber

SH 45 gap proposal

Rick Herndon [REDACTED]

Fri 6/30/2023 5:33 PM

To:SH 45 Gap Study <info@sh45gap.com>

I stand opposed to the Hays County plan proposal ("SH 45 Gap") to divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs.

I urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm Austin & Travis County neighborhoods and environment.

- -

Richard Herndon
Austin resident

I oppose the SH 45 Gap Plan

Rick Kaven 

Fri 6/30/2023 4:42 PM

To:SH 45 Gap Study <info@sh45gap.com>

Rick Kaven

Grant Loveless

From: Rick Perkins [REDACTED]
Sent: Tuesday, August 15, 2023 5:42 PM
To: info@sh45gap.com
Subject: Gap Study to Include Connection to Hwy 290 West??

Hello,

I am a proponent of closing the SH45 gap between I35 and Hwy 290 West.

I realize that at this time we must focus on the gap between SH45SW and I35, but if you want to make a significant study, it needs to include the extension all the way to Hwy 290 West. Completing that extension would enable traffic from Hays County in the Dripping Springs area to Bypass the traffic in south central Austin. This will reduce congestion in south central Austin and allow people in north Hays county to easily access the Austin airport as well as I35.

I have ALL of the documentation from when the "Outer Loop Section 3" was a part of the CAMPO Plan. The Environmental Study and everything. It was from 1988 and then the environmentalists were some how able to get Segment 3.2 removed from the CAMPO Plan.

How can I help to get these 2 gaps closed? As a Travis County resident, I could go before the Commissioners Court and plead for their support.

I think I will start that process.

--

Rick Perkins
Chemical Process Engineer

[REDACTED]
www.chemlogic.us

Closing the Gap

Rita L Ewing

Fri 6/30/2023 10:28 PM

To:SH 45 Gap Study <info@sh45gap.com>

While everyone wants a solution to traffic snarls and slowdowns, some road building proposals are not at all worth the cost and the damage they cause.

I strongly oppose the planned project to link traffic from SH 45 to IH35 as shown on the map, thus routing traffic onto MoPac (Loop 1) The environmental damage this proposed road will cause to the Edwards Aquifer and to Barton Springs is incalculable and irreversible.

Please do not adopt this plan.

Rita Williams Ewing

1208 West 39th St

Austin, TX 78756



Transportation and Public Works Department

P.O. Box 1088 Austin, TX 78767
[REDACTED]

June 30, 2023

Subject: City of Austin Comments on SH 45 Gap Study – June 2023 Open House

On behalf of the City of Austin, the following comments on the SH 45 Gap Study are being submitted.

Planning for SH 45 dates back to the early 1980's. The potential freeway around Austin has since come in and out of the Texas Department of Transportation's (TXDOT) and Capital Area Metropolitan Planning Organization's (CAMPO) plans, with some segments being built, leaving the "gap" between I-35 and FM 1626.

The Capital Area Metropolitan Planning Organization (CAMPO) adopted the 2025 Transportation Plan on June 12, 2000. The CAMPO 2025 plan included the entire length of SH 45 SW from Loop 1 to IH-35. The segment between FM 1626 and I-35 was deleted by the Austin City Council when it was adopted as the City's Transportation Plan on June 7, 2001.

The City of Austin reaffirmed its position on the "gap" on June 9, 2022, when the Austin City Council chose to remove SH 45 SW from the City's Austin Strategic Mobility Plan (ASMP) and added the following language to the ASMP Street Network Map, "In September 2012 City Council directed the City Manager to request the withdrawal of SH 45 SW from the CAMPO 2035 Regional Transportation Plan to align with the goals of the Imagine Austin Comprehensive Plan. Resolution No. 0140515-063 reaffirmed the City Council's position that the proposed SH 45 SW is not part of the future transportation network of Austin and reaffirms its opposition to SH45 SW".

In December 2022, Austin City Council passed Resolution No. [20221201-037](#) relating to the need for interlocal collaboration to address potential impacts of Hays County's Transportation Plan on the City of Austin's Water Quality Protection Lands. The resolution requested the Honorable Hays County Judge Ruben Becerra and the Hays County Commissioners Court to place the SH 45 Study on hold.

City staff will continue to seek cooperative efforts with Hays County, offering support to find ways to improve transportation connections, between the city, Travis County, and Hays County that do not threaten harm to the Edwards Aquifer watershed or to lands overlying the Edwards Aquifer that have been dedicated to permanent watershed and wildlife habitat protection.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Goode".

Robert Goode
Interim Assistant City Manager
City of Austin

DO NOT turn MoPac into a major bypass.

Robert A. Keyburn [REDACTED]

Fri 6/30/2023 2:20 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

Hays County Commissioners:

DO NOT turn MoPac into a major bypass.

Please work with Austin and Travis County to find transportation solutions that do not harm Austin neighborhoods and environment.

- **MOPAC can NOT handle current rush hour traffic.** Just look at how traffic is funneled in from 45 at the north end of MOPAC where a series lanes (5?) are eliminated one-by-one as you move south until three lanes remain to accommodate the two-lanes of merging traffic from Parmer on ramp . Here the right hand lane is poorly marked telling traffic to be in the far right-hand lane to exit which is followed by another sign forcing the traffic in the exit lane to merge left, as the 'advertised' exit lane is eliminated before the exit.
- **Traffic on Loop 1 is congested for several hours every day**, resulting in longer travel times for corridor users. As traffic congestion has increased in the Loop 1 corridor, adjacent neighborhoods have become increasingly affected by traffic, noise, and other community issues.
- **Bringing semi-truck traffic to MOPAC will increase road noise** for thousands of homes and apartments.
- **Austin's APD does not have sufficient staff** to meet MOPAC traffic enforcement requirements.
- **Increasing the traffic load will cost local commuters thousands of hours per year in lost hours** of quality time with families. People will make the extra time required to commute from businesses and schools but at what cost?

Thank you for your consideration.

Respectfully,

Robert A. Keyburn
Austin, TX. 78727

Do not connect Hwy 45 to I 35

Sara Madera [REDACTED]

Fri 6/30/2023 4:26 PM

To:SH 45 Gap Study <info@sh45gap.com>

Don't connect Hwy 45 to I 35.

It would make for a future disaster if they are connected.

Don't do it.

Sara Madera

Stanberry REALTORS® Austin, TX

<http://SaraMadera.com>



Comments for Open House

Sarah Larocca [REDACTED]

Mon 6/26/2023 1:48 PM

To:SH 45 Gap Study <info@sh45gap.com>

Hello,

If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.

The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.

Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Thank you for your time,

Sarah Larocca

Hgwhy 45-Interstate 35 connect

Sarah Manire [REDACTED]

Fri 6/30/2023 3:56 PM

To:SH 45 Gap Study <info@sh45gap.com>

To Whom It May Concern:

I very strongly oppose the proposal to build a freeway connecting State Highway 45 and Interstate 35 across the Edwards Aquifer Recharge Zone. Not only will such a route endanger the Recharge Zone, a fragile resource for us all, it will have a significantly negative impact on Barton Springs, Onion Creek, and many many Austin and Buda neighborhoods in the area.

All this for a "plan" to create yet more traffic on MOPAC, which is already bumper to bumper much of the time.

The proposal makes no sense, except to harm the quality of life in Austin.

Sarah Manire
508 Carismatic Lane
Austin Texas



June 30, 2023

To Hays County and City of Buda officials:

Save Barton Creek Association respectfully states our opposition to the possible construction of the SH 45 Gap Connector between RM 1626 and I-35. We recognize that on paper, it seems logical to connect the southwestern and southeastern portions of SH 45. But we would point out that when the existing portion of SH 45 SW was constructed, it stopped at RM 1626 for reasons that were considered valid at the time. We believe that these reasons are still valid.

SBCA was founded in 1979, making us one of the oldest citizens' environmental groups in Texas. The problems that we first saw with proposed developments in the Barton Creek watershed have been repeated by problematic development proposals throughout Central Texas. SBCA has expanded our geographic mission area accordingly, and has many members and supporters in Hays County.

We want to stress that SBCA is not anti-development; we are pro-water. We believe that development can be built in some environmentally sensitive areas, if built in smart ways. But we also believe that some areas cannot bear the impact of heavy development.

One such area is the region where the SH 45 Gap Connector would be located. SBCA has been concerned about SH 45 for decades. We filed suit in 1988 against the original construction plans for what was then billed as the Outer Loop for Austin.

Some of the arguments that have been raised against building the 45 Connector are about the negative impacts that creating a western bypass to I-35 would have on Austin and Travis County. SBCA agrees with these arguments, and we note that it will be difficult for Hays County and Buda to proceed with the 45 Connector without cooperation from their northern neighbors.

Still, we know that the effect of the 45 Connector on Austin and Travis County may understandably be of lesser concern to Hays County residents who feel that this road would solve some of their own local problems. That's why SBCA wants to address two likely negative effects that the 45 Connector would have on the current residents who live near its possible route.

The primary negative impact that should concern residents of northern Hays County is the effect that the 45 Connector could have on local water sources. Undeveloped land with no or little impervious cover is able to absorb significant amounts of rain where it falls. This has been shown to be true even for the rocky land in the western parts of Central Texas. Long and wide stretches of highway, however, will block rain from being absorbed in the soil, which will lead to a significant increase in the amount of runoff during storms. This also means an increase in runoff pollution, because impervious surfaces are never clean. The rain that falls on these surfaces will wash off whatever's on these surfaces.

This is also true for other forms of impervious cover, including roofs and parking lots. In order to analyze the potential effects of the 45 Connector, it's necessary to consider not just the highway itself, but the new development that it will facilitate. The exhibits for the SH 45 Gap Study that were presented at the June 15 Open House Meeting include a map showing existing and proposed developments in the vicinity of the 45 Connector. The Persimmon subdivision, proposed by MileStone Community Builders, is of particular interest because the 45 Connector would run through it.

According to the legend on the Gap Study map, Persimmon is listed as "Active Development." This is curious, since the City of Buda has yet to approve MileStone's plans for Persimmon. The Gap Study's development map also includes an inset map showing the Persimmon subdivision in greater detail. This inset map shows a light-blue corridor running through the upper part of Persimmon and labeled "Future SH 45." It's extremely curious that MileStone has already set aside this corridor, even though the exact route for the 45 Connector has yet to be determined, according to the Gap Study. The potential impact of runoff pollution in this area would thus be magnified. Dirty runoff would come not just from the 45 Connector, but also from Persimmon and any other future developments that would be built along the highway.

What are the water sources in this area that would be impacted? The 45 Connector would cross Onion Creek — one of the last pristine streams in Texas, as defined in the Pristine Streams Bill (HB 4146) that was passed by the Texas House in 2021. The highway's route would also run close to Bear Creek. Both streams would suffer from increased runoff pollution.

In addition, the runoff pollution created by the 45 Connector and the development that it would facilitate could have a major impact on the wells in the area, which are monitored by the Barton Springs Edwards Aquifer Conservation District. It's impossible to say exactly how many wells would be affected, since no route has been chosen yet for the 45 Connector. However, it's possible to calculate how many wells are in the vicinity of the midpoint between RM 1626 and I-35. According to BSEACD data, 150 exempt wells and 62 permitted wells are located within a 2-mile radius of this midpoint, while 9 exempt wells and 2 permitted wells are located within a 1-mile radius. While not all of these wells would be affected by the 45 Connector and its associated development, some would. SBCA asks that Hays County and the City of Buda work with BSEACD to determine exactly how many wells could be affected, and in what way.

SBCA and our members and supporters are primarily concerned about the impacts of water pollution. But we also want to address the traffic impacts of the 45 Connector, since we know that many residents of northern Hays County feel that it's a necessary solution to the growing traffic problems in their area, and in particular to congestion along RM 1626.

SBCA knows that these traffic problems are real. However, we also believe that Hays County and the City of Buda should give their residents realistic expectations about how much traffic relief could be expected from the 45 Connector. At this point, it does become relevant to Hays County that SH 45, combined with MoPac, would create a western bypass to I-35. Moreover, it would likely be a free bypass as opposed to SH 130, the tolled eastern bypass. What this means is that the 45 Connector will come with pre-packaged and built-in traffic. The residents of northern Hays County will not have the highway to themselves — they will have to share it with vehicles coming from and going to I-35 and MoPac.

That's why it's important to look at existing intersections that are comparable to a fully built-out intersection of I-35 and the southern portion of SH 45. The most relevant comparisons are the intersection of I-35 and the northern portion of SH 45 in Round Rock, and the intersection of I-35 and US 290/SH 71

in south Austin. To say that both intersections have extremely heavy traffic is an understatement. Traffic slows to a crawl at rush hour on the flyovers at these intersections, and on the interstate itself.

These two existing intersections should be studied when estimating what the potential traffic load would be on a full intersection of I-35 and the southern portion of SH 45. We recommend that Hays County and Buda work with objective experts to determine what this load would be, and what actual travel times on the 45 Connector would be — not when it opens, but 5-10 years later, when most drivers on I-35 know that they can avoid the quagmire of downtown Austin at rush hour by jumping onto the 45 Connector.

SBCA knows that many local residents have already stated that the 45 Connector is a necessary solution to existing and future traffic problems in their area. That's why we recommend that Hays County and Buda look at other possible solutions. The 45 Connector should be evaluated not in isolation, but in comparison to other alternatives. For example, would further expansion of RM 1626 and a ramped intersection at its connection with I-35 offer more benefit for local residents?

In closing, SBCA would like to point out that the area that would be bisected by the 45 Connector is currently a large area of mostly undeveloped green space that serves as a buffer between Buda and Austin. It also serves as a habitat for valuable wildlife. According to a map prepared in 2020 by the Hays County GIS Department, the area of the 45 Connector contains potential habitat for the endangered golden-cheeked warbler. Many residents moved to northern Hays County in part for this green space. SBCA urges the Hays County Commissioners Court to explore ways to save at least some of this area as a park or preserve.

Save Barton Creek Association and our members and supporters recognize that any potential solution to the growth problems in northern Hays County will come with tradeoffs. That's why we recommend that the Gap Study examine in detail not just the potential benefits of the 45 Connector, but its potential drawbacks too, as well as the benefits and drawbacks of other alternatives. SBCA would like to offer any help and assistance that we can provide for the Gap Study. We appreciate your consideration of our comments.

For Save Barton Creek Association:

Clark Hancock, Board President

Brian Zabcik, Advocacy Director

diverting I35 traffic

Sharon Strover [REDACTED]

Sat 7/1/2023 5:05 PM

To:SH 45 Gap Study <info@sh45gap.com>

This new plan would really degrade both driving around Austin and where I live - which is not far from Mopac. Mopac was conceived as an in-city "boulevard" and it just keeps getting worse and worse. No to this idea!

Sharon Strover
Austin resident

SH 45 Gap Project

Susan Pantell 

Fri 6/30/2023 2:26 PM

To:SH 45 Gap Study <info@sh45gap.com>

The SH 45 Gap Project would impact the whole region and has potentially serious environmental consequences. I urge you to work with the City of Austin and Travis County on transportation alternatives to this project.

Susan Pantell

Austin, Tx

SH45 Gap

Mon 6/26/2023 11:00 AM

To:SH 45 Gap Study <info@sh45gap.com>

The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.

The proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.

Susan Pascoe
Austin, TX

Gap study and SH-45 proposals

Susanne Mason [REDACTED]

Fri 6/30/2023 10:35 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

Dear Hays County Commissioners:

I am writing to express my opposition to the "SH 45 Gap Study" and any proposal to build connecting highway from SH 45 at 1626 to SH 45 at IH-35. It is established fact that such highway construction and the traffic and development that would result represent a lethal threat to the health of Bear and Onion Creek watershed ecosystems. Furthermore, Onion Creek is a critical hydrologic link between the Trinity and Edwards Aquifers, and discharges into the two most popular Springs in Central Texas—Barton and San Marcos Springs.

Pumping, drought and pollution are already having grave effects on Jacob's Well and other springs and creeks in Travis and Hays Counties. The crisis cannot be overstated. There is no circumstance in which it would make good public policy or common sense to construct additional highway in this highly sensitive region.

It would effectively be a knife in the heart of the Edwards Aquifer in Travis and Hays County. To proceed with feasibility studies is wasteful and reckless. Extensive research and documentation supports the need to protect this area from destructive human activities. Please oppose the so-called "gap" study and SH 45 proposals. Help defend the watersheds' health, and protect the water that is so critical to a livable environment in our overpumped and overheated region of Texas.

Thank you for your time and for reading this message.

Sincerely,
Susanne Mason
Resident, Travis County

SH-45 gap

Tara Barton [REDACTED]

Mon 6/26/2023 4:45 PM

To:SH 45 Gap Study <info@sh45gap.com>

Hello,

I am writing to express my opinion that the gap in SH 45 remain in place, keeping this route to more local traffic. The current challenges to major travel on these roads are nothing compared to the challenges posed to our aquifer by endless irrigation wells, population increase, drought, and major construction projects in and around Austin. I understand that environmental impact will be considered. However, adding greater interstate traffic to this area along with the tolls that construction may take could easily be more devastating than expected. And furthermore this expansion is simply not necessary. We cannot always do what is most convenient and flashy and sleek, putting the health of our environment on the back burner every time, and expect there to be no consequences. A major construction project was just approved that threatens Zilker Park. Please consider not rushing into more plans that imperil a future that includes clean drinking water for Central Texas. This project should be postponed until a plan is put in place to address the current shortfall in water to recharge the aquifer. Dilution is the solution to pollution as they say. We cannot further compromise the aquifer during a drought, compounding any negative effects of inevitable pollution. Please do not support closing the gap in SH-45; instead support the future.

Thank you,
Tara Barton
(Austin taxpayer)

Oppose 45 gap

Teresa Perez-Wiseley [REDACTED]

Sun 7/2/2023 8:39 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

I am one of the West Austin/Historic Clarksville property owners who vehemently opposes your attempt to use MOPAC to attempt to clean up the mess on IH 35. 183 was suppose to have taken care of that and still the big semi's crowd IH35 and make it down right scary to even use IH 35.

I supported the effort to stop MOPAC from even being built to begin with due to the danger it would become to the aquifer.

We fought it for 10 years! Now that we have had to put up with MOPAC as it is very busy and bumper to bumper several times a day you want to add State Highway 45's and IH 35's issues to MOPAC. Once again causing the Edward's Aquifer to be in more danger.

Has global warming taught you anything? Our water is already in danger world wide and you want to threaten our local source of water. Build another by-pass far from Austin for the passing through trucks and cars. Besides isn't State Highway 45 a toll road? Why must we constantly give rights to a private company using tax payer roads.

Stop the abuse already being pushed on us in Austin and Texas by the Governor of Texas and the Republican State Reps and Senators who want to break our backs in Austin. You won't win! We will fight, fight, fight! Don't pollute our neighborhoods and further endanger our families in this neighborhoods! WE are taxed highly in these neighborhoods do you think we are stupid we know what you are doing.

Stop your plans to ruin what is already a danger to Edward's Aquifer and the humans living of MOPAC! By the way, I have lived at 909 Theresa Avenue since 1977 and own my home only one street away from MOPAC and Theresa Avenue. Never have you communicated with those of us who even live near MOPAC of your plans. Just cause it is in the newspaper and TV doesn't mean you have talked to those of us in the community. No Town Hall meetings nothing that I have been notified of.

Teresa Perez-Wiseley
Yolanda Perez-Wiseley

Comments: OPPOSITION to Hays County Proposal for I45 & MoPac

Tina Williamson [REDACTED]

Fri 6/30/2023 12:54 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

Dear Hays County Commissioners:

Please add my name to The Travis County Commissioners Court, the City of Austin, and Austin citizens who OPPOSE your plan to “close the gap” and route I35 traffic to MoPac, over Lady Bird Lake and over the Edwards Aquifer Recharge Zone.

I urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our Austin neighborhoods and environment.

Sincerely,
Tina Williamson

Opposition to "closing the gap" proposal

Tom Fitzpatrick [REDACTED]

Fri 6/30/2023 5:06 PM

To:SH 45 Gap Study <info@sh45gap.com>
[REDACTED]

I am writing to oppose ANY proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. The current proposals to connect SH 45 and IH 35 would cause irreparable environmental damage -- and exacerbate every existing traffic problem in central and southwest to northwest Austin region. I do think it is reasonable to try to reduce I35 traffic volumes through central Austin, especially freight volume, but any bypass should be located as far east of the city as possible and coordinated with long range planning to accommodate manufacturing and distribution and other new economic development activity east of I35 and significantly removed from central Austin.

Please halt the I45 Gap plan - which would harm our community

KarenD Hadden <[REDACTED]>

Fri 6/30/2023 4:33 PM

To:SH 45 Gap Study <info@sh45gap.com>

Dear Hays County Commissioners,

We oppose the Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone.

As homeowners in the Knolls of Slaughter Creek Subdivision we believe there may be direct impacts to our springs and our swimming and fishing holes on Slaughter Creek.

We believe the route would vastly increase traffic just a mile and a half south of our neighborhood, increasing noise and pollution. There are correlated health impacts, such as increased rates of asthma and COPD, especially for children and the elderly.

There are threatened and endangered species in the area that would be harmed by this highway expansion. Natural springs would be impacted and perhaps destroyed by construction and water recharge features and the underlying aquifer would become contaminated. Automotive oil, tires and brakes and particles from fuel combustion would contribute to increased water contamination. Increased air emissions from the project could push Travis County into air quality nonattainment.

We appreciate the fact that the Travis County Commissioners Court and City of Austin oppose this plan. It would divert Interstate 35 traffic through south, west, and north Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the health of Barton Springs. We urge the Hays County Commissioners to work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.

Thorough analysis is needed of the air and water quality impacts of the warehouse and freight facilities that are anticipated around this segment of I45 if it does get built.

Thank you for considering these comments and we look forward to talking with you in the near future.

Sincerely,

Tom "Smitty" Smith and Karen Hadden
605 Carismatic Lane, Austin, Texas

[REDACTED]

extension of sh45

tony leblanc

Thu 6/29/2023 11:23 AM

To:SH 45 Gap Study <info@sh45gap.com>

Regarding the extension of SH45, I have strong concerns about this going forward. Considering that this will be built in the transition zone of Edwards aquifer there is of course the risk that water quality in the aquifer will be harmed. Your website claims that the transition zone is less vulnerable than the recharge and contributing zones, but you leave out the fact that you just finished building another part of this roadway over the recharge zone, which by your own admission is more sensitive. This is deceptive to the point of dishonesty. As this plan was first put forth in 1986 - 37 years ago- why has the impact of water quality not yet been thoroughly studied, according to your website?

Another serious problem with building this is that it will turn Mopac into a western bypass of IH-35. As someone who drives on MoPac every day, I can tell you this will turn an already beyond capacity local highway into an all-day parking lot. The addition of the toll lane to MoPac did absolutely nothing to improve travel times- they are in fact worse. Connecting 45 to 35 will make this far, far worse.

I think referring to this as "closing the gap" is also deceptive. First, this so-called gap only exists because you have built other ill advised portions of SH45, again, over the recharge zone of the Edwards. Second, as the plan is for 45 to become a true outer loop, this segment is not closing "the" gap, as there is a much bigger gap where the entire western portion does not exist.

Guy LeBlanc

26 year resident of Oak Hill

SH45gap

Trey Jackson <[REDACTED]>

Fri 6/30/2023 5:21 PM

To:SH 45 Gap Study <info@sh45gap.com>

Cc:[REDACTED]

We oppose the 45 gap expansion as Mopac lacks capacity to take any diversion of traffic coming from someone who has lived next to Mopac for 40 plus years, the current traffic is horrendous.

Respectfully,

Oscar B. Jackson III (Trey)

Attorney at Law

Law Office of Oscar B. Jackson III, PLLC

3445 Executive Center Dr., Suite 101

Austin, Texas 78731

[REDACTED]
[REDACTED]
www.jacksonlawatx.com

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Keep the SH-45 GapTyler Walker 

Mon 6/26/2023 7:44 PM

To:SH 45 Gap Study <info@sh45gap.com>

Hello,

I am writing to express my opinion that the gap in SH 45 remain in place, keeping this route to more local traffic. The current challenges to major travel on these roads are nothing compared to the challenges posed to our aquifer by endless irrigation wells, population increase, drought, and major construction projects in and around Austin. **Our existing waters need to be protected at all costs.** Much literature already exists on the harm to health of living near a highway, allowing the highway to have access to drinking water or a waterway is unthinkable in such a time as drought and cannot ethically be done. People will end up drinking whatever comes off that road and not all chemicals can be removed. Imagine a truck hauling chemicals were to have a spill that breached the aquifer; is there a plan that would address such a water crisis? Could that crisis even be undone? How much more money is this project going to cost the city/state on top of materials for the roadway/time in traffic for its citizens due to construction/labor/ etc while also having the audacity to make it a toll road costing the citizens even more money to someone who will benefit for years to come from owning the tollway? I say to this plan, surely you must be joking. An impact study does not need to be done to show that this is a bad idea. It will more heavily pollute the waters. This project should be dismissed and a plan should be put in place to address the current shortfall in water to recharge the aquifer. Dilution is the solution to pollution as they say. We cannot further compromise the aquifer during a drought, compounding any negative effects of inevitable pollution. Please do not support closing the gap in SH-45; instead support the future. Mass transit should be instead considered to mitigate further hazards to waterways and health. Our existing roadways would make a lovely surface on while to place new trains that could be more efficient.

Thank you,
Tyler Walker
(Austin Tax payer and Teacher)

Proposal to turn MOPAC into an IH35 bypass

Vick Hinestmp <[REDACTED]>

Fri 6/30/2023 12:59 PM

To:SH 45 Gap Study <info@sh45gap.com>

TWIMC:

TXDOT's first attempt to construct a practical bypass for IH35 has been a failure for a variety of reasons that reflect poorly on the department's abilities. The current proposal to divert a portion IH35 traffic to the MOPAC expressway is similarly ill advised, in the exact meaning of "ill advised."

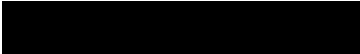
Traffic on MOPAC has increased to the point that persons who do not depend on it for their daily commute use it, if possible, only during the small windows of time between the morning, noon and afternoon rush hours and in the evening. Traffic has increased to the point that MOPAC traffic rivals the glut of IH35 which led to construction of the failed TSH130 which has not had an appreciable effect on IH35 congestion.

Given the current traffic load on MOPAC diversion of more traffic from IH35 cannot realistically be expected to relieve IH35. This is another poorly conceived plan which should be scrapped.

With regards,
Vick Hines
Senior Policy Analyst, R.E.T
Texas Senate

Sent from my iPad

IH35-TX45 "gap"

Vick Hines 

Fri 6/30/2023 1:59 PM

To: SH 45 Gap Study <info@sh45gap.com>

This is to address the proposal to fill the "gap" between IH35 and TX45.

Characterizing the proposal as closing a "gap" is a thin disguise for another poorly thought-out plan to relieve congestion on IH35. TXDOT's first attempt to construct a practical bypass for IH35 has been a failure for a variety of reasons that reflect poorly on the department's abilities. The current proposal will inevitably divert a portion IH35 traffic to the MOPAC expressway, and is similarly ill advised, in the exact meaning of "ill advised."

Traffic on MOPAC has increased to the point that persons who do not depend on it for their daily commute use it, if possible, only during the small windows of time between the morning, noon and afternoon rush hours and in the evening. Traffic has increased to the point that MOPAC traffic rivals the glut of IH35 which led to construction of the failed TSH130, which has not had an appreciable effect on IH35 congestion.

Given the current traffic load on MOPAC, diversion of more traffic from IH35 cannot realistically be expected to relieve IH35. This is another poorly conceived plan which should be scrapped.

The questionable efficacy of the plan should be sufficient to prevent its going forward, outside of legitimate environmental and quality of life concerns. I urge you in the interest of your constituents who rely on IH35 for their daily commute to seek a practical solution which, ideally, should actually relieve congestion on IH35.

With best regards,
Vick Hines
Senior Policy Analyst, (R.E.T)
Texas Senate

Sent from my iPad

Please consider our opinion on the SH 45 "Close Gap" Project

Ying Hong <[REDACTED]>

Fri 6/30/2023 2:40 PM

To: SH 45 Gap Study <info@sh45gap.com>

Cc: [REDACTED]

To Whom It May Concern:

My husband and I have been living in the Oak Hill area for over 20 years, and we are strongly against the SH 45 "Close Gap" project. The traffic in the SW Austin has been terrible for years, especially on Mopac, with cars bumper to bumper every day during peak hours. It was a nightmare driving back and forth from my home to my job near the Arboretum, usually more than 1.5 hours each way.

No doubt this "Close Gap" project will add much more trouble for this already horrible situation, not to mention the bad impact on Barton Springs and the environment of the whole SW Austin area.

We would very much support a project that would improve public transportation in this area, instead of building a massive highway. We hope your office takes our opinion seriously and finds a better solution that benefits all the people, and environment, in both Travis and Hays counties.

Thank you,

Ying & Donald Smith
Residents of Oak Hill, Austin, TX

Online Comments

34 Comments

SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Amy Dodd

Phone Number

[REDACTED]

Address

8124 Ladera Verde Dr. 78739

Email

[REDACTED]

Do you have comments on the study area?

Don't add a new freeway route over the aquifer

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

COMMENT PERIOD: June 15 - June 30, 2023

Comments may be submitted at the open house, online comment card, online interactive map, or by email, mail, text or phone.

www.sh45gap.com

info@sh45gap.com

(512) 400-6107

SH 45 Gap Study

PO Box 5459, Austin, TX 78763

This form was created inside of CD&P.

Google Forms

SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Andrew Harrod

Phone Number

[REDACTED]

Address

2808 A Jadewood Ct, Austin, TX 78748

Email

[REDACTED]

Do you have comments on the study area?

Please consider not connecting this highway to I-35. 45 is already serving many people living in Buda and Kyle. Mopac will not be able to comfortably handle the traffic this will bring it. "Build it and they will come" The widest freeway in the world is the SW Katy to our east outside of Houston. It alleviated traffic for seven years, but then it became as gridlocked as it ever once was. This will happen to Mopac. Please do not connect 45 to I-35.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

COMMENT PERIOD: June 15 - June 30, 2023

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info@sh45gap.com

(512) 400-6107

SH 45 Gap Study

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Audrea Moyers

Phone Number

[REDACTED]

Address

2506 Park View Drive
Austin, TX 78757

Email

[REDACTED]

Do you have comments on the study area?

I do not understand why Travis County and the City of Austin are not part of this endeavor, as the proposed routes directly impact both. As a resident of both, I believe that they should be an integral part of route planning to provide a variety of alternatives and consider all consequences.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Hays County Commissioners and Buda should work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Did you find this meeting beneficial, and do you have any comments about this meeting?

I did not know about the meeting, but received information via a neighborhood group about the study and have reviewed the information presented.

Other general comments:

If completed, the proposed 45 SW "gap" extension would convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is undesirable environmental and transportation planning.

COMMENT PERIOD: June 15 - June 30, 2023

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www.sh45gap.com

info@sh45gap.com

(512) 400-6107

SH 45 Gap Study

PO Box 5459, Austin, TX 78763

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Beki Halpin

Phone Number

Address

Email

Do you have comments on the study area?

This new extension of HWY 45 would result in a huge increase in traffic on Mopac, including a massive jump in the numbers of 18 wheelers who will use Mopac as an IH 35 bypass through Austin on their way north or Northwest out of town. Mopac is already jammed up with traffic even with the new toll lanes and cannot absorb this amount of additional traffic. I sat in traffic on Mopac for 35 minutes this week just trying to get from 38th Street to Scofield Parkway. The study area is also a major recharge zone for the Edwards Aquifer that feeds Barton Springs Pool in Austin, one of the crown jewels of Austin. Run off from this project could ruin the pool's natural beauty and for what? Just so people can take an ill advised highway over critical recharge features???? Do not build this project. There are other ways to move people around and through our area.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Build roads, highways, and railways in the more eastern parts of Travis and Hays Counties where there are not problems with recharge of critical aquifers. Water is life. Use the IH 35 and SH 130 corridors for new building roads in our area. Don't crack open these critical recharge areas for new highway and roadway construction.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

COMMENT PERIOD: June 15 - June 30, 2023

Comments may be submitted at the open house, online comment card, online interactive map, or by email, mail, text or phone.

www.sh45gap.com

info@sh45gap.com

(512) 400-6107

SH 45 Gap Study

PO Box 5459, Austin, TX 78763

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Google Forms

SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Bobby Levinski

Phone Number

Address

Email

Do you have comments on the study area?

Yes

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Use existing roads.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Yes; however, there is a giant leap to pursuing the project in the first place. This project has been intentionally omitted from transportation plans for years due to the known damage it would have on our region's environmental resources and transportation systems. It is not necessary.

Other general comments:

The City of Austin and Travis County have public positions against this project. Buda and Hays County should work with them on other options.

COMMENT PERIOD: June 15 - June 30, 2023

Comments may be submitted at the open house, online comment card, online interactive map, or by email, mail, text or phone.

www.sh45gap.com

info@sh45gap.com

(512) 400-6107

SH 45 Gap Study

PO Box 5459, Austin, TX 78763

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Google Forms

SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Carol Pennington

Phone Number

[REDACTED]

Address

1005 Bluebird, Manchaca, TX 78652

Email

[REDACTED]

Do you have comments on the study area?

Yes

Do you have any suggestions for the Study Team to consider during the development of potential route options?

No

Did you find this meeting beneficial, and do you have any comments about this meeting?

Yes

Other general comments:

For me to support this road, you must not allow 18-wheelers on it. You must convince the powers that be to make sure it is labeled No Trucks, Not a Truck Route. This road will traverse very sensitive environmental features such as creeks and the pollution from the trucks will cause harm. Once it connects to SH45SW, you are over the Edwards Aquifer Recharge Zone and there will be more pollution harming the aquifer. You do not want to be the reason there is increased truck traffic on MoPac. The trucks must stay off. Hwy 130 and 183 should be designated as official truck routes around Austin.

There should not be any frontage roads either. I don't know why Texas has to have frontage roads when you really don't. They take up a lot of land, add impervious cover, and are ugly to say the least. You can design access to areas other than off of frontage roads. The SH45SW gets by just fine without them and this should continue in the same vein. Only an entrance/exit at each end and maybe one in the middle if any at all.

If this could be built with as much of it raised to protect the wildlife it would be great! It will also reduce the impervious cover so more water will go into the ground.

COMMENT PERIOD: June 15 - June 30, 2023

Comments may be submitted at the open house, online comment card, online interactive map, or by email, mail, text or phone.

www.sh45gap.com

info@sh45gap.com

(512) 400-6107

SH 45 Gap Study

PO Box 5459, Austin, TX 78763

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Google Forms

SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Chas Semple

Phone Number

[REDACTED]

Address

1912 Darden Hill Rd

Email

[REDACTED]

Do you have comments on the study area?

I'm in favor of building the SH45 gap, in spite of the negative comments, particularly from Travis County commissioners. The reality of central Texas is that the population growth continues at record-breaking pace, and the lack of public infrastructure investment just forces everyone to use the existing infrastructure more, creating increased congestion, and decreasing the useful life of the existing infrastructure. If a person were to divorce themselves of county bias, and look at the overall transportation picture, the SH45 gap, is a natural extension of the existing footprint. In fact, if a person were to look at the current map, one of their first questions would likely be, "why isn't that road connected to the 'other' SH45?" Will it create more traffic on MOPAC? Potentially. That's not a reason to not do it. The benefits of allowing people in southwest Travis & northern Hays County another transportation option to reach I-35 far outweigh the negatives of potential additional traffic on MOPAC. I would also suggest a further "radical" idea of building SH45 "gap" west to US 290. CAMPO & TX DOT have already identified US 290 west for future expansion - a connection to SH45 would relieve a lot of traffic on US 290 for people trying to get to I-35 from these areas.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Include an analysis of the traffic reduced on 290 for people trying to reach I-35 and/or ABIA that could benefit from an alternate route.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

COMMENT PERIOD: June 15 - June 30, 2023

Comments may be submitted at the open house, online comment card, online interactive map, or by email, mail, text or phone.

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SH 45 Gap Study

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Cristina Adams

Phone Number

[REDACTED]

Address

5921 Mount Bonnell Rd, Austin

Email

[REDACTED]

Do you have comments on the study area?

YES

Do you have any suggestions for the Study Team to consider during the development of potential route options?

NO

Did you find this meeting beneficial, and do you have any comments about this meeting?

NO

Other general comments:

If completed, the proposed 45 SW "gap" extension would change Mopac from a local commuter highway into a western I-35 alternative, sending interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is TERRIBLE environmental and transportation planning.

Why are these detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, given that whichever route is chosen would traverse Austin and Travis County jurisdictions? Why haven't Hays County Commissioners and Buda should instead worked with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor?

Your failure to take into account input, concerns and feedback from the city of Austin and Travis County, the two areas that would be most negatively impacted by this "gap" extension, is unconscionable and unacceptable. Without an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension, these studies should be stopped. We do not yet, after all, live in an authoritarian regime.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Cyral Miller

Phone Number

[REDACTED]

Address

4404 Shoalwood Ave Ausitn Tx

Email

[REDACTED]

Do you have comments on the study area?

Yes! We need to route traffic along the already constructed SH 130 route, rather than increase traffic over the aquifer zone.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Protecting our underground water needs to be a major consideration!

Did you find this meeting beneficial, and do you have any comments about this meeting?

Thanks for the online public comment option.

Other general comments:

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Fadi

Phone Number

Address

Buda, TX

Email

Do you have comments on the study area?

This segment of the road needs to be build. A connection from East to West needs to be made to improve mobility in the area and provide equality in the region.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Garret Nick

Phone Number

[REDACTED]

Address

2010 Holland Ave

Email

[REDACTED]

Do you have comments on the study area?

It seems irresponsible to continue to facilitate single user vehicular traffic, especially over and through areas that directly contributing to water flow of barton springs and the edwards aquifer. we are in a drought and appear to be staying in it. aren't there other, more forward thinking, ideas for moving people around than just building more and more highways???

Do you have any suggestions for the Study Team to consider during the development of potential route options?

what alternatives have you created for anyone to get around that don't involve driving their own personal vehicles? zero. we are doing irreversible damage to our water systems simply because we are too lazy or politicized to imagine other ways for people to travel.

Did you find this meeting beneficial, and do you have any comments about this meeting?

i have participated in many of these meetings and i believe they are all full of shit. you have no real intention of straying from the original plan or making meaningful changes to your strategy of simply building and widening roads.

Other general comments:

I'm sure you all went to school for engineering and other related disciplines and are sad that you are not allowed to use critical thinking and creative problem solving for transportation issues in this state. It is a shame that we have no options but to drive and that driving ultimately means sitting in traffic while polluting our water supply. Great job!

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Hillary Harrison

Phone Number

Address

225 Maribel

Email

Do you have comments on the study area?

I really wish that Hays/Travis county was able to buy more of this land and turn it into public land. Buda is supposed to be the outdoor capital of TX? Let's put our money where our mouth is. Texas has so much private land and it's really a shame to see so much development out of public hands.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Traffic is already terrible on 967 in both directions (turning on 1626 or Main St.). We have one squeezed route to 35 and all the schools are right next to each other (great for parents, miserable for other commuters). While new development is inevitable, we should consider how many more exit points should be on 967. Could we have main exit points for new developments facing the 45 side?

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

Thank you for all your work on improving our communities!

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Holly Reed

Phone Number

[REDACTED]

Address

2315 Enfield Rd Austin TX 78703

Email

[REDACTED]

Do you have comments on the study area?

The SH 45 south to I35 connector is a terrible idea! This has so many consequences which will be regretted in the future.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Do not develop this SH 45 extension! The proposed highway runs over the Edwards Aquifer Recharge Zone! It will pollute Barton Springs and our drinking water. It will destroy the environment and countless trees. If you want to give climate change a big boost this is how to do it. Please DO NOT move ahead with this project. The City of Austin and Travis County Commissioners Court are OPPOSED! I am a resident of Austin who lives close to Mopac and our neighborhoods along Mopac are OPPOSED! Mopac will become I35 West with the SH45 connector diverting interstate traffic to Mopac! As if traffic on Mopac is not bad enough. This traffic needs to use SH 130!!

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

Please do not move forward with the SH 45 south to I35 connector highway.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Jason Perez

Phone Number

[REDACTED]

Address

8009 Willet Tr Austin, TX 78745

Email

[REDACTED]

Do you have comments on the study area?

I'm against this plan as it will just generate more traffic to Mopac which is already overloaded, even on weekends. More cars on Mopac in Austin mean more emissions and oil runoff into the aquifer recharge zone (in Austin).

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Leave the highway as is.

Did you find this meeting beneficial, and do you have any comments about this meeting?

n/a

Other general comments:

Leave the gap as is please. I-35 is soon going to start construction on adding more capacity to that freeway, so completing the SH 45 gap is not needed.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Jeff Kaufmann

Phone Number

[REDACTED]

Address

407 Leisurewoods Dr.

Email

[REDACTED]

Do you have comments on the study area?

I am extremely concerned about the potential for fouling of the water supply by building this highway over the transition zone. If this project goes forward it will be essential to protect this sensitive environment and the water supply for potentially several million central Texans.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Could a recommendation be to not build this connector to I-35? Could a residential connector instead of a highway be built from Buda area to SH 45 SW? Will that be an option in the Gap Study?

Currently there are very few or no 18-wheelers on MoPac expressway. Would this connection include a "no truck" option? If trucks could use SH45 to avoid the bottlenecks on I-35, we would just be moving the problems including massive numbers of trucks, pollution and traffic congestion from I35 to SH45. This is unacceptable.

I have heard this would be a toll road - is that the case? I have also heard some politicians say state funds will no longer be used to build toll roads. Has any decision been made about this? Are there any limitations for Hydrocarbon (HC) trucks or vehicles carrying toxic materials from utilizing this proposed roadway?

Will this be a limited access road, as SH45 SW is? It would be much preferred and a way to better ensure environmental protection.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Didn't attend the meeting.

Other general comments:

I really want you to consider making any gap-filler a local arterial or collector road instead of a highway. I would much prefer the design to include a grassy median and other features of a parkway, much like Slaughter Lane near Circle C. This would ensure minimal 18 wheeler traffic, pollution and the related traffic congestion. Any road should have access for bicycles and pedestrians, perhaps as additional restricted lanes or parallel pathways alongside the roadway.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Katherine Byers

Phone Number

[REDACTED]

Address

3206 King Street Austin TX 78705

Email

[REDACTED]

Do you have comments on the study area?

The study area doesn't directly go over the recharge zone but would still heavily impact the recharge zone adjacent to it. If this area is developed that would impact the amount of traffic to the recharge zone and can even make traffic worse on Mopac overall. Instead of Mopac being a regional highway with this plan it would functionally take a lot of interstate and interregional traffic - which can bring in outside pollutants to the Edward's Aquifer Recharge zone. Beyond any of that, the Travis County Commissioners court AND the Austin City Council (as some routes may go through those areas independently) have already objected to this study. Why is it going through despite this? Hays and Buda need to work together with Austin/Travis County since this affects all of us.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Just because it doesn't directly go over the recharge zone doesn't mean that it doesn't impact the recharge zone or the creek that goes directly through the middle. Be more environmentally aware of your decisions and prioritize the world we live in over minor convenience.

Did you find this meeting beneficial, and do you have any comments about this meeting?

The fact we can submit comments online is very nice honestly, I do appreciate that this is open to public opinion and is readily accessible.

Other general comments:

Please don't brush these concerns aside. I know its not the most profitable idea but listening to the people who live in the region is important to preserving our state and environment.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Keith Whittington

Phone Number

[REDACTED]

Address

13511 Carpenter Lane

Email

[REDACTED]

Do you have comments on the study area?

Yes, I do.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

I suggest that this roadway be a no exit addition to the freeway, with no stops until Hwy 1626. I also suggest that the roadway try to be at ground level as much as possible to reduce noise pollution from the traffic and to keep overpasses to an absolute minimum over waterways and other natural obstructions including the railroad crossings.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

Redo intersection at 1626 to include passing over that highway and have sufficient off ramping and turn lanes for future traffic considerations at this intersection that would take into account the subdivisions that are already being planned to be built in this area over the next 20-30 years.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Kevin Rolfes

Phone Number

Address

Email

Do you have comments on the study area?

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

Any environmental impact study regarding the SH45 "gap" must take into account the increased pollution that will fall into the sensitive aquifer recharge zone due to an increase in traffic on existing roadways outside the immediate vicinity of the "gap". It is disingenuous to imply that because the "gap" is not part of the recharge zone that the aquifer would be protected.

As a regular user of SH45 and Mopac, I do not want to see these roads converted from local commuter highways into a western I-35 alternative full of interregional and interstate traffic.

COMMENT PERIOD: June 15 - June 30, 2023

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Lauren Cadell

Phone Number

[REDACTED]

Address

Treys Way

Email

[REDACTED]

Do you have comments on the study area?

yes, I oppose building over the recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted. Barton springs is arguably the best and most unique thing about Austin, it shouldn't be sacrificed. Covering this recharge zone would ruin the springs, anything else downstream, and our water reserves. We need all the ground water we can get!

Do you have any suggestions for the Study Team to consider during the development of potential route options?

No, I'm not a traffic engineer, just a local gal trying to save the blind salamanders.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Yes. It's interesting that Travis County Commissioners Court and the Austin City Council both object to this highway being built in their county yet feasibility studies are still happening. Why can't we focus more on getting the light rail up and running after that massive budget approval a while back?

Other general comments:

Why isn't the comment period longer?

COMMENT PERIOD: June 15 - June 30, 2023

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Leticia Estavillo

Phone Number

[REDACTED]

Address

600 Dryden Lane, Buda, TX

Email

[REDACTED]

Do you have comments on the study area?

I am in favor of this project. Please build this as soon as possible.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Buy the right of way to the ultimate property needs for any possible roadway improvements.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

Build this as soon as possible.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Lily Wilkerson

Phone Number

Address

8840 Colberg Dr, Austin, TX 78749

Email

[REDACTED]

Do you have comments on the study area?

Attempt to minimize the initial build footprint and build sustainably, like the neighboring SH45SW project. If feasible complete the stack at 35/45 but if not feasible perhaps build ramp stubs or other ways to allow for future completion. No strong route preferences but work with landowners to acquire ROW as quickly as possible to prevent development from blocking this project forever.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Ensure the selected route can be expanded to meet future demand without requiring substantial ROW acquisition or rebuilds.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

COMMENT PERIOD: June 15 - June 30, 2023

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Lisa Kerber

Phone Number

[REDACTED]

Address

78704

Email

[REDACTED]

Do you have comments on the study area?

Do you have any suggestions for the Study Team to consider during the development of potential route options?

The proposed 45 SW "gap" extension converts Mopac into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted. This is terrible for the environment.

Proposed routes would cross Austin and Travis County jurisdictions. Travis County Commissioners Court and the Austin City Council oppose the plan. Come up with a plan that all parties support.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

COMMENT PERIOD: June 15 - June 30, 2023

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Mark Drosos

Phone Number

[REDACTED]

Address

14605 Old San Antonio Rd

Email

[REDACTED]

Do you have comments on the study area?

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

Are you going to be publishing a list of all the questions asked and the answers to those questions? If not how do we get the list of all questions asked during open house and via form and via emails sent? Do we need to do an open records request to get them?

COMMENT PERIOD: June 15 - June 30, 2023

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Mark Houseman

Phone Number

[REDACTED]

Address

1220 Old San Antonio Rd., Buda, TX 78610

Email

[REDACTED]

Do you have comments on the study area?

The southeast corner of the study area contains YMCA Camp Moody, an 85-acre multi-use facility that includes a nature preserve, summer day camp site, indoor and outdoor classrooms and an aquatics complex funded and utilized by Hays CISD.

The original 100-acre property was donated by the Yonge family in 1999 with the intention of creating facilities and programs that provide children and families with educational outdoor experiences. The site features dramatic limestone bluffs that wrap around Onion Creek, which retains water year-round, providing rich habitat for plant and wildlife. The Hays CISD purchased 15 acres of the property along Old San Antonio Road and constructed a new campus of Buda Elementary School that opened in 2019.

Since opening in spring of 2020, YMCA Camp Moody has hosted more than 1,600 children in summer day camp and currently hosts approximately 100 kids per week. More than 1,200 HCISD students have participated in swim team programs and free water safety instruction as part of YMCA Project SAFE.

The Y has also partnered with multiple area school districts, the Texas Parks & Wildlife Department and the U.S. National Park Service to deliver outdoor education programs, family campouts and special events that have benefited more than 1,000 Austin-area families since 2020.

As a volunteer-led nonprofit committed to ensuring access to people of all backgrounds, the Y provides financial assistance to anyone who wants to participate in its programs but cannot afford the fee. More than 300 individuals and multiple foundations, including the namesake Moody Foundation, have come together to fund Phase I of Camp Moody with investments of over \$17 million.

The Y is currently planning the next phase of development for the property, with intentions to continue enhancing infrastructure through construction of several permanent buildings including a multipurpose hall and residential cabins, creating the ability to serve greater numbers of people in a wider variety of activities.

Construction of the SH45 expansion adjacent to or through the YMCA property would not only disrupt the current activities taking place on site that serve thousands today, but it would also impede plans for expansion and limit the number of people who will benefit in the years to come. For these reasons, we urge planners to identify an alternate route.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

We encourage planners to consider a route along the northern portion of the study area for several reasons:

A northerly route poses the shortest distance between the east and west ends of the current SH45 roadway.

It poses the least disruption to existing or planned development.

It creates a smaller environmental impact than other potential routes.

It creates easier connectivity to the planned Texas Children's Hospital, enhancing public safety.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Having an opportunity to learn about and better understand the process was extremely valuable. We also found it helpful to see multiple images containing overlays and site constraints so that we could take all factors into consideration in providing input. Finally, it was helpful to speak directly with the engineering and planning professionals who are overseeing the current project.

SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Mark Weiler

Phone Number

[REDACTED]

Address

2114 Goodrich ave, Austin, Tx 78704

Email

[REDACTED]

Do you have comments on the study area?

yes, the proposed gap addition might not be over the recharge zone but it will greatly increase traffic over it and encourage additional development over it. This plan should be scrapped.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Have you driven N or S on Mopac in the area from ~35th st to Loop 360 on a weekend, skipping of course the nightmare of work day rush hr on Mopac? The traffic comes to almost a complete stop. This would add so much traffic to Mopac that this would be even more of a mess and unless there are plans to greatly expand Mopac, which will probably never happen, this would make the traffic in Austin on Mopac a complete disaster. Please make sure your traffic study covers the full length of Mopac.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Thank you for the opportunity to comment.

Other general comments:

This will be a disaster for Austin on Mopac and should be scrapped due to the insane amount of traffic it will add to Mopac. It will also encourage out of control development over the recharge zone. Net is this plan should be scrapped.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Mary M Arnold

Phone Number

[REDACTED]

Address

3404 Southill Circle, Austin TX. 78703

Email

[REDACTED]

Do you have comments on the study area?

I am OPPOSED to the proposed extension of TRAFFIC in the area of the Edwards Aquifer zone - because of the harm that would come to the Aquifer and the various endangered species that call the Edwards Aquifer their home...

Do you have any suggestions for the Study Team to consider during the development of potential route options?

There has been significant growth already, PLEASE do not make it any more!

Did you find this meeting beneficial, and do you have any comments about this meeting?

The map that I was able to see on my laptop was definitely HARD to READ and it was also hard to identify the various elements that were shown - because I could not understand what the elements of colors, stripings, etc, actually stood for,

Other general comments:

It is IMPORTANT to include in the study an analysis of the IMPACT of where cars/vehicles go when they would get off the new roadway and the negative impact they would have on the aquifer ... i.e., it is not just the construction of the new roadway that needs to be analyzed, but also the impact after the cars get off the new roadway....

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Megan Kressin

Phone Number

[REDACTED]

Address

5600 Shoalwood Ave

Email

[REDACTED]

Do you have comments on the study area?

I am opposed to the 45 SW Gap extension. This extension across the Edwards Aquifer will encourage traffic and development over the *very* sensitive Barton Springs Contributing zone. This is extremely sensitive land that should not be paved over.

SH 130 already exists as a bypass around the city of Austin for IH-35 traffic. This route should be encouraged as it is cheaper, not environmentally sensitive.

We already have a western loop around the city - Loop 360.

Mopac is already over-burdened, and there is no room for expansion into the neighborhood. We need to encourage use of the outer loops, and not be directing traffic onto a road that runs over environmentally sensitive areas.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Do not direct more traffic onto Mopac, and prioritize our environmentally sensitive aquifer.

Did you find this meeting beneficial, and do you have any comments about this meeting?

It should be more widely publicized. It feels as if this is going on behind the back of most Austinites.

Other general comments:

Cars should not be the priority. It is a step backwards.

COMMENT PERIOD: June 15 - June 30, 2023

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www.sh45gap.com

info@sh45gap.com

(512) 400-6107

SH 45 Gap Study

PO Box 5459, Austin, TX 78763

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Google Forms

SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Robbie Lueth

Phone Number

[REDACTED]

Address

5900 Blanco River Pass

Email

[REDACTED]

Do you have comments on the study area?

I swim in Barton Springs year round and have for many years. The unique beauty of Central Texas waterways is precious indeed. The long term health and purity of our springs defines this region, and needs to be the top priority of all planning processes.

If completed, the proposed 45 SW "gap" extension would convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.

The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted without an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Hays County Commissioners and Buda should work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

Please do your part to preserve the natural beauty of our area for future generations.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Robert Polidan

Phone Number

Address

Email

Do you have comments on the study area?

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Ronald W. Fletcher

Phone Number

[REDACTED]

Address

637 Cullen Blvd

Email

[REDACTED]

Do you have comments on the study area?

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Listen to all of the stakeholders, not just landowners and environmentalists.

Did you find this meeting beneficial, and do you have any comments about this meeting?

N/A

Other general comments:

SH 45 SW is already heavily used, but the traffic spills onto FM 1626 causing major traffic jams on FM 1626 west of Buda. The gap needs to be closed already, so the sooner the better.

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SH 45 Gap Study

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Sage Andersen

Phone Number

[REDACTED]

Address

659 Cullen Blvd., Buda, TX 78610

Email

[REDACTED]

Do you have comments on the study area?

I know that new homes are being planned in/near the study area which will greatly impact traffic conditions from FM 1626 and FM967 to Main st. in Buda. These streets are already incredibly busy during afternoon commutes, with cars heading towards Main st. backing up all the way to the curve of 967 or further and also in the morning with a similar backup heading the other direction towards 1626. If more homes are added, traffic in the area will become untenable. Therefore, I believe that it is imperative that we proceed with the 45 connection to mitigate these future traffic issues.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Ideally the team will explore exit locations from the new section of the 45 that would allow residents in the existing and new neighborhoods directly south of the proposed path to exit in that area. This would reduce traffic that currently empties onto 1626 southbound which will improve access to southern cities like Kyle and would prevent 967 from being one of the only routes to homes in NW Buda.

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Stuart Berkowitz

Phone Number

[REDACTED]

Address

2500 Robin Rd., Manchaca, TX 78652

Email

[REDACTED]

Do you have comments on the study area?

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

Please build what should have been built many years ago. Now, the land acquisition and construction costs are astronomically higher.

Just make sure you are environmentally conscientious about it, such as you were with SH45SW.

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SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

ty bell

Phone Number

[REDACTED]

Address

5223 mt bonnell rd

Email

[REDACTED]

Do you have comments on the study area?

1. If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted: Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.

2. The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.

3. Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

1. If completed, the proposed 45 SW "gap" extension would immediately convert Mopac from a local commuter highway into a western I-35 alternative, diverting interregional and interstate traffic over the Edwards Aquifer recharge zone. Our most vulnerable aquifer and Barton Springs would be polluted; Mopac would be overwhelmed with new "I-35 West" traffic. This is terrible environmental and transportation planning.
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Did you find this meeting beneficial, and do you have any comments about this meeting?

The detailed studies are moving forward against the objection of both the Travis County Commissioners Court and the Austin City Council, yet whichever route is chosen would traverse Austin and Travis County jurisdictions. The studies should be halted absent an agreement with Austin and Travis County that the studies consider alternatives to the proposed 45SW extension on equal footing with the proposal to find a "least damaging" route for the extension.

Other general comments:

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3. Hays County Commissioners and Buda should instead work together with the City of Austin and Travis County to prioritize transportation investments that support development and intercity travel in the areas east and downstream of the Edwards Aquifer, in the I-35/SH 130 corridor.

SH 45 Gap Study Open House Comment Card

Please answer the following questions.

Name *

Tyler Markham

Phone Number

[REDACTED]

Address

1705 Crossing Pl 142 Austin TX 78741

Email

[REDACTED]

Do you have comments on the study area?

I do not agree with the plan to fill in this gap. We have enough highway traffic already and don't need to add more concrete, vehicle fumes, and runoff to pollute the area.

Do you have any suggestions for the Study Team to consider during the development of potential route options?

Design a boulevard style road instead of a highway

Did you find this meeting beneficial, and do you have any comments about this meeting?

Other general comments:

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SH 45 Gap Study

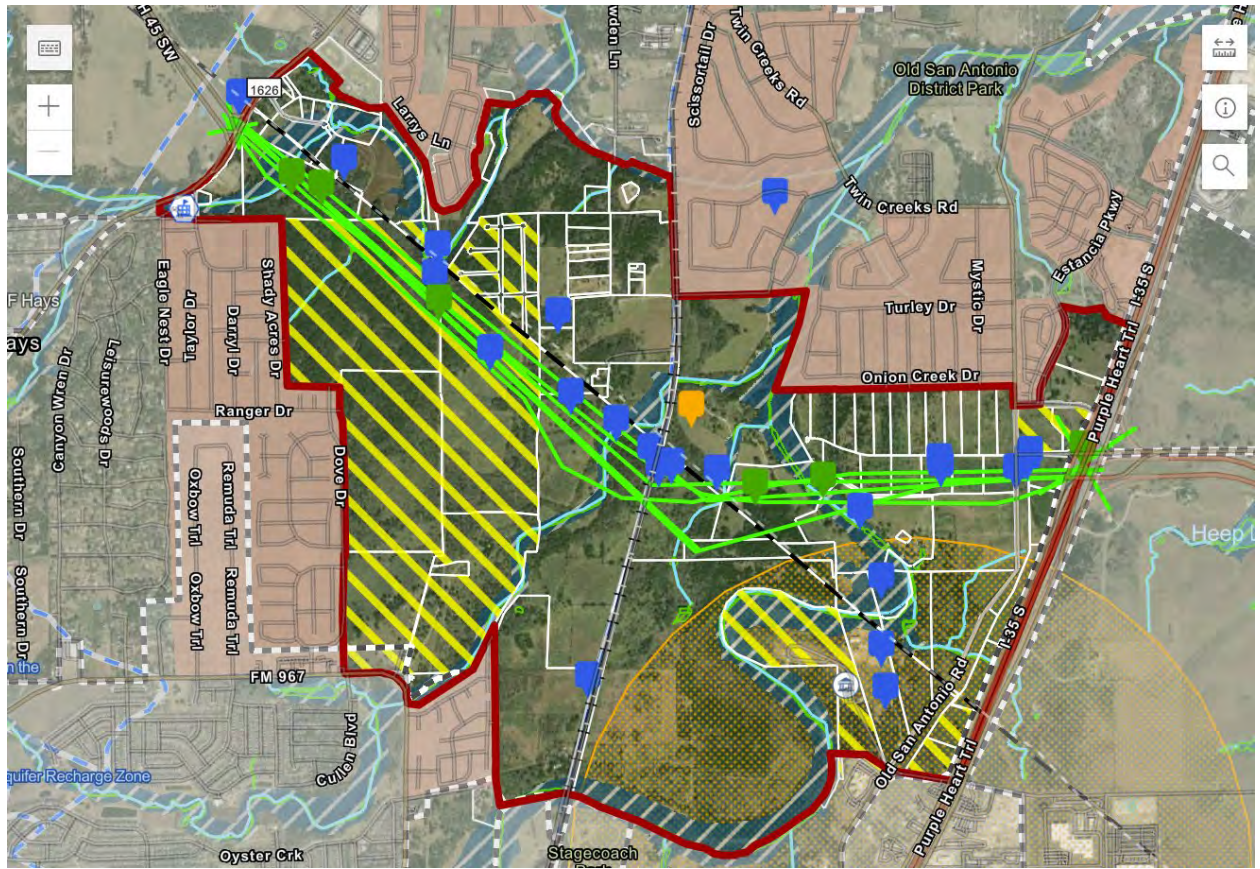
PO Box 5459, Austin, TX 78763

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Interactive Map

35 Comments



GlobalID *	Comment *
{D6236B37-DE31-415B-BDC4-8088BA8B146F}	Oppose diverter route for I-35 traffic onto Mopac through central Austin
{C8D7796F-76DD-490F-B4DC-F715522C8AA4}	Must preserve ROW ASAP. This project will quickly become infeasible if the gap corridor fills with development.
{3321C248-ADC2-4F4A-B83B-C6A940DD1812}	Complete stack if economically feasible. Otherwise leave out SH45 Gap to/from 35 North movements.
{EA59DB51-BAB9-4AD5-8B54-OFF18BC549F2}	Include viewing platform on Onion Creek Bridge similar to Bear Creek Bridge on SH45SW, if a trail is planned for the gap.
{22F4B62F-0EE3-4223-8CD7-06AADAA2872B}	We currently have development on this property also similar to the YMCA next store with Barns, Paddocks, Additional House, Pool, etc. So not sure if this should have Yellow Lines on it?
{11FFBB1E-1568-4529-AF82-7F6F71FCFE18}	My understanding was a route that started here went straight across was already proposed during initial phase of the 45 expansion. What is preventing using the original plans?
{58B12CBD-AFF8-4B4C-8F99-404B99F86A7F}	Build it!
{A01778E2-1918-46BE-95FD-38E73273321D}	Build it!
{007DC1E6-16D9-445E-ACFB-F8977A596EC2}	Build it!
{4A2A0CCE-57FD-44EE-9EA7-727FC767EDFB}	This Parcel is developed
{5044D3A3-EEB7-471A-8975-B7B4908DC245}	ROW already secured for this alignment all the way to Onion Creek
{AF019855-DF4C-4F1C-B947-8FA1ADA8109B}	Garrison Road should be the primary exit to SH45 for optimal traffic flow and to preserve Buda down town from through traffic
{FAA3ED10-844D-44C6-AF53-CE686773FC00}	Include frontage roads for SH45 on this proposed section
{07CD3017-B299-424A-829A-89523BACB24E}	Plan an exit here to allow the residents of the new community to exit
{8DE677DA-9BA9-4C3D-BADD-52C25D8BE049}	add an exit to old san antonio road
{AB9F9CE6-EE1E-4C87-B68D-E99092017ACC}	Connection from 45 to Cabelas drive will provide East-West access without increasing the already horrible traffic in downtown.
{CF30AD95-B37B-4137-8BBF-3A84741BDC6C}	Using Garison Rd as the connection to 45 from Buda will destroy the City park and new Garison Park on Onion Creek, Please be very careful with this option.
{614730BD-5327-4BBC-A335-34822E03ED04}	While this doesn't go over the actual recharge zone, it will increase traffic to the recharge zone quite heavily. Additionally the traffic on Mopac is already horrendous, add in new I-35 avoidant traffic would make it nearly impossible to use.
{0EE2E00D-CB2B-4CC0-A112-0A89965322BA}	How will these proposals impact the creek? Will it become heavily polluted with the highway going over/through it?
{D232BD0E-D661-4437-871D-49DC09D515FF}	If the creek is polluted as a result of the new highway, how will that impact the habitat of the garter snake here?
{FECB73A3-E13C-49B2-8EDF-62B82B536A38}	The route choses should be the most cost effective option with the least design challenges.
{78E404B0-91E4-447F-922C-401B7AEA0BE3}	Include access roads for local traffic.
{BFD833A4-D6C3-4585-8671-D216622B29C4}	Include trails.
{3076BEEE-CE82-4446-99E4-E9390C2D3178}	Exit to Cabelas Dr. Here
{8C2A87AE-7F80-4385-A25F-669DAD79ED07}	I understand this route will go over environmentally sensitive areas. How do plan to protect this area? Do you plan to raise it above gorund, or what? Sumit DasGupta
{91785BAD-48D0-4200-9134-80D598B6FF30}	It is a terrible idea to connect I 35 to SH 45 SW. and south Mopac. You are creating a bypass for I 35 which will route thousands of vehicles including NAFTA truck traffic carrying hazardous materials over the most sensitive Aquifer in the state of Texas.
{66F4A0A1-5598-4600-B52C-B19A5F33B8AD}	This whole concept is flawed. It will turn MoPac into an I-35 bypass. Please work with Travis County on Alternatives.
{2B51D7E4-E8FA-4BB0-BB3E-1D9CF995C3E4}	I am opposed to Hays County's proposal to close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. Andrew Clements, USGBC Texas Board Member
{60356B49-278A-453D-9713-65DDF11666A7}	This looks great, let's do it. Pay no mind to the greenies.
{45CBCBCE-6051-44DC-8C10-7CB434E9180A}	Connecting I-35 traffic to MoPac is a dangerous idea and ruinous idea. Please perform more analysis for saner alternatives like expanding use of SH 130.
{46513822-E23B-4C2D-8765-0BD1CE64D4F1}	Disrupting this environmentally sensitive area to connect up to a toll roadoll road is an expensive bad idea. Also, this diverted traffic will eventually reach MoPac which is already almost gridlocked.
{3D3E2564-63D6-457A-B423-OFF418A14415}	What a terrible idea!
{342D8109-149A-41ED-BD48-1A6CA454AC61}	This whole concept is seriously flawed. Besides turning MoPac into an IH 35 bypass it will further degrade the Edwards Aquifer. Please work with the Travis County government. This proposal impacts the entire region.
{C2D4F047-9C12-4FF5-9318-39FD7DBF2DF5}	DO NOT close the "gap" between State Highway 45 and Interstate 35 across the Edwards Aquifer recharge zone. This plan would divert Interstate 35 traffic through Austin neighborhoods, turning MoPac into a major bypass and posing a serious threat to the hea
{DB0A4029-AF59-4951-8142-7DCD8FA94FA7}	DO NOT close the "gap" Hwy 45 and IH35 across the Edwards Aquifer recharge zone. Please work with Austin and Travis County to find transportation solutions that do not harm our neighborhoods and environment.