Documentation of Public Hearing

Project Location
Travis County

Ranch-to-Market (RM) 620 South
CSJ: 0683-02-066

Project Limits
SH 71 to Hudson Bend Road

Hearing Location
Lake Travis High School
3324 Ranch Road 620 South
Austin, TX 78738

Hearing Date and Time
Feb. 20, 2020 at 5:30 p.m.

Translation Services
N/A

Presenters
Chris Bishop, TxDOT
Brock Miller, Rodriguez Transportation Group (RTG)
Darren Dodson, CP&Y

Elected Officials in Attendance
Mike O'Conner (on behalf of State Representative Vikki Goodwin)
Mayor Bill Goodwin – City of Bee Cave
Councilmember Kara King – City of Bee Cave
Councilmember Sanjeen Kuma – City of Lakeway
Judge James Oakley – Burnet County

Total Number of Attendees (approx.)
243

Total Number of Commenters
105

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RM 620 South – Public Hearing
February 20, 2020
Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Adam Broughton	2/20/2020	Comment Form	It's concerning that the 620/71 intersection proposal seems to employ a similar strategy as Oak Hill. Oak Hill is a traffic nightmare and is very confusing to navigate. I don't foresee the current proposal for 620/71 intersection being any better. I do like the rest of the proposal and believe it will help with safety and flow of traffic. I run a business on 620 and am concerned this level of construction could make it challenging for clients to reach me. That's a short-term issue though. Good ideas with a few possible tweaks to how the major intersections will work. More simple is better!	It is proposed the existing intersection of SH 71 and RM 620 be replaced with what is sometimes called an innovative (or non-traditional) intersection called a Displaced Left Turn. The intersection will be designed specifically as a permanent improvement for SH 71 and RM 620 and will perform differently than the Oak Hill locations which were intended as interim, not permanent improvements. The Displaced Left Turn design is beneficial where heavy left turn movements conflict with through traffic movements, as is the case at SH 71 and RM 620. The design reduces signal phases by removing the left-turn movements from the main intersection, thus moving a higher volume of vehicles through the intersection by providing more green time to heavy through traffic movements. Compared to a conventional intersection, the new design is projected to decrease travel delay at the SH 71 and RM 620 intersection between 50 percent and 65 percent during morning and afternoon peak periods in 2043. In addition to improved mobility, safety is enhanced with the fewer potential vehicle conflict points at the intersection.
2	Al Schuele	3/3/2020	Email	The proposed 620 project does not appear to allow reasonable access to Eck Lane when traveling north on 620 from Lakeway. Please explain how we are expected to turn into Eck Lane when traveling north on 620.	Access to Eck Lane from northbound RM 620 will be provided via a U-turn movement from the left turn lane at the traffic signal at Hudson Bend. The northbound left turn lane at Hudson Bend Road that was shown in the public hearing display (720 feet) is nearly twice the length of the standard left turn bay (445 feet), in order to account for the anticipated additional U-turns and traffic growth on Hudson Bend Road. A mountable/traversable laydown curb is being considered for the median in this location to accommodate U-turns of larger emergency vehicles. The northbound U-turn will be accomplished during the protected left turn signal phase for safety.

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3	Al Schuele	3/4/2020	Email	Thank you for your response. Please pass the following input to the project team. The proposed drawing promoting a U-turn on 620 at the Hudson Bend Road light followed by an immediate right turn into Eck Lane will require crossing 3 lanes of traffic to make the right turn. This can only be done safely if the lights on 620 are red, the left turn light on 620 at Hudson Bend Road is a green arrow, and a right turn from traffic exiting Hudson Bend Road are prohibited by a red arrow. This added complexity in traffic light sequencing would seem to create significant delays on all roads especially 620. During times of light southbound traffic on 620 any northbound traffic turning left into Hudson Bend Road would be able to turn into Hudson Bend if they had a yellow left turn arrow. But a U-turn, then crossing 3 lanes, followed by a right turn into Eck Lane would be much more difficult meaning during a yellow left turn arrow most left turn traffic for Eck Lane would most likely hold up any traffic behind them intended for Hudson Bend Road. A simpler solution would seem to be adding an opening in the proposed barrier across from Eck Lane so that Eck Lane traffic can turn left directly into Eck Lane as currently is possible. This would assist in not restricting traffic needing to turn into Hudson Bend. This is the current scenario. Currently traffic turning left into both Eck Lane and Hudson Bend Road seem to reasonably self-manage their separation in the left turn lane. In other words, today northbound traffic on 620 turning into Eck Lane pulls into the left lane early and stops adjacent to Eck Lane while Hudson Bend traffic continues around them further north and pulls into the left turn lane to line up at the light. I believe this could still work as well as it does today if there was an opening in the barrier across from Eck Lane. I also believe that the proposed solution promoted by the preliminary drawing will worsen traffic flow on 620 at the Hudson Bend intersection without any improvement in safety. Thank you for your consideration.	The northbound U-Turn at Hudson Bend to access Eck lane will be accomplished during the protected left turn phase (green arrow), when traffic on southbound RM 620 is stopped (red light). In addition to the protected phase for the northbound lefts and U-turns, there may also be a "permitted" phase (yellow blinking arrow or green ball) when southbound RM 620 would have a green ball. Either way, a right turn on Red (RTOR) movement from Hudson Bend will be allowed but will yield to northbound U-turns. The final signal plans will be developed at a later time once an updated signal timing study is completed. This is generally determined upon completion of the roadway improvements. With respect to adding an opening across the left turn bay median for access to Eck Lane, this option was reviewed and determined to be undesirable for the following reasons: 1. Inadequate sight distance to determine safe gaps in southbound RM 620 traffic for the crossing maneuver. 2. Driver expectancy and consistency - an "intermediate" opening is non-standard and may cause drivers to brake unexpectedly for this turn maneuver as drivers behind them are focusing on the upcoming left turn signal at Hudson Bend. This will create unexpected speed differentials and raise the potential for rear-end collisions.
4a	Amelia Evans	2/20/2020	Email	As a resident of Bee Cave and someone who drives on 620 on a daily basis, I can see the benefits of the proposed road widening. However, I believe there are several pitfalls to the design. Adding another lane on each side is a good idea, especially for future growth, but taking away the middle turn is a detriment for small business and flow of traffic. Some of the businesses can only be accessed by turning left from the middle lane without doing a complicated and dangerous U-turn at a light or some other area. Also, I have observed that when an accident has occurred and emergency vehicles need to navigate through the traffic, they frequently have to use the middle lane as there are too many cars for the cars to go anywhere to get out of the way of the emergency vehicles. If there is no middle lane but instead a raised median, how are they supposed to get where they need to go? Drive on the proposed sidewalk? That could work since there won't ever be any pedestrians using it.	The roadway improvements to RM 620 include the addition of a third lane in each direction and replacement of the continuous center turn lane with a raised median. Crossing three lanes to reach a center turn lane involves more potential conflict points than the crossing the existing two lanes, thus safety will be improved on RM 620 by replacing the center turn lane with a raised median. The project team met with local emergency services to discuss the improvements to RM 620, including the raised median. Although modifications were made near emergency services locations to enhance access to and from stations, the raised median along the project was not raised as a detriment to response time. However, the PS&E team will review potential locations for mountable/traversable curb at select locations along the project.

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4b	Amelia Evans	2/20/2020	Email	Lastly, there is no need to widen the exit lanes from Falconhead from 3 to 4. As a resident, there is hardly any back up, even during morning "rush hour". The light changes frequently enough to diminish any build up. And there is absolutely no reason to have a dedicated straight lane that leads to the apartments across the street, in my 5 years of living here I can count on one hand how many people I have seen go straight. I understand this is a plan for the future, but the subdivision is already built out other than a handful of houses so there will not be any increase in residents to justify the need for a 4-lane exit. And nothing will ever justify the need for a dedicated straight exit lane.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
5a	Ammie Gormley	2/21/2020	Email	I am a resident in Falconhead and was unable to attend the open house on 2/20 but wanted to share my opinion for consideration. I am in favor of adding sidewalks and curbs to the 620 on both sides of the road. I have children attending Lake Travis High school and would never allow them to walk to school along 620 as it is too dangerous for pedestrians and bicyclists to walk along the roadside.	This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area.
5b	Ammie Gormley	2/21/2020	Email	Additional lanes and medians are also helpful as 620 is congested around the high school.	Thank you for your comment.

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5c	Ammie Gormley	2/21/2020	Email	With respect to the entrance to Falconhead itself from the 620, I feel there is no change needed. I use this entrance daily and do not have any trouble with the volume of cars with the current layout.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
6	Ben Eckermann	2/20/2020	Comment Form	The section of 620 heading south from Cavalier Drive to Falconhead Blvd. appears extremely unsafe for cyclists. (This may be true for other sections too, but especially here) This section has a significant elevation change so cyclists riding south here are generally riding about 30 mph. Riding on a shared-use path has several dangers: • Cyclists at this speed is not safe if pedestrians are also using the shared-use path. • The schematics show 4 driveways in this short section from Cavalier Dr. to Falconhead Blvd. heading south. At any of these driveways, cars may come and go, and they will not be watching for cyclists at 30 mph on a shared-use path. It looks very dangerous. Proposed solution: Rather than a shared-use path, have a traditional bike lane on as much of 620 as possible – especially where it is downhill and/or there is limited foot-traffic. Specifically, the bike lane on 360 eastbound between Barton Creek Blvd. and 360 is recommended, as it also has a small paved gap between cyclists and cars/trucks.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The installation of signage and striping along the shared-use path per applicable FHWA and AASHTO guidelines will encourage safe simultaneous use of the facility by both pedestrians and bicyclists. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.

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7a	Ben Eckermann	2/20/2020	Transcript	Hi. I am Ben Eckermann, E-C-K-E-R-M-A-N-N. So, first of all what I would like to say is that I'm a resident of Falconhead with a family, a four-year-old and a seven-year-old. We enjoy spending time as a family walking, cycling, scootering, and all of those sorts of things. During the day, I commute on the affected areas by car. And, on the weekend, I'm a habitat cyclist. And, no matter where I go, I always try and avoid 620 as much as possible. But, in reality, you have to rely a small amount on 620 in order to get anywhere around here. And so, that's what the background from my comments here. So, what I would like to say is that, even though, yes, we absolutely need the three lanes in each direction on 620. We need to get the traffic moving. We need to have the divided center turn lanes, or otherwise we will continue to have Russian roulette on accidents, and near accidents every few minutes on 620.	Comment noted.
7b	Ben Eckermann	2/20/2020	Transcript	One of the things that really jumped out at me is that what's being proposed here is not really cyclist safe. By that, I mean cyclists like myself are not necessarily professionals. Maybe you're riding on -- especially in the downhill sections 20 or 30 miles an hour. Today, you're able to safely ride back on weekends where traffic isn't so heavy in the shoulder, and all of that is fine. However, when you move to a shared-use path, which is what's proposed, which is essentially a glorified, wide sidewalk, there's no safe way for cyclists to ride along there. Consider the section right near Caviler Drive from the high school down at Falconhead Boulevard. It's a steep downhill. Cyclists are easily riding 30 miles an hour on that section. If you're coming on and off a shared-use path for a sidewalk for every single driveway in businesses, it's not at all safe. You might be bumping into multiple intersections with some pedestrians. You might also have a lot of cars turning in and out of those driveways, who will definitely not be paying attention to cyclists. So, wherever possible, I would much rather see bike lanes rather than shared-use paths, whether they're a bike lane in isolation, or a bike lane in combination with a very -- with a much narrower pedestrian sidewalk. I think that either of these solutions could work. And that's really what, to me, seems to make more sense. So, I would just like for you to consider that. And again, I'm not speaking on behalf of myself alone. Anyone who drives along 620, as well as the nearby roads, you'll see a lot of cyclists, especially on Sunday and Sunday mornings. And they need to think out -- think both of what makes sense to keep them safe, as well as making sense to keeping all of the cars safe and moving, too.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The installation of signage and striping along the shared-use path per applicable FHWA and AASHTO guidelines will encourage safe simultaneous use of the facility by both pedestrians and bicyclists. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.

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8	Bob & Paulette Jefferies	2/20/2020	Comment Form	The entry at Falconhead is a major issue from an aesthetic and property value perspective. The entry to Falconhead & The Falcon Golf Course is unique and therefore any substantial change impacts all the subdivision homes. 1. The detention pool, if properly piped, can easily be moved out of the formal entry land. 2. The current plans add a lane by moving toward the road center and that removed the center entry landscaping. The extra lane (which is doubtfully needed) could be moved south. This would require more utility work, but it would not remove the landscaping esplanade at the road center.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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9	Brittany Hammer Kent	3/4/2020	Email	I am emailing regarding the TxDOT plans for a median on HWY 620 in front of Lake Hills Montessori school. I have two young toddlers who attend that school, and I am fearful this median is going to impact their safety. Please consider the children when you continue your planning process.	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification.

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10a	Bruce Castner	3/5/2020	Email	I attended the recent meeting at Lake Travis High School, and I want to say thanks for providing an informative meeting. It helped provide perspective and cut through many of the assumptions people tend to make. My comments are as follows: 1. As a resident of Falconhead West (living at 4613 Mont Blanc Dr), my wife and I are very concerned with increased traffic flow on Vail Divide through our subdivision as our house backs to that road. And even though we recognize that the "shortcut" from FM620 to SR71 is fraught with stop signs and turns, many people still opt to use this as a through pathway to get from 620 to 71. So, anything that can be done to minimize the attractiveness of the entrance to Falconhead on 620 would be helpful. a. For this reason, we are not in favor of increasing the outflow lanes to four, preferring to keep the current three lanes. We believe that if people notice a four-lane outflow, they will think the roads going through to 71 are for more through traffic instead of those roads really being neighborhood roads for homeowners. We also believe as do others that the lane that provides a straight through route should be modified to be both straight and another direction, either right or left. 2. In regards to the outflow from Falconhead to 620, since it is on a curve for cars heading south on 620, and because there is increased danger of people making right turns on red if they misjudge the speed of cars coming from their left down 620, I would propose that perhaps a No Turn on Red be instituted, especially when the road goes to 3 lanes. I've sat at that light many times, wondering if I can get out on red, but not knowing if someone will be coming down 620 at the designated 50 mph speed limit. I think there is a potential danger that not allowing right on red would help prevent.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance. With respect to the suggestion to prohibit right turn on red, our review of the accident data does not indicate accidents that would be particularly attributable to this movement. With respect to mobility and minimizing delay, the right turn on red movement is helpful in clearing the queue during non-green time.

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10b	Bruce Castner	3/5/2020	Email	3. Lastly, in terms of speed. Even with the widening, and perhaps because of it, cars will think that they are safer and want to travel at a high rate of speed. We would suggest an overall lowering of the speed limit to 40 mph from 620/71 interchange at least until Lakeway BLVD. Reduced speed will also help minimize accidents along with the reconfigurations the project proposes. Thanks so much for allowing public comments.	Safety is a top priority for TxDOT and this project. Future posted speed limits will be determined based on state law, which require a study of motorist's actual travel speeds after the project is completed. Typically, motorists ignore arbitrary speed limits which they consider too high or too low. Our schematic team agrees with your safety comments. Our proposed design speed of RM 620 is 45 mph, which meets TxDOT's design criteria. The posted speed limits are generally set after completing a speed study for the fully constructed corridor. Therefore, this schematic phase of the project does not dictate the posted speeds.

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11	Bruce Morton	2/6/2020	Email	Your plan to meet with the public on Feb. 20 is much appreciated. I will attend if I can. Just in case I can't, I have a concern I would like to bring to your attention with this message. It relates to timely completion of projects. As a very long-term resident of the Austin area, I have become sensitized to the fact that roadway construction snarls traffic, making it much worse than it may already be. To some extent, that may be unavoidable. However, dragging out a project in time, compounding the problem, is avoidable with appropriate managerial focus and concentration of construction resources. In my experience, there is the example of Hwy 71 through the Bastrop area. I'm aware of it because I routinely travel between Austin and Houston. Over my decades of doing that, there have been only relatively brief periods of time when efficient traffic flow was not substantially impeded by one roadway construction project or another somewhere in the vicinity of Bastrop. My observation is that, over the years, more of my delays through Bastrop were due to impediments caused by construction than any inherent pre-construction limitation of highway capacity. In other words, over a period of many years, construction caused a bigger problem than it solved. In contrast, and I observed this on those same trips between Austin and Houston, an extraordinary lane expansion of I-10 through Houston was undertaken a number of years ago. The segment I witnessed was a stretch maybe 15 miles long, through the commercially busy, densely populated west side of the Houston metro-area. The high quality of work and rapid completion of all aspects, over the full length, was remarkable by comparison to 71 through Bastrop. Planning, permitting and design must have been impeccable. Execution was remarkable. I'm told this was accomplished with the help of Federal funding and with a primary contractor that was not only highly competent, but also was working under a pay-for-performance contract. Beyond funding sources, incentives and political sponsorship, I think the above contrast illustrates at least one key point that relates to the strategy for 620. That is that "phased" improvements can be counterproductive. Work on one phase, at one point on a route, often has the effect of constricting traffic flow along the whole route. I presume such phasing is generally an expedient related to political pressure to "do something," while working with finite resources. However, it fails to provide the timely, practical result the public requires. My message to the 620 strategists is: • Avoid phased construction. Phasing can be politically convenient, but it too often works against the public's practical needs. • Condition the timing of the start of construction on first having the resources and authority to rapidly complete all improvements along the whole route. • Consider outsourcing, with incentives to get the project done quickly and completely.	The construction plan to improve safety and mobility along RM 620 South between SH 71 and Hudson Bend Road has not yet been determined. If the project is approved to the next phase of final design, the construction sequence will be dependent on many factors, including the timing of right of way acquisition, utility adjustments, availability of construction funding, impact on traffic. The project team shares your concern on the need to minimize impact to traffic and will consider your comments while working to safely and efficiently manage construction. TxDOT has a number of tools available to provide incentives to the contractor for early project completion. These will be considered when the project is approved to the next phase of final design.

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12	Bryan Anderson	2/21/2020	Email	This is my comment for the RM 620 South project that will impact both my business and a building that I own on RM 620 South. My building location is 1021 RM 620 So, the RE/MAX building on the NE corner of RM 620 and Dave Drive. I would like to strongly suggest that the RM 620 expansion be moved farther to the West in the area to the North and South of Dave Drive to alleviate the negative impact on my Business and my Property and other properties near me on the East side. As currently proposed the expansion would impact my business and property very much and would cost the State much more than moving it farther to the west. Some of the effects on my property of the current design are listed below. 1. Right of way property will have to be purchased from me. 2. The State will have to compensate me for a loss of my Pylon sign. 3. The state will have to compensate me for loss of building value due to loss of sign 4. The state will have to compensate me to rebuild a sign 5. The state will have to compensate me to abandon my septic field and sewer installation costs 6. The state will have to compensate me for loss of access and parking 7. The state will have to compensate me for landscaping and sprinkler Additional savings would be realized by moving RM 620 to the West. 1. The properties on the west side of 620 have more land available. 2. One large tract is vacant. 3. Another tract has a large parking area that would be far less impacted than my building 4. By moving RM 620 farther West only 2 property entrances on the West side are affected and would reduce the negative impact on 6 property entrances on the East side. 5. Many of the costs associated with my property would be averted by moving the road to the West 6. Other properties on the East side would realize similar savings 7. Moving to the West would actually make the roadway path more of a constant arc I would like to have a meeting with engineers and or roadway planners to review these ideas and discuss the options.	RTG has re-evaluated and has implemented a design revision to shift the alignment slightly to the west as described. While this slightly reduces the ROW impacts at your property, we are still estimating displacement of the existing monument sign. If existing septic fields, landscaping, and other features are impacted, that would be evaluated during TxDOT's appraisal process. For more information on TxDOT's process for preparing appraisals to value property acquisitions, please see TxDOT's State Purchase of Right of Way brochure at: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf With respect to access and parking along Dave Drive, we do not anticipate direct impacts to the existing parking spaces. However, the design team will be modifying Dave Drive to extend the westbound right turn lane further east. This widened footprint may impact the existing island separating the existing westbound lane one-way drive aisle located on public ROW which serves those angled parking spaces.

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13	Carrell Killebrew	2/20/2020	Transcript	I have a comment about the RR 620 Texas 71 intersection improvement. That is that I'm concerned that the westbound traffic prior to the intersection is not going to be realized as three lanes throughout the day. It will frequently be only two lanes because of stacking of the people making a right turn off of Texas 71 going west, on to RR 620 going north. They frequently stack up. In fact, twice last week, I drove past that intersection at just about 4:00 p.m. Well before peak traffic. And, the right turn traffic going onto 620 was already stacked up, almost to the entrance of the Galleria. And, that's it.	It is proposed the existing intersection of SH 71 and RM 620 be replaced with what is sometimes called an innovative (or non-traditional) intersection called a Displaced Left Turn. The intersection will be designed specifically for SH 71 and RM 620 traffic but has common characteristics with other innovative intersections. The Displaced Left Turn design is beneficial where heavy left turn movements conflict with through traffic movements, as is the case at SH 71 and RM 620. The design reduces signal phases by removing the left-turn movements from the main intersection, thus moving a higher volume of vehicles through the intersection by providing more green time to heavy through traffic movements. Compared to a conventional intersection, the new design is projected to decrease travel delay at the SH 71 and RM 620 intersection between 50 percent and 65 percent during morning and afternoon peak periods in 2043. In addition to improved mobility, safety is enhanced with the fewer potential vehicle conflict points at the intersection.

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14	Casey & Kim Tisdale	2/20/2020	Comment Form	• Please remove the designated lane that is proposed to go straight. - There are NO issues in flow of traffic at our entrance or the Madrone exit. By keeping the lanes how they are, it eliminates construction cutting into Falconhead property. • NOT SUPPORTING THE DETENTION POND! With the creek & water flow already addressed and in place, there is zero reason for this. • IF ANY structure should change, it should be TxDOT that will be responsible for ALL cost to preserve the front of FH. PROS: The proposed expansion should help with the flow of traffic. Thank you for all considerations in which our neighbors and residents have expressed.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
15	Cindy Ryan	3/6/2020	Email	Howdy! I spoke with Epi Gonzales about the wonderful Deliminator Project Epi and Bob Moore of Commissioner Daugherty Office made happen last year. We who live on or adjacent to Murfin Road and 620 feels so much more safe. I would hope that your project regarding RM 620 Upgrades will in no way take away these protective deliminators, unless the change-over would substitute a signal (light) at Murfin Road and 620. I understand that today is the final day for comments, and should you want to speak with me, my phone number is [redacted] and it has a voice-mail feature to leave a message. Thank you for your full consideration of this matter.	The proposed improvements include a raised median across Murfin Road for safety. The median width is narrow in this area due to existing environmental and topographic constraints on both sides of RM 620. As such, it was not possible to provide left turn into or out of Murfin Road. Access from south bound RM 620 will be via U-turn at Lakeway Boulevard. Traffic from Murfin Road destined for south bound RM 620 will first head north, then make a U-turn at the proposed median opening at S. Flamingo/Palazza Alto Drive. Please note that TxDOT is performing preliminary studies to determine if a traffic signal at the RM 620 and Flamingo/Palazzo Alto Drive intersection is warranted based on the proposed schematic layout and future projected traffic conditions. This schematic will be revised to note a "future traffic signal" at this location

Comment Number	Commenter Name	Date Received	Source	Comment	Response
16a	Corina Stancey	2/20/2020	Email	My name is Corina Stancey and I am a property owner along 620 in Lakeway were the proposed improvements to 620 are being considered. I am, unfortunately, unable to attend the public hearing/meeting but want to voice my concerns. As the population has grown in the surrounding area, traffic along the 620 corridor has become an issue. I have worked and lived in Lakeway for over 15 years and have seen the traffic problems grow tremendously over this time. It is unreasonable to assume that adding a third lane in each direction will help the traffic and accident situation. In fact, it can make it worse. There are a high number of traffic lights along this corridor and it is my understanding that they will remain. By having three lanes in each direction, drivers will have the opportunity to jump back and forth between the lanes even more, which in this community of elderly drivers could lead to more accidents. The biggest problem facing 620, at least through Lakeway, is the center turn lane – or the suicide lane as people call it. Eliminating the center turn lane and adding a center median with intermittent U-turn lanes at stop lights to reverse direction would mitigate the accident and traffic issues. This would NOT require a third lane in each direction. This corridor is heavily populated with businesses on both sides. By adding a third lane, vehicles will be jumping more lanes to turn where they need to go, leading to unnecessary accidents.	While replacing the continuous center turn lane with a raised median will improve safety on RM 620, the raised median will not add mobility improvements needed for the fast-growing corridor. The growth in traffic volumes has exceeded the available capacity of the current four travel lanes, resulting in significant congestion and delays. As an example, in 2017 the traffic on RM 620 south of Lohmans Crossing was approaching 46,000 vehicles per day. By 2043, nearly 78,000 will drive RM 620 each day at that location. In other words, traffic on RM 620 south of Lohman's Crossing is projected to increase by more than 70 percent in a 26-year period. The bottom line is if you think congestion on RM 620 is bad today, it is going to get a lot worse in coming years. That is why it is important to make safety and mobility improvements to the roadway.
16b	Corina Stancey	2/20/2020	Email	There is no reason to have a sidewalk/bike lane. If your intention is to turn 620 into a six-lane highway, there is no need for a bike lane as it would not be safe for bikers. If you keep it to two lanes in each direction, then a bike lane would be reasonable, but not a sidewalk. The number of pedestrians in Lakeway is extremely limited. No one walks along 620 in Lakeway. This is a waste of taxpayer dollars!	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.

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16c	Corina Stancey	2/20/2020	Email	In addition, adding two more lanes to 620 will adversely affect the local businesses. By taking the additional land needed to do this, it would greatly affect or eliminate parking spaces, signage for many of the businesses and in some instances, encroach on the actual buildings themselves. You cannot put a price tag to the amount of business revenue lost to all of this! Many of us have nowhere to add more parking spaces or to move our signs to. What will TxDOT do about this?	Additional right of way will be needed to make room for mobility and safety improvements that are needed for the fast-growing corridor, but TxDOT is making efforts to minimize impacts to local businesses as much as possible. The project team has been meeting with adjacent property owners for the past year to learn of their needs and priorities. While not all concerns can be addressed and still provide needed improvements to the roadway, many changes have been made. TxDOT will purchase right of way needed to make room for the safety and mobility improvements to RM 620. Property owners have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from them. Where payment is to be made, the real property will be appraised to determine just compensation. TxDOT will be commissioning appraisals from independent, state licensed appraisers to value properties consistent with Federal and State laws, including impacts to access in accordance with those laws. For more information on TxDOT's process for preparing appraisals to value property acquisitions, please see TxDOT's State Purchase of Right of Way brochure at: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf
16d	Corina Stancey	2/20/2020	Email	Furthermore, you are ruining the natural beauty and small town feel of Lakeway with this proposed project. There are many large heritage Oaks along this corridor that will be in danger of being destroyed. Having such a wide "highway" going through town will destroy Lakeway's charm.	While the project team is committed to improving the safety and mobility needs along RM 620, we share your sensitivity to the importance of oak trees and natural beauty along the roadway. Some trees may need to be removed to address congestion, but we will look for ways to preserve large trees wherever possible. TxDOT has had preliminary workshops with the Cities of Lakeway and Bee Cave to identify potential opportunities for landscaping enhancements and how the cities may participate and help fund landscape enhancements.
16e	Corina Stancey	2/20/2020	Email	I vehemently oppose a third lane in each direction on 620 and feel it should be kept to two lanes with a center median and intermittent U-turns at stop lights.	Thank you for your comments.

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17	Dana Nunn	2/20/2020	Comment Form	This plan does not allow for access to businesses along the 620 corridor. Plan will directly impact businesses along the entire stretch of the roadway. This plan strictly "moves" traffic but does not allow for the daily use of access. Revisions for left turn options need to be seriously considered.	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification.

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18	Dana Nunn	2/20/2020	Email	This comment is in reference to the RM 620 South project. As a business owner, I am greatly concerned not only for my own business but for everyone in this corridor. This plan does not allow for access to businesses without huge public safety concerns. The limited left turn access should be deemed unacceptable. A study of accessibility is required.	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification.

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19	Dana Nunn	2/20/2020	Email	I am a business owner of 34 years and landowner in the Lakeway community. I was in attendance this evening for the public hearing on the proposed FM 620 South Project. I have great concerns regarding public safety and local business impact of this project. My business is located at [redacted]. I would greatly appreciate my business name, 620 Dance Centre, being added to the current project boards. The proposed changes to the 620 South corridor, in my opinion, will create an extreme public safety concern for local families who use businesses along this thoroughfare. The limited amount of left turns entering 620 from businesses along the route will force drivers to use limited left turn options and make illegal U-turns to access the destinations they are trying to reach. This will pose an extreme safety hazard to everyone using this proposed route. While discussing my concerns with TxDOT officials tonight I was repeatedly told that the solution for my customers and anyone needing to make a left turn onto 620, other than from a major intersection, is to make these illegal U-turns. This cannot be a logical solution to such an important traffic flow concern. It is my understanding that these proposed changes are supposed to improve the overall traffic flow between Hwy 71 to Hudson Bend, but at what cost to public safety and local business impact. As a business owner of 34 years I would hope that TxDOT would add a business impact study to their current process to determine the overall impact a "parkway" style roadway will have on the local businesses and the local economy. The current proposal will definitely move traffic through this area but will not allow for easy access to businesses, nor will it give adequate access for emergency vehicles. Your attention to my concerns is greatly appreciated. I hope that there will be more study done on these topics before final plans move forward. While this is a great traffic flow solution, it cannot be the best proposal for this community, its residents and its business owners.	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening, which are designed for legal U-turns. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, traffic exiting a property making a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits this potentially conflicting traffic movement and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians crossing the highway at controlled locations and provide potential locations for landscaping and beautification. The project team met with local emergency services to discuss the improvements to RM 620, including the raised median. Although modifications were made near emergency services locations to enhance access to and from stations, the raised median along the project was not raised as a detriment to response time.

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20	Darien Schlegel	2/21/2020	Email	I attended the RM 620 South Public hearing on February 20, 2020. Below are my comments that I would like to have submitted: I live in Falconhead and I am concerned about some of the proposals to the front entrance to our subdivision. We currently have a beautiful, large landscaped entrance. In my opinion, it is one of the key features that makes our subdivision unique and stand out. The proposed plan, as currently drawn, would have a major negative impact to the aesthetics of our front entry, which I believe would impact our property values. I would like for the following revisions to be considered: 1. Remove the retention pond. There is no need for this to be placed at our entrance. I believe TxDOT can find other alternatives if a retention pond is needed that wouldn't impact so many homeowners. 2. Remove the additional outbound lane on Falconhead Blvd. By adding this lane, it will destroy our center landscaped median and there is no need for the extra lane. I have lived here for 6 years and the traffic is NEVER backed up. Also, there are so few people that actually go straight since it just leads to an apartment complex. It is also important to note that Falconhead is almost completely built out so there is not going to be additional growth. There are 42 small garden size homes currently being built, but after those homes are completed, there will be no additional land to build on within Falconhead. I would appreciate you taking my comments into consideration.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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21	Darlene McLane	2/20/2020	Comment Form	What are the plans for the Falconhead property entrance? There is a lot of concern that the main gated structure will be affected. Please let us know, as we would like to keep as much of our entrance as possible.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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22	Darrell & Nicole Davis	2/21/2020	Email	We live in the Falconhead Neighborhood in Bee Cave. I am writing about our entrance and exit. They already absolutely meet our needs. When exiting, having the two lanes that turn left with the center one you can also go straight is already perfect… rarely backs up for than 3-4 cars. Please don't alter our entrance any more than absolutely necessary.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
23	David Millikan	2/20/2020	Comment Form	Widening the roadway to 3+ lanes in each direction and eliminating the 2-way left turn lane with raised medians is very important and should not be delayed. Keep this moving forward. A couple of items to be sure are considered in final design: - There are very few connecting streets in a grid pattern to allow garbage trucks and semis to go off the main road (RM 620) to turn around to go the opposite direction. They cannot make U-turns because they are too large. Need to figure out how to have an adequate number of locations to accommodate large trucks that need to go opposite direction to access some of the properties. - Need to ask some property owners about consolidating driveways to reduce conflict points (i.e. Sandee's Hamburgers)	Thank you for your comment. Opportunities to use the available grid pattern of local streets to make U-turns do exist. For example at the north end of the corridor via backage roads connecting Debba and General Williamson Drive, in the middle of the corridor via backage roads connecting Gebron and Dave Drive, and at the southern end of the project using Bee Cave Pkwy/Bee Cave Road connections to US 71. Larger vehicles that are unable to negotiate U-turns on RM 620 will need to use these routes or plan their trips accordingly if these or other circulation options are not utilized or otherwise not available. Consolidating driveways to reduce conflict points is allowed and encouraged per guidelines outlined in TxDOT's Access Management Manual. There have been discussions during individual meetings with property owners regarding the benefits of shared driveways. However, TxDOT cannot compel driveway consolidation. TxDOT will continue to work with property owners to determine the best possible solutions for driveway access.

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24	David Peppard	2/20/2020	Comment Form	Spoke with Brock Miller. Please reconsider changing egress leaving Falconhead at 620. There is never a traffic problem leaving and only a handful of buildable residential lots available. 4 lanes exiting will never be needed. Please reconsider keeping one of the prettiest entrances in Bee Cave and on 620. Please reconsider or spend a day there watching traffic patterns.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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25	David Peppard	2/20/2020	Transcript	Hello. My name is David Peppard, P-E-P-P-A-R-D. I live at [redacted], [redacted]. I haven't lived here very long, but I lived here long enough to realize that the egress outside of our neighborhood, Falconhead and 620, does not require four lanes. It doesn't require four lanes. It doesn't require three lanes that it has. I have never sat at that light and actually missed when it turned green. Never missed turning left or right and having to wait for another light. I have never been beyond car three at the light. In 26 years, unless they started knocking down the homes and building apartment complexes, or mid-rises and high rises, which I doubt that you could do in our area, we will never need four lanes leaving Falconhead. So, I think our entrance as far as traffic to the neighborhood is one of the actual prettiest entrances on 620. I also think Vineyard Vase (ph) is nice as well. But I love the aesthetics. I love the beauty. And adding a fourth lane is going to rip out the nice landscaping that we have, and I really encourage you. And Brock, thank you for your time today. I appreciate that. I think you should go spend some time looking at that entrance. It's a beautiful entrance. And, I also think that you should redo a traffic study. I think you should also assess how much capacity is left to be built in that neighborhood. It's very small. There's no way four lanes will ever be needed. And if you look probably 10 times a day, someone goes across through the light, goes across the street into those apartment complexes across the road. And there's a dedicated lane for that. It is certainly not needed. So, my comments are really geared towards just that entranceway at Falconhead. Although this gentleman right here (indicating), I didn't get to hear his name, thank you for being a small business owner in our community. I would like to get the name of your business. I kind of feel some of his sentiment as well. And I think what he is saying should be weighed as well. I just haven't lived here long enough to know the whole spam of 620. My main concern is my neighborhood. But I do also share some of the sentiments that he has expressed. Thank you.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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26	David Steinhoff	2/20/2020	Comment Form	The 620 expansion is much needed. As a Falconhead resident I am very proud of the appearance of our entrance to our area. Please consider adjusting the Falconhead Blvd. additional lanes (if needed) not to affect or require removing our center stone plant area. Lanes may be *(illegible word)* to the south and north of median.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
27	Delmar Nordstrom	2/23/2020	Email	I am opposed to the proposed changes to the intersection of FM 620 S and Falconhead Blvd. As a resident of Falconhead I see no need for adding a dedicated straight lane and removing the center island at the entrance to our neighborhood.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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28	Denise McDonald	2/20/2020	Comment Form	Our main concerns are in regard to the intersection of RM 620 and Falconhead Blvd. There have been many fatal accidents at this intersection, so increased safety is our focus. We would like to see a reduction of the speed limit, a protected left-turn-only on green arrow, and a raised center median. Lastly, regarding aesthetics, we strongly opposed a detention pond in front of Falconhead. We have a huge investment in the appearance of the entry, and we feel the detention pond would detract from the existing entry.	Our schematic team agrees with your safety comments. Our proposed design speed of RM 620 is 45 mph, which meets TxDOT's design criteria. The posted speed limits are generally set after completing a speed study for the fully constructed corridor. Therefore, this schematic phase of the project does not dictate the posted speeds. With respect to request for protected left turn only, we note that the existing left turn from Falcon Head to RM 620 is already protected, whereas the left turn from RM 620 to Falcon Head is protected and permitted (not protected). Your comments will be passed along to the team who will be determining the final signal timing plan as part of the signal timing study to be performed upon the completion of construction of the proposed RM 620 improvements. The proposed project includes raised medians on RM 620 to improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. With respect to your comment on the detention pond, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built.
29	Diane Nordstrom	2/23/2020	Email	I am opposed to the proposed changes to the entrance of Falconhead. There is no need for an additional lane, and I do not want the center island entrance to our neighborhood removed.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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30	Diane Steinhoff	2/20/2020	Comment Form	1. Please remove the detention pond in front of our entrance. 2. Please expand our turn lanes to the side (toward Galleria) if necessary and leave the planter and median into our subdivision alone as much as possible. 3. We do not need a dedicated turn lane going straight ahead toward apartments at all. 4. We do not want the beauty of our entrance disturbed as much as possible.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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31	Doug Strubar	2/20/2020	Comment Form	The 620 crossover at Clara Van Dr. has been left off proposal. 2nd crossover at L.T. Elementary School not needed because of entry at Cavalier Canyon Drive where school has been moved back off of 620. No left turn onto 620 - will not work, forcing a U-turn at rush hour 8AM, 12PM, 5PM To fix traffic problem, make the median wider to accommodate left turn onto 620. Leave bike and pedestrian lanes off.	At this time, the intersection at Clara Van and RM 620 is signalized and provides full access from each of its approaches. Unclear of what crossover is referred to. The design team made an effort to provide more than one access point to schools on RM 620. The ingress operation for the Lake Travis Elementary school is supported by the channelized southbound left-turn median access. Therefore, the previously designed access to Cavalier Canyon had to be relocated to Bowling lane. In addressing safety concerns along the RM 620 corridor, it was determined that allowing unprotected left turns from driveways and side streets across 4-6 lanes in one maneuver would not be safe. Right turns from driveways and side streets require smaller gaps to enter the traffic stream vs. left turns. Protected U-turns will be provided at signalized intersections. Permissive U-turns will be provided at hooded left turn openings in the median. Lengths for left turn bays are designed per TxDOT standards, and in many places, we are proposing even longer turn bays where feasible, to accommodate the added U-turn movements. U-turns at signalized intersections, and hooded left turn bays represent safer options compared to unprotected left-turns onto RM 620 from driveways or minor side streets. Removal of the left turn from driveways and minor side streets can be expected to result in minor additional travel time delay. However, the safety benefits and overall improvements in mobility were considered to outweigh these minor increases in delay. The schematic design team must consider the right-of-way impacts of widening the median. At this time, the access for the school was found to be a priority along RM 620. Federal dollars will be needed to help fund improvements for the RM 620 South project, and federal funding requirements are that we must consider all forms of transportation, including bike/pedestrian. The shared-use path for bicyclists/pedestrians will be separate from vehicle travel lanes.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
32	Doug Strubar	2/20/2020	Comment Form	Proposal with no left-hand turn possible onto 620 except at lights will not work at rush hour times 8AM, 12 PM, 5PM or when school lets out. Main problem, traffic movement. Focus on that, not bikes and walkers. Use width of right away to widen median to accommodate left-hand turn onto 620. Focus on main problem. Not making everybody happy – bikes & pedestrians.	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
33	Doug Strubar	2/20/2020	Transcript	Doug Strubar. My property is [redacted]. I've been out here for 35 years. When I came down here, 620 was two lanes with marked exits on either side. So, I've seen some progress. Progress is inevitable. Ya'll have drawn a really nice plan here. It's got sidewalks, and bike lanes, and medians. And, we have seen a lot of predevelopment planning like that. We will also agree that we are passed the predevelopment stage here. Our main focus is moving traffic off of 620. So, I would say, you know, the bikes -- the recreational bicycle people at -- you know, they may have to step aside. My biggest problem with y'all's plan is there's no way to get onto 620 except maybe three or four spots between the dam and 71 to left onto 620. So, only -- you may move traffic through this area. You know, we live here. We are going to be coming and going. And we need to turn left to get onto 620. So, I would propose a quick nay or yea vote here to say if we could widen the median where we could have multiple left-hand turns onto 620 – you got 10 people on each side. And that would leave 30 extra feet of a median that allow you to turn left onto 620, and have a merge lane: okay? Not just big lots. And they come back later for, like, the recreational walkers. When you come for rush hour and see how many cars are on the road, and how many bicycles, or how many people are walking. There's not too many. So, we are not going to be inconveniencing too many people. So, I would like to just take a quick vote of would you give up the sidewalks to be able to make left-hand turns onto 620 with a yea or nay vote. Everybody that would like to turn left off 620, say yea. (Public says "yea.") And, everybody that would like to ride their bicycle and walk on 620 say, nay. Well, I would let the record show that pretty much everybody here disagrees with your plan in the way it's set up now without any left-hand access onto 620. And, I sure appreciate your time.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The installation of signage and striping along the shared-use path per applicable FHWA and AASHTO guidelines will encourage safe simultaneous use of the facility by both pedestrians and bicyclists. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
34	Falconhead HOA Board of Directors (J. Cook, J. Miles, D. Walden)	3/4/2020	US Mail	The Spillman Ranch Community Homeowners Association ("Falconhead") Board of Directors attended the February 20, 2020, public hearing regarding the widening and reconstruction of RM 620 South. The purpose of this letter is to inform TXDOT and R.T.G. of our serious concerns with the "preferred design" presented at the meeting. Falconhead has over 500 single family homes and Falconhead West, adjacent to Falconhead, has a similar number. Both communities identify with the iconic entryway at the intersection of RM 620 and Falconhead Boulevard. Other communities have tried to copy it because of its distinctive beauty, uniqueness, and singular character. The Homeowners Association maintains this entryway by virtue of an existing landscape, lighting, and signage easement. The entryway is also encumbered by a wastewater affluent disposal easement for surface irrigation of turf grass. The detention pond, RM 620 R.O.W. expansion, and the Falconhead Boulevard grading and additional lanes will significantly damage the iconic appeal and value of this special entry. There are alternatives which should be seriously considered: 1) If a detention pond is in fact absolutely necessary, move it to the north side of RM 620 where it would discharge to Lake Austin instead of a tributary to Little Barton Creek. There are suitable locations on the north side. 2) The expansion of the outbound lanes at the Falconhead/620 intersection is unnecessary, wasteful of project funds, and damaging to existing entryway features. Currently there are three lanes on the outbound side: left only, left or straight, and right only. Both Falconhead communities are built out and these lanes serve the needs very well at all times. A dedicated straight only lane to apartments on the North side of RM 620 will not be used by more than 10-15 vehicles, at most, in any 24-hour period. We request that this lane be deleted from the plan. The Homeowners Association has a fiduciary duty to its members to defend its easement and property rights that directly affect the value of its members properties. We assert that the property values of all residents of Falconhead will be damaged if the current plan remains unchanged. Hopefully we can meet with TXDOT and R.T.G. representatives and arrive at a mutually agreeable solution soon. Thank you for your consideration in advance. Please add our comments to the Public Record of the February 20, 2020, hearing.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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35	Fred Herdman	2/20/2020	Email	In regard to the RM 620 South improvements, I strongly recommend against spending budget to add an additional turning lane at Falconhead Blvd. The subdivision has been 99 percent complete for the past 24 months and traffic flow even at heavy hours does not pose an issue for the residents. I suggest to use the funds to put the power lines underground.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance. With respect to the comment on underground utilities, TxDOT's role is to identify potential conflicts with existing underground and overhead utilities, and work with utility providers to relocate those utilities prior to roadway construction. Shifting existing overhead utilities to underground typically requires significantly more right of way and cost. TxDOT is limited by statute to using its funds for transportation use only. The additional funds to relocate overhead utilities to underground would need to be borne by the utility providers themselves, or the local community.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
36	Frederick Werner	3/6/2020	Email	Attached is an issue paper that Bella Montagna HOA and Belmont Senior Village developed making a case for a new stoplight to be added to the widening project at the front entrance to Bella Montagna Estates. This was presented to your planning team earlier this year and we thought you should be given it directly. We are working on a Letter of Understanding between BME and Belmont allowing them access through the closed gates at the south entrance so they can travel north and enter RM 620 at the new stoplight. I will forward this to you in a few days. We will also be revising the access easement with Belmont once we know the stoplight has been approved. This will provide automatic gates at the back entrance and entry controllers for residents and staff at Belmont. If there is any more information I can provide, please let me know. -Frederick Werner, Bella Montagna BOD **Reference the Bella Montagna HOA and Belmont Senior Village "Issue Paper" in Attachment F of the RM 620 South Public Hearing Summary Report*	TxDOT is performing preliminary studies to determine if a traffic signal at the RM 620 and Flamingo/Palazzo Alto Drive intersection is warranted based on the proposed schematic layout and future projected traffic conditions. This schematic will be revised to note a "future traffic signal" at this location.
37a	Hala Ballouz	3/6/2020	Email	Please consider the following major concerns we have with this project, affecting our building, particularly issues with entering the building from the highway, as follows: 1. Loss of Westbound 71 Left Turn Access (U Turn capability) @ 620/71 Interchange	The westbound left (WBL) movement was removed due to low demand for that movement with multiple upstream alternatives (i.e., further east) for a WBL movement into the shops via Cross Town Parkway and Bee Cave Road/Shops Parkway. To operate the left turn from westbound SH 71 into The Shops at the Galleria near Specs, a conventional intersection would be needed. With a conventional intersection we had analyzed this, and the intersection fails in the design year (2043) at a Level of Service (LOS) F. Currently the intersection is with the displaced left turn concept, and it is projected to operate at a LOS C.
37b	Hala Ballouz	3/6/2020	Email	2. Hazardous Property Access from 71, which now becomes at 90-degree angle from a fast highway	The existing ingress and egress are a 90 degree. The reconstructed driveway will provide approximately equivalent alignment and slope as the existing driveway.
37c	Hala Ballouz	3/6/2020	Email	3. Impossible Property Egress /Access to Lower Property Parking	The design team has determined a preliminary design that will provide a reconstructed driveway of approximately the same grade and alignment as the existing driveway.
37d	Hala Ballouz	3/6/2020	Email	4. Concerns with Water Drainage	The design will incorporate curb inlets and other drainage appurtenances to capture and convey stormwater runoff within the proposed state right-of-way to an underground storm collection system.

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38	James Provost	3/2/2020	Email	I am the Managing Member of the Lohman's Crossing Shopping Center located at 2300 Lohman's Spur in Lakeway and am adversely affected by the proposed changes to the intersection of RM 620 and Lohman's Spur. My comments are on the attached form, please call if you would like to discuss further. *Comments from emailed comment form:* We object to the changes to the intersection at Lohmans Spur and 620 as proposed. 1) The closure of northbound Lohmans Spur will divert traffic through the shopping center where several businesses that cater to children are located. 2) The realignment of the shopping center driveway makes the access very dangerous as a left turn across traffic is now required. 3) The modifications as proposed will result in reduced accessibility to the shopping center and reduced value as a result.	1. The limits of northbound Flintrock Trace will be extended further north approximately 330 feet to an alternate existing driveway. This will divert northbound traffic to a drive aisle that is further separated from the businesses catering to children. 2. The existing layout is not desirable, with STOP control provided at 3 of the 4 approaches to the current intersection. The Lohman's Spur westbound approach is not STOP controlled and based on field observations creates frequent confusion and indecision for drivers at all the approaches. The proposed improvements will allow further separation of the main access driveway from RM 620 with improved sight lines. The left-turn across a single lane of traffic is a normal, expected, and relatively safe movement for motorists. An effort will be made to keep the private driveways clear from blocked traffic on Lohmans Spur with signage. "Do not block intersection" signs will be recommended for the PSE phase. 3. The design team has met with the property owner and local officials in an effort to develop the plan that will best meet the purpose and need of improving safety and mobility, while minimizing property and environmental impacts as much as possible. For more information on TxDOT's process for preparing appraisals to value property acquisitions, please see TxDOT's State Purchase of Right of Way brochure at: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf

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39	Jan Gentry-Dunn	2/21/2020	Email	Unfortunately, I was not able to attend the meeting last evening about the proposed changes to the Falconhead entrance off of 620. My husband and I oppose adding the "go straight" 4th lane out of the neighborhood and any changes to the median. We both believe it is totally unnecessary. The neighborhood is almost completely built out, so projections about future growth do not make sense to us. Respectfully, we request that the spectacular entrance/exit from Falconhead to 620 NOT be changed. Thank you for your consideration.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
40a	Jane Bui	2/20/2020	Comment Form	Under the current plan, Eck Lane would only be accessible northbound 620 via a U-turn at Hudson Bend Road. With the construction and boats coming through the street, we'd be forcing 18-wheelers and towed boats into doing U-turns and making the Hudson Bend intersection more congested. This and going from 3 lanes to 2 lanes at the bridge will make Hudson Bend a choke point.	Larger vehicles that are unable to negotiate the U-turn at Hudson Bend from northbound RM 620 will need to find alternative routes to access Eck Lane from the southbound direction on RM 620. The limits for this project do not extend past Hudson Bend Road, and thus the project transitions back to the existing 4 lane section (2 lanes in each direction). The section of RM 620 to the north that includes the existing 4 lane bridge over the Colorado River is being studied by another team. Please contact the TxDOT Project Manager, Matthew Cho, P.E. at 512.832.7210 or via e-mail at Matthew.Cho@TxDOT.gov for additional information.

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40b	Jane Bui	2/20/2020	Comment Form	Agreed that shared-use lanes are dangerous for cyclists.	Thank you for the comment. This project proposes shared-use paths along both sides of RM 620, vs. shared lanes to allow for shared bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. A shared lane would only accommodate cyclists immediately adjacent to traffic. The proposed shared-use path will separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic will enhance safety for students attending the nine public and private schools near RM 620 in the project area. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.

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41	Janet James	2/20/2020	Email	I attended the meeting on the RR 620 S project at Lake Travis High School tonight. I live in Falconhead subdivision and I disagree with the proposal to add another lane to turn left on RR 620 S. Our subdivision is built out and I don't foresee traffic increasing so don't see a need for another lane. There are currently already 2 lanes than can turn left. I don't see traffic backed up there and I never see anyone go straight into the apartments across the street. We also have no need for detention pond at the entrance to our neighborhood. If one is needed it could be placed in front of the shopping center, but I believe there is already one there that could be used.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
42	Janet Wright	2/20/2020	Comment Form	The City of Lakeway city limits signs on the north and south end of 620 fall into an easement area outside (beyond) any bicycle or pedestrian pathway or shoulder. We are in hope that these structures will not need reconstructed. We were deeded very limited land from neighboring property owners to construct these structures. I assisted in the negotiations for these properties and oversaw the projects for the City of Lakeway with the contractor, who is no longer living. We would appreciate consideration for preserving these artistically designed gateway sculptures at/near RR 620 S & Oak Grove Blvd. and RR 620 S & Aria Drive (near P-Terry's).	The south "Lakeway" monument sign north of P-Terry's will not be impacted by the current proposed design. The North "Lakeway" monument sign just south of Oak Grove will be impacted by the proposed design and will need to be relocated. This has been communicated to the Mayor and City Manager in a previous coordination meeting on 01/29/20. For more information on TxDOT's process for preparing appraisals to value property acquisitions, please see TxDOT's State Purchase of Right of Way brochure at: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf

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43	Jason Homan on behalf of Travis County Water Control	3/3/2020	Email	Travis County Water Control and Improvement District No. 17 (the District) is a public municipality that provides water and wastewater to the Lake Travis area from Highway 71 to RM 2222. The District has an existing water storage tank (Big Dave's Tank) located behind the Imagine Center/Lakeway Floors at 911 N. Ranch Road 620, Lakeway, TX 78734 (between Debba Dr. and Kollmeyer Dr.). Access to this site is taken from an existing driveway on RM 620 across from Stewart Road. Large cranes, equipment, and delivery trucks are required to access this site for routine maintenance and repairs. According to Schematic Drawings, on display at the open house held on 2/20/2020 and available online, a left turn exiting this site (to head south on RM 620) will be prohibited due to raised medians. It also appears that the proposed left turn into the site via the designated turn lane and raised median does not account for the large turning radius required for these types of vehicles. We request that a light be added at this intersection to allow large equipment and delivery trucks to safely and properly enter and exit the site. If a red light is not feasible, we request that left turns for entering and exiting the site be available to provide adequate accessibility since U-turns at lights or other designated areas will not be a viable option for vehicles and delivery trucks of this size. Proper and safe accessibility to this site is imperative for the continuation of reliable water service. If you have any questions, or need additional information, please do not hesitate to contact me.	The design team has further reviewed this area and proposes to re-align the driveway to better line up with the southbound hooded left turn lane to accommodate the larger vehicles described. With respect to your comment about left turn exits onto RM 620, in addressing safety concerns along the RM 620 corridor, it was determined that allowing unprotected left turns from driveways and side streets across 4-6 lanes in one maneuver would not be safe. Right turns from driveways and side streets require smaller gaps to enter the traffic stream vs. left turns. Protected U-turns will be provided at signalized intersections. Permissive U-turns will be provided at hooded left turn openings in the median. Lengths for left turn bays are designed per TxDOT standards, and in many places, we are proposing even longer turn bays where feasible, to accommodate the added U-turn movements. U-turns at signalized intersections, and hooded left turn bays represent safer options compared to unprotected left-turns onto RM 620 from driveways or minor side streets. Removal of the left turn from driveways and minor side streets can be expected to result in minor additional travel time delay. However, the safety benefits and overall improvements in mobility were considered to outweigh these minor increases in delay. Larger vehicles that are unable to negotiate a northbound U-turn to head south on RM 620 will need to find alternative routes. The existing volumes at this intersection do not meet the required warrants for installation of a traffic signal. In addition, the location and spacing relative to adjacent existing traffic signals at Kollmeyer Drive to the south, and Debba Drive to the north, is problematic and would negatively affect mobility on RM 620, which goes against the purpose and need of the project.
44	Jeff Bennett	2/20/2020	Comment Form	Lowering speed limit on Hudson Bend Road will be dangerous. People will approach from dam downhill at 60 mph then hit traffic going 45 past the Hudson Bend light.	Safety is a top priority for TxDOT and this project. Future posted speed limits will be determined based on state law, which require a study of motorist's actual travel speeds after the project is completed. Typically, motorists ignore arbitrary speed limits which they consider too high or too low.
45	Jeff Main	2/20/2020	Comment Form	Timing of traffic lights on 620 all the way to Hwy 71. Left turn lights that activate for no traffic, side street stopping the flow of 620 for one vehicle. 620 is a river and should not stop for a creek. Keep it moving.	Signal equipment will be addressed during the detailed design phase of the project. Signal optimization is critical along RM 620 and TxDOT will strive to maintain signal operations as efficient as possible.

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46	Jeff Main	2/20/2020	Comment Form	Adding unprotected shared-use space (bikes, pedestrians) is a recipe for disaster. People's lack of attention both driving, biking, and walking will lead to accidents. Please rethink the purpose of the road and don't let the ridiculous City of Austin ways influence you.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.
47	Jennifer Fleck	2/20/2020	Comment Form	The proposed 10 ft. walk/bike lanes along 620 are not necessary. There needs to be a raised walkway across 620 at LTHS for student safety.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.

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48	Jennifer Reichers on behalf of West Travis County Public Utility Agency	2/24/2020	Email	Please accept the attached resolution from the West Travis County Public Utility Agency (WTCPUA) Board of Directors as public comment against the RM 620 South Project. The project as presented would negatively impact a WTCPUA treated effluent irrigation easement at Falconhead Boulevard by making a portion of the easement unusable for treated effluent irrigation. This area is included in the WTCPUA's Texas Land Application Permit and any reduction of treated effluent irrigation area will cause the WTCPUA to be out of compliance with the TLAP permit. The WTCPUA opposes any portion of the 620 expansion that will impair its ability to maintain permit compliance. RESOLUTION OF THE WEST TRAVIS COUNTY PUBLIC UTILITY AGENCY REGARDING EXPANSION OF RM 620 BY THE TEXAS DEPARTMENT OF TRANSPORTATION THE STATE OF TEXAS §§§§ COUNTIES OF TRAVIS AND HAYS **Reference the full resolution in Attachment F of the RM 620 South Public Hearing Summary Report*	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass and to the effluent irrigation area along the Falconhead entrance.
49a	Jim Evans	2/20/2020	Comment Form	There is an area between Lohmans Spur & Flint Rock Road heading south that has a sharp drop off. Has this been taken into consideration?	Yes, the terrain along RM 620, including the area between Lohmans Spur & Flint Rock Road heading south, has been taken into consideration during the study to improve safety and mobility along the corridor. It will also be considered if the project is approved into detailed design, which is the next phase of project development.
49b	Jim Evans	2/20/2020	Comment Form	Will temporary bike/pedestrian lanes be provided during construction? Many cyclists from the area & downtown use 620 daily. The bike/pedestrian paths shown on plans must be maintained due to the accidents that have occurred.	Safety is a top priority during construction and all existing bike/pedestrian crossings will be maintained.
50	Jim Evans	2/26/2020	Email	I attended last week's presentation of the widening of 620 and wanted to add one more comment and that was to confirm that ramps would be included at all curb cuts for cyclists on the pedestrian/cyclist path.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. All curb cuts on the shared-use paths will include ramps.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
51	Joe Rollins	2/20/2020	Comment Form	• Medians cut off access to our store for southbound traffic on RR 620 • Expansion will cause us the loss of our fuel station which is vital to our store's operation • Loss of the fuel station and access could cause us to close our store, which would result in millions of dollars in losses	Access to Randall's from southbound RM 620 is provided via the southbound left turn from RM 620 to Ameno Drive. All existing driveway access points to the property from RM 620 and Ameno Drive will be maintained. Every effort was made during the design process to avoid or minimize impacts to property owners. However, not all impacts could be avoided. For more information on TxDOT's process for preparing appraisals to value property acquisitions, please see TxDOT's State Purchase of Right of Way brochure at: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf
52	John Fenley	2/21/2020	Email	As discussed last night our firm is a heavy civil contractor with a truck fleet that requires daily ingress and egress via our yard and shop onto Hwy 620 with a median cut, that despite our previous outreach at your public forums, has not been accounted for in any of your exhibits known to us. It is imperative that TxDOT recognize our needs and operational requirements in your design for Hwy 620. Failure to provide an adequate design that then adversely affects our daily operation of trucks would result in unacceptable lost time and costs to this aspect of our business. TxDOT has a duty not to damage Austin Engineering Co., Inc. and as such we are relying on you to convey this information to your design team and others. I am also relying on your statement that the Hwy 620 Project Manager would review the status of our comments to submitted to your department at previous outreach forums. Please forward this email to him as well. I have provided a conservative rough estimate of potential damages to convey the very serious nature of an unacceptable design and a short video clip, see dropbox link, taken just this morning. https://www.dropbox.com/s/9c6x3z0fzxlqht1/Austin%20Engineering%20Haul%20Truck%20Exiting%20Yard%202.21.20. MOV?dl=0 Austin Engineering Co., Inc. Hwy 620 - Lost Time Due to Lack of Median Cut and Restricted Ingress and Egress Trucking types: Haul truck & trailer, Trailer Truck, Bobtail Truck, Fuel & Service Truck, current 16 ea. Hourly Operating rates: $55.00 to $250.00 Estimated Lost Time per day per truck, 1 trip out & 1 trip in = 2 hours Daily Cost = 16 ea. x $95.00 x 2 = $3,040.00 Weekly Cost (6 days per week) = $18,240.00 Annual Cost (51 work weeks) = $930,240.00 30 Year Cost w/ NO Cost or Truck Trip Escalation assumed = $27,907,200.00 **Reference the full comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report*	Thank you for your comments and video clip which we have reviewed. The purpose and need of the project is to improve safety and mobility for the traveling public, while striving to minimize impacts to adjacent property owners and the environment. The design team listened to input early in the process and was able to provide a southbound hooded left that lined up with your existing driveway to provide access, while also meeting the purpose and need to the traveling public to have a safe opportunity to U-turn. Unfortunately, there is not a safe way to provide for left turning traffic out of your property to head south on RM 620. In addressing safety concerns along the RM 620 corridor, it was determined that allowing unprotected left turns from driveways and side streets across 4-6 lanes in one maneuver would not be safe. This is particularly true for large tractor-trailer combination rigs that accelerate slowly. Right turns from driveways and side streets require smaller gaps to enter the traffic stream vs. left turns. Protected U-turns will be provided at signalized intersections. Permissive U-turns will be provided at hooded left turn openings in the median. Lengths for left turn bays are designed per TxDOT standards, and in many places, we are proposing even longer turn bays where feasible, to accommodate the added U-turn movements. U-turns at signalized intersections, and hooded left turn bays represent safer options compared to unprotected left-turns onto RM 620 from driveways or minor side streets. Removal of the left turn from driveways and minor side streets can be expected to result in minor additional travel time delay. However, the safety benefits and overall improvements in mobility were considered to outweigh these minor increases in delay. Larger vehicles that are unable to safely negotiate the U-turn at Hudson Bend from northbound RM 620 will need to find alternative routes to access the southbound direction on RM 620.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
53	John Hull	2/20/2020	Email	I am emailing this brief comment pursuant to the instructions (LINK) provided for those who were unable to attend the Feb. 20 meeting in person. Thank you for providing this means to offer comments. I am a resident of Falconhead West. I often use the Falconhead Blvd entrance from & exit to FM 620. The monuments, landscaping & divider at this location are an important part of the aesthetic of the Falconhead neighborhoods. Please consider adjusting the RM 620 South Project to enable our neighborhood to keep these assets. I would greatly appreciate serious consideration being given to comments offered by my neighbor, David Peppard. Both Falconhead & Falconhead West are completely built out when it comes to standard lot single family homes. Falconhead West is built out. In Falconhead, only modest acreage remains at Spillman Ranch Loop & Falconhead Blvd; that acreage is being developed for smaller zero lot-line style bungalows and will soon be built out. Any sizing of the ingress & egress at Falconhead Blvd and FM 620 should be determined with those facts in mind…not some 26-year projection based on faulty reasoning regarding additional build-out in the Falconhead neighborhoods – Falconhead West is completely built out already and, within the next couple years, Falconhead will be completely built out. One final point I might add, Falconhead West contains a sizable number of single-story plans, proportionately higher than most similarly-sized developments. These plans have attracted a considerable retiree & empty nest demographic – roughly 25 percent of Falconhead West homes are owned by retirees. I mention that only for one purpose…a significant demographic has only two drivers in the home and is highly unlikely to have more drivers as the next "26 years" progress - if anything, those homes will likely see their vehicle count decline from two to one, unlike other homes where, as children attain driving, the vehicle count may increase. Thank you for providing the means to provide comments for those unable to be present at the meeting, and for taking time to review my comments.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
54	Jon Penner	2/20/2020	Comment Form	The left turn lane at Hudson Bend Road a proposed is much shorter than is needed considering you are planning on removing the possibility of a left turn on Eck Lane. The drawing shows that here is considerable median space available to extend the left turn lane to accommodate the additional traffic that will have to turn at Hudson Bend Road to access Eck Lane. Consider using this available space to lengthen the left turn lane. Also, consider the turning radius of fire trucks and semis coming from Lakeway that need to turn on Eck Lane. The current plan looks too narrow to U-turn.	The northbound left turn lane at Hudson Bend Road that was shown in the public hearing display (720 feet) is nearly twice the length of the standard left turn bay (445 feet), in order to account for the anticipated additional U-turns and traffic growth on Hudson Bend Road. We will pass this comment along to the PS&E design team for evaluation if additional length should be considered. A mountable/traversable laydown curb is being considered for the median in this location to accommodate U-turns of larger emergency vehicles.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
55	Jon Penner	3/6/2020	Email	There were a few items I omitted from my written comments submitted at the Public Hearing Feb 20, 2020 at Lake Travis High School. Please include these. With regard to Traffic Signals during the construction Phase. Many of these detect traffic using a Camera and trigger Forward and Left-Hand Turn lights. I have noticed that the current 2222 widening where these lights existed before and during the current work are not functioning properly and cause massive backups. I would like assurance that when you start construction on the Lakeway area segment of RM 620 from Hwy 71 to Hudson Bend Road that TxDOT will insure that these cameras are re-positioned to properly detect traffic flow as the lanes are shifted. This seems like a small request that can be handled easily given the thousands of motorists that it affects daily. Please do not repeat your previous and current mistakes that impede the flow of traffic like you have and are currently are doing on RM 2222. Improperly maintained Traffic Signals and sensors are one of the biggest traffic flow problems we currently have that can be easily corrected.	Your comments will be passed along to the PS&E design team for consideration in developing the detailed traffic control plan which includes temporary signal plans during the various construction phases.
56	Jonathan Candee	2/20/2020	Comment Form	City of Lakeway completed a $127,950 study of transportation projects and ended with five of so recommended road changes. One of these: Clara Van extend to Meadowlark should be considered as it may change traffic patterns from Flamingo etc. onto 620.	Although the project team is aware of the City of Lakeway's study, our efforts pre-date this study. The study recommendations could be incorporated by the City after their plan has been formally approved and adopted by the City Council.
57	Judge James Oakley (Burnet County)	2/20/2020	Comment Form	This project will help with the substantial congestion that affects Burnet County citizens in their commutes as well as on other travels into the Austin-metroplex. Sooner than later, please.	Thank you for your comment.
58	Judith Schneider	2/20/2020	Comment Form	What is your rationale? You just added a center turn lane to Bee Cave Rd. and are eliminating it on RT 620?	The proposed project will address safety and mobility concerns along this section of RM 620. The roadway improvements to RM 620 include the addition of a third lane in each direction and replacement of the continuous center turn lane with a raised median. Bee Cave Road has only two lanes in each direction and a center turn lane. RM 620 also carries more vehicles each day than Bee Cave Road. Crossing three lanes with more vehicles to reach a center turn lane involves more potential conflict points than crossing two lanes with less traffic, thus safety will be improved on RM 620 by replacing the center turn lane with a raised median.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
59	Kara King	2/20/2020	Comment Form	Falcon Head Blvd. does not need a dedicated lane going straight, across 620, into the apartments. Also, 620 needs a left turn only into FH, not a green yield light. Please preserve the integrity of the Falconhead entrance.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. With respect to request for protected left turn only, we note that the existing left turn from Falcon Head to RM 620 is already protected, whereas the left turn from RM 620 to Falconhead is protected and permitted (not protected). Your comments will be passed along to the team who will be determining the final signal timing plan as part of the signal timing study to be performed upon the completion of construction of the proposed RM 620 improvements. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
60a	Karen Skelton	2/25/2020	Email	My husband and I own two tracts located in the SW quadrant of the intersection of RM 620 and SH 71. I have attached an aerial. The Tax ID numbers of our properties, owned in the name of TOSK, Inc, are 706790 and 706791. I attended the meeting last week, but I still have questions as follows: 1. How long from project start to project finish will the improvements at this intersection take? Projected Start date? Projected completion date? I understand that this is an estimate. 2. Assuming that the project will be phased, how long from project start to project finish will the improvements directly in front of our property on SH 71 take? Projected completion date?	The construction plan to improve safety and mobility along RM 620 South between SH 71 and Hudson Bend Road has not yet been determined. If the project is approved to the next phase of final design, the construction sequence will be dependent on many factors, including right of way acquisition, utility adjustments, availability of construction funding, impact on traffic. The anticipated final environmental decision is expected this Spring (2020) and the estimated construction start date is late 2022. Construction is estimated to take approximately 2 ½ - 3 years to complete.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
60b	Karen Skelton	2/25/2020	Email	3. No hydrology reports were available at the meeting and I was told that this information had been delayed but would be available in the next few weeks. Please let us know when this information will be available to us for review. 4. While there are new detention/water quality ponds shown in various locations along RM 620 South in your schematic drawings, I do not see any along SH 71. Are any planned for the SW quadrant of the intersection of 71/620?	The drainage report is currently under final review by TxDOT. Once it is approved, an electronic copy can be requested from the TxDOT project manager Matthew Cho, P.E. via e-mail to Matthew.Cho@TxDOT.Gov. There are no detention/water quality ponds planned at the southwest quadrant of the SH 71 at RM 620 intersection.
60c	Karen Skelton	2/25/2020	Email	5. Has an appraiser been selected? Who is it? Our office number is 512.651.7000. Very roughly, when should we expect to hear from an appraiser?	TxDOT will be commissioning appraisals from independent, state licensed appraisers to value properties consistent with Federal and State laws, including impacts to access in accordance with those laws. Property owners have the constitutionally guaranteed right to receive just compensation for property that will be purchased for public use, such as the RM 620 safety and mobility improvements. Where payment is to be made, the real property will be appraised to determine just compensation. For more information on TxDOT's process for preparing appraisals to value property acquisitions, please see TxDOT's State Purchase of Right of Way brochure at: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf
60d	Karen Skelton	2/25/2020	Email	6. The schematic covering the area to the north of our two tracts appears to indicate that in general the pavement will be expanded south to the existing right of way line. It would be helpful to our planning if the schematic layers were made opaque so that we could see the existing configuration through the proposed configuration. 7. Along RM 620 the TxDOT schematic indicates sidewalks but this is not indicated along 71. Is there a plan to add sidewalks in the new ROW? **Reference the full comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report*	A Google Earth KMZ file is available and can be requested from the TxDOT project manager Matthew Cho, P.E. via e-mail to Matthew.Cho@TxDOT.Gov. The KMZ file provides the proposed project features in translucent layers so that the underlying existing land features shown in the aerial imagery are visible. Sidewalks are not proposed along SH 71.
61	Kerzon Nickens	2/22/2020	US Mail	We are very pleased on the changes you have made, especially the items we discussed in the previous meeting. The changes you proposed at the end (Hudson Bend) and especially the concerns we had for not placing the median in front of our driveway. I have no further recommendations. Should you need any assistance we would be happy to accommodate you. We congratulate you for the efforts to improve Highway 620 and the professional manner in which it is being handled.	Thank you for your comment.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
62	Kristy Fisher	2/20/2020	Comment Form	We need a stoplight at Flamingo/Palaza Alto to facilitate safe northbound access for the residents of Belmont Senior Center and the residents of Bella Montagna. The residents of the neighborhoods that have access to Flamingo Road will face the same difficulty as the above residents but going south. The LTISD have agreed with the necessity to have a stoplight at Flamingo/Palaza Alto in order to facilitate timely and safe transportation for school buses.	TxDOT is performing preliminary studies to determine if a traffic signal at the RM 620 and Flamingo/Palazzo Alto intersection is warranted based on the proposed schematic layout and future projected traffic conditions. This schematic will be revised to note a "future traffic signal" at this location.
63	Larry Harlan	2/20/2020	Comment Form	My concern with the present plan is that it does not route pass-through traffic around Lakeway and Bee Cave. That is the only long-term solution that would keep 620 S traffic returning to its congested level in the future. This requires the political courage to build an elevated through-way across the preserve lands east of RM 620. This could be done that would leave the land below the road undeveloped and suitable for wildlife. Every piece of land has a best use value and the preserve land needs to be used to best use. This will require revisiting old agreements with conservation groups that are no longer viable. Both uses can be accomplished.	Converting RM 620 to an elevated highway like US 183 has considerable obstacles such as additional right of way, increased time and costs for design, and a longer environmental and construction schedule.
64	Linda Goodale	2/28/2020	Email	Hudson Bend/620 will be affected worse by the proposed changes. I think this is a waste of money and going up like 183 would be better for 620. At least change Hudson Bend plan or keep the same. This will add more traffic to HB and 620 at that light. Making a U-turn to get to Eck will back traffic to 620, and routing to HB for turning left will also.	Converting RM 620 to an elevated highway like US 183 has considerable obstacles such as additional right of way, increased time and costs for design, and a longer environmental and construction schedule. The northbound left-turn lane at Hudson Bend Road that was shown in the public hearing display (720 feet) is nearly twice the length of the standard left turn bay (445 feet), in order to account for the anticipated additional U-turns to Eck Lane and traffic growth on Hudson Bend Road. A mountable/traversable laydown curb is being considered for the median in this location to accommodate U-turns of larger emergency vehicles.
65	Lucas Jacomides	3/6/2020	Email	Please submit my comments (attached) as part of the official hearing record regarding the RM 620 South project. *Comments from emailed comment form:* I am writing to reiterate a concern raised at the Public Hearing, namely that first responders (i.e. fire engines, ambulances) coming from Lakeway will not be able to make a U-turn at the 620-Hudson Bend intersection to get to Eck Lane. This is what has been proposed, since the connector between Eck and Hudson Bend, mostly a 2-way street, is now being converted to a one-way street, and the proposed median will block direct access from 620 to Eck Lane. Besides the obvious unacceptable risk that delays may cost precious minutes that could save a house or a life, this would disrupt traffic at an already busy intersection on a day-to-day basis. Either expand the road on the other side of 620 to leave the two-way connector as is, or else eliminate the median blocking access to Eck Lane.	Access to Eck Lane from northbound RM 620 will be provided via a U-turn movement from the left turn lane at the traffic signal at Hudson Bend. The northbound left turn lane at Hudson Bend Road that was shown in the public hearing display (720 feet) is nearly twice the length of the standard left turn bay (445 feet), in order to account for the anticipated additional U-turns and traffic growth on Hudson Bend Road. A mountable/traversable laydown curb is being considered for the median in this location to accommodate U-turns of larger emergency vehicles. The northbound U-turn will be accomplished during the protected left turn signal phase for safety.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
66	Luke Darling	3/4/2020	Email	I have many concerns, here is an excerpt from the letter I sent: • We have over 120 parents dropping off children and picking up children twice a day around the same time each day. If they are forced to make a U-turn this would cause a high volume of cars being backed up waiting on cars traveling on RR 620 North as they pass by the U-turn. This would be potentially hazardous to the young children we serve. • The times of day that parents are dropping off/picking are during highly concentrated traffic volumes compared to diluted volumes throughout the day. • Should EMS/Fire/Police department need to reach our school it would be an emergency and this median would make it necessary for them to make a U-turn or even pass the school and turn around at the light. This endangers the lives of all the children we serve due to slower response time. • There are several high-volume generators; Lake Hills Montessori, Discount Tire, Septic Supply, Austin Shoe Hospital, and Massage & Chiro using our drive. High volumes of vehicles are turning onto our drive around the same time each day. • I believe there are more cars in and out of our entrance daily than are accessing either of the two shopping strip centers on either side of the proposed median.	The proposed design provides for a left-in and left-out from this un-named street where the Montessori school is located. For all traffic, including emergency responders, a U-turn will not be required.
67	Margaret Keedy	3/2/2020	Email	I saw the attachments for your presentation about the improvements to RM 620. It was very helpful to see the illustrations and explanation of the proposed changes. My concern stems from the fact that I live on Eck Lane, and I see that the improvements would require me to make a U-turn to reach Eck Lane if I'm going north on 620. To leave Eck Lane, if I wish to go north on 620, I would travel on the little road (which would then be one-way) in front of the Sheriff's building. This is an approach that I often try now, and it is usually difficult, at best, to reach the left turn lane, due to traffic on Hudson Bend Road. Beyond "difficult", it looks as if it will be impossible to travel north on Hudson Bend Road from Eck Lane. It appears there will be a median blocking access. Can you tell me how folks on Eck would be able to get to the great places on Hudson Bend Road? Thank you for giving people a chance to comment.	The route to access Hudson Bend Road from Eck lane will involve the following movements 1. Right turn to southbound RM 620 2. Travel southbound on RM 620 for approximately 1700' (0.32 miles) to the first available hooded left. Make a U-turn. 3. Travel northbound on RM 620 for approximately 1900' (0.36 miles) to the traffic signal at Hudson Bend Road for the left turn to Hudson Bend. Also, yes, we are proposing the median curb along Hudson Bend Road for safety to keep people from crossing three lanes of traffic to go north on Hudson Bend Road from Eck Lane.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
68a	Maryann Carmichael	2/20/2020	Email	Please reconsider raised medians through Lakeway. Left turners will overflow into left travel lane causing sudden stops and more wrecks	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification.
68b	Maryann Carmichael	2/20/2020	Email	Let's lower the speed limit to 35 or 40 and ENFORCE IT WITH saturation campaigns! Overwhelm all traffic by being present on both sides to retrain everybody (think Ellinger on 71).	Safety is a top priority for TxDOT and this project. Future posted speed limits will be determined based on state law, which require a study of motorist's actual travel speeds after the project is completed. Typically, motorists ignore arbitrary speed limits which they consider too high or too low. TxDOT does not have any control over speed limit law enforcement.
69	Maryann Carmichael	2/20/2020	Email	Need light for Cardinal Hills 1, 2 and 3. Perhaps Flamingo to Palazzo Alto, serving 4 neighborhoods. We have no through roads anywhere to get to a light to turn left. Light at Clara Van not red long enough. Almost impossible to get out.	TxDOT is performing preliminary studies to determine if a traffic signal at the RM 620 and Flamingo/Palazzo Alto intersection is warranted based on the proposed schematic layout and future projected traffic conditions. This schematic will be revised to note a "future traffic signal" at this location.

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70a	Maryann Carmichael	2/20/2020	Email	Hello Matthew. Thank you for accepting remarks from residents about this project. I hope to be helpful! I live just north of Lakeway Blvd. off 620 at Nightingale Lane and we have a concern about adding raised medians to the Lakeway corridor. It seems like a great idea until I realize the reality of it. With too many driveways for all the businesses along that corridor, we see crazy left turners facing off in the center lane and it is dangerous. With raised medians decreasing available left turns I see the overflow of turners waiting overflowing into the leftmost travel lane, causing sudden stops and more wrecks (if that is even possible). This should be reconsidered as the overflow will be continual, rarely ebbing because the left turn lanes are chronically short as they are now (see frequent 2-3 light cycle back up of left turn lane coming out of main street/HEB to northbound 620).	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification. Signal equipment will be addressed during the detailed design phase of the project. Signal optimization is critical along RM 620 and TxDOT will strive to maintain signal operations as efficient as possible.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
70b	Maryann Carmichael	2/20/2020	Email	We must consider dropping the speed limit through the corridor dramatically and have a 2-3 week blitz of enforcement presence on both sides of 620 to "retrain people" and let them know you are serious! Like Elgin off 290 and Ellinger off 71...both areas drop the speed limit by 20-25 mph through their main corridors and a huge percentage of drivers through there seems to comply. What we see happening now is drivers pulling into the far-right lane at the Lehman's crossing light so they can speed ahead to the school and beyond. This causes a reverse speed lane situation which is dangerous (we call that new lane to the right the fast lane) and it prohibits any right turn on red onto Lohman's Crossing, which is a completely huge inconvenience and it just does not make sense that it is NOT a right turn only lane right there (southbound 620 at LC). Perhaps it would keep people from focusing on the super speedy departure from the green light that we see now. The problem that we see most is excessive speeding. If there are medians and overflowed stopped traffic in the travel lanes waiting to turn left, then there will be so many rear end wrecks it will surely become more dangerous and lethal for those stopped and waiting to turn left. The prospect of this literally frightens us... We have seen exactly zero speeders pulled over in that corridor. They are usually caught out further...EXCESSIVE SPEED IS THE PROBLEM. I still think a blitz law enforcement presence for a time would go a long way to solving the issues of so many deadly wrecks and congestion.	Safety is a top priority for TxDOT and this project. Future posted speed limits will be determined based on state law, which require a study of motorist's actual travel speeds after the project is completed. Typically, motorists ignore arbitrary speed limits which they consider too high or too low. The issue of speed limit enforcement is out of the scope of this study. TxDOT does not have any control over speed limit law enforcement. Our proposed design speed of RM 620 is 45 mph, which meets TxDOT's design criteria. The posted speed limits are generally set after completing a speed study for the fully constructed corridor. Therefore, this schematic phase of the project does not dictate the posted speeds.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
70c	Maryann Carmichael	2/20/2020	Email	Next, in the spirit of the study that is ongoing, I would like to contribute a suggestion for a light at S. Flamingo and Palazza Alto (serving residents on BOTH the north and south side of 620, so we could get to a light to turn left out of Cardinal Hills sections 1, 2 and 3 on the south side and out of Bella Montana on the north side. The light at Clara Van only helps Lexus and North Lakeway because it does not give left turn access to those of us on the south side of 620. The red is not long enough for any of us to turn left upstream here at Nightingale. When CV turns green, those people go 0-60 so quickly, we can't even take advantage of the oh-so-slight hesitation in speeding Northbound traffic. It is getting so dangerous; we literally fear for our lives every time we attempt a left. (I would like to add how ridiculous it is that the Texaco at Nightingale has two driveways, adjacent to Nightingale, onto 620 and it is a literal mess during high traffic. People going left, right, and turning into each other, jockeying for their slot… every which way…I invite you to have some sit there at 8am or 5pm to witness the madness that is going on.) There is currently no road in here that would take us to a light…the Kollmeyer light is blocked off from us by the school property so from S. Flamingo north to Cavalier Canyon, we cannot get to a light. We are hemmed in and it affects a lot of households! I have tried going through Meadowlark northbound to get to Kollmeyer and the roads do not go through.	TxDOT is performing preliminary studies to determine if a traffic signal at the RM 620 and Flamingo/Palazzo Alto intersection is warranted based on the proposed schematic layout and future projected traffic conditions. This schematic will be revised to note a "future traffic signal" at this location.
70d	Maryann Carmichael	2/20/2020	Email	We are frustrated and intimidated by the utter lack of enforcement out here. Excessive speeding is taking lives and changing lives forever and IS mostly fixable! Let's start by lowering and enforcing the speed limit immediately from Debba drive down to Falconhead! Please consider these issues and I would be happy to volunteer to help anyway I can! Many thanks for your time and attention and I look forward to learning from meeting outcome!	Safety is a top priority for TxDOT and this project. Future posted speed limits will be determined based on state law, which require a study of motorist's actual travel speeds after the project is completed. Typically, motorists ignore arbitrary speed limits which they consider too high or too low. The issue of speed limit enforcement is out of the scope of this study. TxDOT does not have any control over speed limit law enforcement.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
71	Melissa Pollard	2/26/2020	Email	We don't need bicycle lanes! Thank you!	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.
72	Michelle Smallwood	2/23/2020	Email	I am a resident of Falconhead West. I would like to object the proposal of widening the entrance at 71/Vail divide. I understand that the proposal was part of a long-term plan, however this neighborhood is built out and there will not be significant additional traffic from the residents. What I hope instead is a safe walking overpass for my kids to cross 71 to get to the middle school. Right now, parents are not encouraged to have their kids walk or ride bikes to school because that crossing is dangerous. If there was a safe way for children to get across the traffic could be reduced since parents from my neighborhood wouldn't have to drive across the street to drop their kids at school. I love all the paths that the city has built to allow people to bike or walk around. We should continue to encourage the build out of these paths.	The location described at SH 71 and Vail is outside the limits of the RM 620 South project.
73	Mike Carrey	2/20/2020	Comment Form	Let's do it right – get it over with!!! Elevated 620 all the way thru Lakeway!!!	Converting RM 620 to an elevated highway like US 183 has considerable obstacles such as additional right of way, increased time and costs for design, and a longer environmental and construction schedule.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
74a	Mike English	2/20/2020	Comment Form	My suggestions relate to the portion of the RR 620 @ the Falconhead Blvd. intersection: 1. Eliminate added outbound lane shown on FH Blvd. No need for traffic exiting Falconhead crossing 620 to Madrone Apts.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
74b	Mike English	2/20/2020	Comment Form	2. Consider reducing speed limit on 620 between LT High School and FH Blvd.	Safety is a top priority for TxDOT and this project. Future posted speed limits will be determined based on state law, which require a study of motorist's actual travel speeds after the project is completed.
74c	Mike English	2/20/2020	Comment Form	3. Change stop light at FH Blvd. to ensure 620 traffic, south and northbound, are stopped longer allowing safe exit/entry to Falconhead and Madrone Apts.	Signal equipment will be addressed during the detailed design phase of the project. Signal optimization is critical along RM 620 and TxDOT will strive to maintain signal operations as efficient as possible.
74d	Mike English	2/20/2020	Comment Form	4. If possible, eliminate water quality LDF (?)/retention pond just south of FH Blvd. intersection.	Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
74e	Mike English	2/20/2020	Comment Form	5. Shared-use path in/around FH Blvd. intersection seem to add little/no value or safety improvement. Very little pedestrian traffic or bicycles in this area.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.
75a	Mike Schofield on behalf of City of Austin	2/6/2020	Email	Paul Terranova and Bruce let me know that you would be the best contact to send comments related to the RM 620 project. These are Austin Transportation Departments comments specifically about the shared use path elements, as I've been asked to look at that. We are interested since 620 is a major recreational cycling route and we'd like to ensure that this great connection to CoA cycling routes is as safe and comfortable as possible. Overall, we believe that your plan of having cyclists on shared use paths instead of using the shoulders will be a great improvement and aligns with our Austin Strategic Mobility Plan. Thank you for the consideration and let me know if there's anything else we can provide. **Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report*	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
75b	Mike Schofield on behalf of City of Austin	2/6/2020	Email	• Although only a portion of this project is within City of Austin ETJ, these comments reflect the regional cycling importance of RM 620. This project also connects to several streets identified as proposed All Ages and Abilities Bikeway in the Austin Strategic Mobility Plan: RM 620, Bee Caves Road, and SH 71. For these reasons, ATD is supportive of adding shared use paths on each side of RM 620 as part of this project. • Throughout the corridor, ATD recommends using the design guidance in AASHTO's Guide for the Development of Bicycle Facilities to inform the shared use path design. This includes recommended minimum width of 10' as well as maximizing the setback from roadway within proposed ROW, 5' minimum recommended. This also includes avoiding sharp angled turns of the path; AASHTO recommends design speed for cyclists of 15-20mph and using the table for determining minimum radii based on design speed. Below is an example of desired larger radii turns and setbacks in order to meet these criteria. It is ATD's experience that the more safe and comfortable the path can be designed, the more likely it is that the existing cyclists will use the paths rather than taking a travel lane. **Reference entire City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report*	AASHTO's Guide for the Development of Bicycle Facilities was the basis for the desirable criteria noted - 10' width, 5' offset from the face of curb, and radii for 15-20 mph design speed. Fortunately, it was possible to meet these criteria along much of the corridor length. However, variances in shared-use path width, and offset, were required in limited areas to avoid impacts to environmental or physical constraints.
75c	Mike Schofield on behalf of City of Austin	2/6/2020	Email	• ATD recommends that the shared use path would always cross side streets set back outside of the flare of the intersection curb return to shorten the crossing as shown below in blue. This is particularly important where we can achieve 20' setback so that one vehicle can be fully outside of the SUP as they wait for a gap to merge onto the street from a driveway. **Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report*	We will review feasibility of incorporating where possible. Your sketch suggests setting the shared-use path back towards the right of way line. This will extend all of the driveway points. The sideslopes and driveways would all have to have a uniform slope to meet the shared-use path and then the driveways could fully develop. With the constantly changing terrain along the RM 620 corridor, this would have an adverse effect on the driveways and would likely make them longer.
75d	Mike Schofield on behalf of City of Austin	2/6/2020	Email	• East of Hudson Bend, in the City of Austin ETJ section, there are existing wide shoulders used by cyclists. This project proposes removing those shoulders without constructing shared use paths in that segment. It is ATD's preference that the shared use paths continue to the full limit of construction and tie into the shoulders with ramps so that cyclists can access the paths from the shoulders without having to ride in a travel lane. This is shown in blue below. In our experience, this is essential to promote the use of the path over the travel lanes for recreational cyclists. **Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report*	We will review feasibility of incorporating. The estimated right of way impacts are a concern.

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75e	Mike Schofield on behalf of City of Austin	2/6/2020	Email	• As shown below at Bee Cave Parkway, ATD recommends not using sharp angled switchbacks on the path or ramps, as they cause cyclists to lose balance and create conflicts between passing cyclists and pedestrians. In our experience using path centerline radii of minimum 10-20' is effective. We often use 30-40' radius where there is space available. **Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report*	This design has been coordinated with the City of Bee Caves Parks Department and is the basis of the 4F agreement. Revisions to the current design will not be possible at this stage of project development.
75f	Mike Schofield on behalf of City of Austin	2/6/2020	Email	• ATD recommends connecting the two shared use paths on each side of RM 620 with shared use path width crossings at the SH 71 intersection, as shown below in blue. Sharp angles should be avoided at all turns per AASHTO. **Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report*	We will review feasibility of incorporating the suggested revision.
75g	Mike Schofield on behalf of City of Austin	2/6/2020	Email	• Since the work along SH 71 to the west of RM 620 is eliminating an existing westbound bikeable shoulder up to Spanish Oaks that connects to a marked bike lane, our preference would be to construct a shared use path on the north side of this section of SH 71 that connects to the existing shoulder, shown in green below. **Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report*	We will review feasibility of incorporating the suggested revision.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
76a	Mustafa Kamal	3/6/2020	Email	There are a few comments/observations I would like to make about the RM 620 South Corridor and the proposed improvements: • Being a resident of the area for last ten years, it seems evident to me that TxDOT has not spent any real effort to optimize signal timing along the corridor or even install state-of-art signal technology that would provide coordinated and connected signals which would aid in the flow of traffic without causing unnecessary delay to the travelers along RM 620. • The traffic lights are so poorly timed (and completely uncoordinated) that often the vehicles are made to stop on almost every signal instead of providing good progression and keep the traffic flowing. • Before investing millions of dollars on roadway expansion (which is absolutely also needed) it would be good to spend a fraction of that cost on installing state-of-the-art traffic signals that are fully-actuated and well-coordinated to minimize delays and do not waste the limited capacity by giving more green time to minor streets and causing miles of queuing on the RM 620. • TxDOT needs to get serious about installing state-of-the-art coordinated/connected signals on all major corridors in Austin including RM 620 and get away from this mentality that the only way to improve the capacity of a corridor is through addition of more lanes which take years to build due to lack of funding while the traffic congestion continues to get worse. We are 20 years into the 21st century and most signals in Austin are based on over 50 years old technology and methodology to time them. Improving traffic signals can reduce delays by 40 percent or more at a fraction of the cost of adding lanes and it would not have the detrimental impact and traffic disruption for years due to construction.	We appreciate your comments. The phasing of the signals will consider your comment and will be re-evaluated under the proposed 6-lane configuration. This is typically completed during a signal timing optimization study by TxDOT. A formal traffic signal comment should be made to TxDOT Austin District's signal department.
76b	Mustafa Kamal	3/6/2020	Email	• More specifically, the approach to RM 620 traffic signal at Main Street (exit from the HEB store) is very poorly designed with wasted space that should be used as a second left-turn lane to northbound RM 620. Sometimes (in fact quite often) the left turning traffic at this approach back-up all the way to the actual HEB store building, while the rest of the three lanes are completely empty. This is the result of poor and thoughtless design without any understanding of traffic patterns. But it seems that according to the new proposed design the second left turn lane will in fact be added/striped at this location. The question is why the public should be made to continue to suffer and waste time at this light for another 5 years or more until the RM 620 project is completed. Something that should cost maybe a $100k or so and can be done in about a week should be done right away and we the public should not have to wait for this improvement for another 5 years. It makes no sense!!!	The additional left-turn lane requires additional pavement area and right-of-way to accommodate the larger footprint. The additional right-of-way cannot be acquired until the environmental document has been approved. The right-of-way acquisition process takes time, and there is also time required to coordinate with utility providers and relocate utilities prior to construction.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
77	Nancy Schuele	3/4/2020	Email	Concern for the residents on Eck Ln - public hearing regarding the widening of 620. From what I can tell from the schematic for Storm Rd-Hudson Bend light, that there is no way for residents to turn left off of R620 when traveling from Lakeway towards RR2222. Only way onto Eck Ln is by a U-turn at the light and turn right from 620. Dangerous!	Access to Eck Lane from northbound RM 620 is provided via a U-turn movement from the left turn lane at the traffic signal at Hudson Bend. The northbound left turn lane at Hudson Bend Road that was shown in the public hearing display (720 feet) is nearly twice the length of the standard left turn bay (445 feet), in order to account for the anticipated additional U-turns and traffic growth on Hudson Bend Road. A mountable/traversable laydown curb is being considered for the median in this location to accommodate U-turns of larger emergency vehicles. The northbound U-turn will be accomplished during the protected left turn signal phase for safety.
78	Nancy Schuele	3/3/2020	Email	I'm not sure this is the correct place to comment. I did send an email to the TxDOT email I received regarding the public forum in February. I'm really concerned for all the residents of Eck Ln (and Vintage Village wedding venue) that we do not have a way to turn left off of 620 onto Eck Lane. If heading from Lakeway towards RR 2222, it appears that we would have to make a U-turn at the Hudson Bend light (and avoid anyone turning right off of Hudson Bend from the two right hand turn lanes) in order to take a right turn onto Eck. This is not a good nor safe alternative to any of the traffic pattern we have right now. Please let me know if I am reading this wrong and that we will be able to turn left onto Eck Ln from RR 620.	Access to Eck Lane from northbound RM 620 will be provided via a U-turn movement from the left turn lane at the traffic signal at Hudson Bend. The northbound left turn lane at Hudson Bend Road that was shown in the public hearing display (720 feet) is nearly twice the length of the standard left turn bay (445 feet), in order to account for the anticipated additional U-turns and traffic growth on Hudson Bend Road. A mountable/traversable laydown curb is being considered for the median in this location to accommodate U-turns of larger emergency vehicles. The northbound U-turn will be accomplished during the protected left turn signal phase for safety.
79a	Nancy Stokes Hearn	2/20/2020	Email	I am the owner of the property located across from the HEB, 1909 RR 620 South. I am concerned about the expansion and how it will affect my business. According to Schematic 2 (attached), the project will be taking the front corner of my property, my sign as well as a good portion of the land between my building and Glen Heather Drive. It is difficult to see exactly how close to the building this will be from this schematic. Can you provide me with a more detailed schematic?	Please contact Randall Dillard via e-mail at randall@nancyledbetter.com or via phone at 512-658-2328 to schedule a time when our design and ROW team can meet with you to listen to your concerns and provide more detailed information.
79b	Nancy Stokes Hearn	2/20/2020	Email	I have a few concerns, mainly the widening of Glen Heather will impede my employees and customers safe passage from the parking lot to our front door. It has become increasingly dangerous since the city turned this road into two lanes. I have almost been hit several times while trying to walk to my car. Why is TxDOT leaving such a large median on Glen Heather, making it more dangerous for us to access our parking area? The sign that is on that median is for the community behind our property. Why not move that sign closer to their entrance? Utilize the median space for traffic, moving it farther away from pedestrian traffic? This would allow our property to remain as it is, leaving a safer path for customers and employees to reach our parking lot. Please don't make it any worse. Feel free to come to this site I would be happy to show you what I am talking about.	Glen Heather is not proposed to be widened, but rather reconstructed within the approximate same footprint as exists today. The limits of construction for Glen Heather shown in the schematic are necessary to connect this roadway vertically to the proposed widened RM 620. The replacement location for the monument sign has not been determined at this time.
79c	Nancy Stokes Hearn	2/20/2020	Email	I am also concerned with how much of my corner will be removed. It is unclear how many parking spaces will be taken. What is clear is that in addition to the loss of parking spaces, this expansion will render my dumpster inaccessible to the trucks that service it.	Please contact Randall Dillard via e-mail at randall@nancyledbetter.com or via phone at 512-658-2328 to schedule a time when our design and ROW team can meet with you to listen to your concerns and provide more detailed information. From our review, the dumpster will still be accessible.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
79d	Nancy Stokes Hearn	2/20/2020	Email	This corner is the low spot on my property, thus responsible for water runoff. There is a drain there now. Does TxDOT have any plans for the water runoff, should I pave my lot?	Runoff from adjacent property will be captured and conveyed through the proposed storm drain system. Details of this design will be finalized in the PS&E stage.
79e	Nancy Stokes Hearn	2/20/2020	Email	Do you have any time to meet, show me a more detailed schematic and explain what my options are? I look forward to hearing from you.	Please contact Randall Dillard via e-mail at randall@nancyledbetter.com or via phone at 512-658-2328 to schedule a time when our design and Right of Way team can meet with you to listen to your concerns and provide more detailed information.
80	Nicole Sadjadi	2/24/2020	Email	We were unable to attend the meeting last Thursday regarding the widening of 620. I know a lot of residents have expressed their concerns for the entrance of our neighborhood, Falconhead. Upon reviewing the drawings, we strongly feel the existing 3 lanes exiting both Falconhead Blvd. and exiting the Madrones Apts. should remain how they are. We've owned our home here in Falconhead since 2005 and have never had issues with any traffic exiting our neighborhood. Adding a lane to go straight into the Madrones Apartments is unnecessary, as the second left hand lane already allows traffic to choose the option of going straight. Furthermore, the median on Falconhead Blvd. with landscaping is an absolute MUST. If you lived here, you would understand that traffic turning in and out of our neighborhood needs that median for safety. Not just aesthetics. The other concern we have is the appearance of our entrance. We would not want the general appearance of our entrance to drastically change. (Landscaping, stones with signs, lighting, median). So, anything to minimize change is ideal. We want the median at the front with plants and our stone signs to remain for both appearance and safety. Last thought, if there was a way to have a left turn lane for Falconhead that started after Ladera Blvd., possibly right after the entrance to the Estates of Bee Cave Apartments, I think that would allow Falconhead residents to get off 620 to turn into the neighborhood (going Northbound on 620) to alleviate traffic further. Those are my thoughts, thank you for your time.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance. With respect to the comment to lengthen the northbound left turn bay to Falconhead, we will review this request further, as we are at other locations on the project. There is room to possibly add another 100 feet or so which would be over 20 percent added to the current 445-foot proposed length.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
81	No Name Given	2/20/2020	Comment Form	Can we have 12-foot travel lanes instead of 11-foot? 11-foot is hard for trucks & trailers.	The project team originally included 12-foot travel lanes, but input from adjacent property owners indicated a need to try and reduce the right of way needed to make room for the safety and mobility improvements. As a result, the proposed lane width was reduced to 11-feet, which is an acceptable width based on federal highway design standards. Eleven-foot travel lanes are common on highways in central Texas, including I-35 and Loop 1 (MoPac).
82	No Name Given	2/20/2020	Comment Form	The potential loss of business is huge for most small businesses. People need to be compensated.	TxDOT will purchase right of way needed to make room for the safety and mobility improvements to RM 620. As a property owner, you have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from you. Where payment is to be made, the real property will be appraised to determine just compensation. TxDOT will be commissioning appraisals from independent, state licensed appraisers to value properties consistent with Federal and State laws, including impacts to access in accordance with those laws. For more information on TxDOT's process for preparing appraisals to value property acquisitions, please see TxDOT's State Purchase of Right of Way brochure at: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf
83a	Pamela Jones	2/20/2020	Comment Form	I would prefer an expressway for 620 and SH 71. By the time this project is completed it will be obsolete.	Converting RM 620 to an elevated highway like US 183 has considerable obstacles such as additional right of way, increased time and costs for design, and a longer environmental and construction schedule.
83b	Pamela Jones	2/20/2020	Comment Form	Also, traffic speed on the new project should be reduced for improved safety.	Safety is a top priority for TxDOT and this project. Future posted speed limits will be determined based on state law, which require a study of motorist's actual travel speeds after the project is completed. Typically, motorists ignore arbitrary speed limits which they consider too high or too low.
83c	Pamela Jones	2/20/2020	Comment Form	Businesses will be adversely affected if U-turns are not permitted at lights.	U-turns will be permitted at all the traffic signal lights along the proposed project.
83d	Pamela Jones	2/20/2020	Comment Form	In the future, on an elevated expressway (like Hwy 183 from MoPac to I-35) would be a better option. By then, I will be gone, but it's a thought. Providing a monorail or fast light rail service in the middle of these roadways would be a far-reaching idea. Very efficient use of land once you have already acquired it.	Converting RM 620 to an elevated highway with monorail or fast light rail service in the middle has considerable obstacles that would not address safety and mobility needs along RM 620. Such a proposal would require approval of the Capital Area Metropolitan Planning Organization and likely violate court rulings protecting endangered species in western Travis County. Additionally, the project is outside the scope of the RM 620 South project, would require considerably more right of way, increase costs for design and construction, and delay safety and mobility for motorists who use RM 620.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
83e	Pamela Jones	2/20/2020	Comment Form	Why is "unfunded" section even identified if it's not going to be part of this construction project?	While construction funding is not currently identified for the RM 620 South safety and mobility improvements between Oak Grove Boulevard and Hudson Bend Road, TxDOT is actively seeking funds for that section of highway. The "unfunded" section is included in the required ongoing environmental study for the overall RM 620 South improvements, meaning construction between Oak Grove Boulevard and Hudson Bend Road could more closely follow improvements on RM 620 South to SH 71 once construction funds have been approved, right of way is acquired and utilities are adjusted to make room for the improvements.
84a	Patrick Johnston	2/20/2020	Transcript	My name is Patrick Johnston. I live on Lands End in Hudson Bend. First topic I would like to discuss is civilization fundamentals, life and death. Hudson Bend Road, the light has a well-designed U-turn to get onto a street called Eck Lane, a cute, little road. But when it comes to life and death, there's some sincere concerns down in that area and in principal. A, wildfire potential, EMS fire rescue response. Well, cedars and the slopes area. Number two, water company is down there with the chemistry potential issues for fire rescue and response time also. And the third, of course, another first responders. In this area, first responders show up in a big, long fire truck. Not ambulances. So, these are three realistic concerns for EMS and firemen to get down onto Eck Lane quickly. Why do I mention that? Because that U-turn does not appear to be well designed and clearly adequate for a quick response down through there. So that needs to be addressed. I'm an amateur, but I have a reason to believe that the fire department will raise their concerns, and I certainly hope they consider it with you. So, that is the Hudson Bend traffic light well designed, well-planned U-turn, which is probably not good enough. Dig into it, please.	Access to Eck Lane from northbound RM 620 will be provided via a U-turn movement from the left turn lane at the traffic signal at Hudson Bend. The northbound left turn lane at Hudson Bend Road that was shown in the public hearing display (720 feet) is nearly twice the length of the standard left turn bay (445 feet), in order to account for the anticipated additional U-turns and traffic growth on Hudson Bend Road. A mountable/traversable laydown curb is being considered for the median in this location to accommodate U-turns of larger emergency vehicles. The northbound U-turn will be accomplished during the protected left turn signal phase for safety.

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84b	Patrick Johnston	2/20/2020	Transcript	Secondly, at the other end of the construction, Ranch Road 620/71, and Bee Cave Parkway bypass along that. More than likely, inadequate for future growth. Why? Because that is the history of Austin. Always mis-forecasting the growth potential. And, why do I say that? Well, I've been here almost 30 years. Came here in the early '90s. Read the Statesman Editorial in that time frame. We said back in 1930s, the two biggest issues in Austin were how to get traffic east across town and where to get an airport. So, guess what? Going on almost 100 years now, Austin is still having a history of not getting ahead of the game. So, we encourage you to get ahead of the game with that intersection, as I mentioned, that is going to be outgrowing. We all know Bee Cave 15 to 20 years ago was a cute, little population of 400. Now, it's 15 times bigger or so. And, the next Bee Cave out west somewhere is going to do the same thing. Probably. I'm just guessing. I'm the amateur. So, I'll urge you to be experts. I know you guys here are dependent upon some forecasters in the back room somewhere. A long history of forecasting. So, something has got to be done to forecast bigger and budget bigger. In the context of the movie Jaws, you're going to need a bigger boat. And by that movie, I mean you're going to need a bigger budget because you're somewhat well designed now within your budget. But, for goodness sake, knowing the history of going on 100 years, please tell the people upstairs, whoever they are, politicians, or experts, or professionals to plan ahead, and get ahead of the game for a change. Thank you very much.	It is proposed the existing intersection of SH 71 and RM 620 be replaced with what is sometimes called an innovative (or non-traditional) intersection called a Displaced Left Turn. The intersection will be designed specifically for SH 71 and RM 620 traffic but has common characteristics with other innovative intersections. The Displaced Left Turn design is beneficial where heavy left turn movements conflict with through traffic movements, as is the case at SH 71 and RM 620. The design reduces signal phases by removing the left-turn movements from the main intersection, thus moving a higher volume of vehicles through the intersection by providing more green time to heavy through traffic movements. Compared to a conventional intersection, the new design is projected to decrease travel delay at the SH 71 and RM 620 intersection between 50 percent and 65 percent during morning and afternoon peak periods in 2043. In addition to improved mobility, safety is enhanced with the fewer potential vehicle conflict points at the intersection. The next option for the intersection would be some sort of interchange with elevated direct connectors between SH 71 and RM 620 which would require considerably more right of way, increase costs for both design and construction, and delay mobility improvements at the intersection.

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85a	Paul Jacobs	2/20/2020	Comment Form	Concerns about no center turn lanes.	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification.
85b	Paul Jacobs	2/20/2020	Comment Form	Concerns about July 1 light for Preserve Lakeway/at Dave Drive - if emergency , fire, etc.	RM 620 at Dave Drive will remain as a signalized intersection with full access to and from RM 620 for all emergency vehicles. Same as exists today.

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85c	Paul Jacobs	2/20/2020	Comment Form	Suspect bike/walk won't be utilized much – wasted cost & road space. Most people in the area won't be walking along FM 620.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.
85d	Paul Jacobs	2/20/2020	Comment Form	Use of "zippers"? before project is completed will increase traffic congestion. i.e. More traffic if zippers (barriers) used prematurely.	TxDOT is preparing an interim project to match the proposed locations of raised medians from Lohmans Crossing to North of Bella Montagna Circle. The purpose is to improve safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project.
86	Paul Jacobs	2/22/2020	Email	Concerning the Public Hearing - RM 620 South (SH 71 to Hudson Bend Road)at the Lake Travis HS on Feb 20,2020. I would like to make some written comments but was unable to locate the website location to post it. Please advise the best way to do this. Thanks!	*Matthew Cho, TxDOT responded to Mr. Jacobs on Monday, Feb. 24, 2020:* Mr. Jacobs, You can send me your comments via email regarding the RM 620 South project. It will be included in the public hearing record. Thank you, Matthew Cho, P.E. | Transportation Engineer
87a	Paul Jacobs	3/3/2020	Email	Thanks for the open house at the Lake Travis High School. A few comments: 1. As one commenter presented, the bulk of traffic appears to be at the intersection of Hwy 17 and RM 620 (and Lake Travis High School). Two major roads intersecting in Bee Cave. Traffic will only increase over the next 10-30 years. Even if more lanes are constructed, as long as traffic lights are there, traffic will back up. One answer may be elevated or depressed roadways or other bypass roads with minimal traffic lights. Adding one lane each way & beautifying the area won't solve the traffic problem.	Converting RM 620 to an elevated highway like US 183 has considerable obstacles such as additional right of way, increased time and costs for design, and a longer environmental and construction schedule.

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87b	Paul Jacobs	3/3/2020	Email	2. When considering 10 ft walk & bike lanes, it doesn't seem to be the best use of the roadway area. I doubt many people will use RM620 to walk for recreation or commuting. I understand the need for biker's safety, but hopefully bikers find other safer areas than RM620 for their exercise.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.

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87c	Paul Jacobs	3/3/2020	Email	3. Concerning the 18-foot median, it seems to be a waste of space except for turn lane use. Obviously, this will cause more encroachment on businesses along RM620. Basically, that means 9 feet less open space/drainage/parking lots etc. in front of businesses. 4. Access to local businesses will be affected. Even though the current center turn lanes can be dangerous, they provide access. If a median reduces access to commercial shopping centers (less left turns), more traffic will have to use more U-turns for access. There will be backups at the U-turns.	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. Protected U-turns will be provided at signalized intersections. Permissive U-turns will be provided at hooded left turn openings in the median. Lengths for left turn bays are designed per TxDOT standards, and in many places, we are proposing even longer turn bays where feasible, to accommodate the added U-turn movements. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification.

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87d	Paul Jacobs	3/3/2020	Email	5. One commenter mentioned how changes to the roads will affect the local neighborhoods and local businesses. Small businesses will definitely be challenged by the changes and reduced business during the construction. I can emphasize with them, I had to deal with the same concerns with my last business. Larger commercial rental spaces will only go up in costs/rents to the small merchant, besides the inevitable tax increases.	Access to local businesses along RM 620 will be maintained during construction. Construction is estimated to take approximately 2½ - 3 years to complete. The proposed project will address safety and mobility concerns along this section of RM 620. The roadway improvements to RM 620 include the addition of a third lane in each direction and replacement of the continuous center turn lane with a raised median. TxDOT will purchase right of way needed to make room for the safety and mobility improvements to RM 620. Property owners have the constitutionally guaranteed right to receive just compensation for the property that will be purchased. Where payment is to be made, the real property will be appraised to determine just compensation. TxDOT will be commissioning appraisals from independent, state licensed appraisers to value properties consistent with Federal and State laws, including impacts to access in accordance with those laws. For more information on TxDOT's process for preparing appraisals to value property acquisitions, please see TxDOT's State Purchase of Right of Way brochure at: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf
87e	Paul Jacobs	3/3/2020	Email	6. Emergency access/fire evacuation needs to provide adequate roadways/egress for areas like the Preserve of Lakeway which is locked-in due to the Balcones Preserve on the east. Other neighbors may have similar concerns.	The project will not reduce the number of intersecting access points from side streets and driveways to RM 620. The project will provide additional capacity along RM 620 which will be beneficial during emergency evacuations. Providing additional roadway connections beyond what is existing today, either to RM 620 or to other roadways, is beyond the scope of this project.
88	Randy Vance	2/20/2020	Comment Form	Blanchard Drive is a gravel/dirt neighborhood street. At the one point, currently trees and tree growth has overtaken half the street. The deep ruts, channels, and yes ditches must be driven over. Having called for an ambulance at least twice, the EMS personnel complained about the conditions and impact on safe response times and the lack of ability to turn around. Safety, indeed lives (survival), is at highest risk.	This local cul-de-sac roadway is not under TxDOT's jurisdiction and is not directly impacted by this project. Hence, improvements to this roadway are not included as part of the RM 620 project.
89	Richard Barth	2/20/2020	Comment Form	Strongly support eliminating center turn lane. Existing turn lane is unsafe. Median divider will be big improvement. Additional travel lanes will help with future increases in traffic.	Thank you for your comment.

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90	Richard Black	2/20/2020	Email	I live on Nightingale Lane along RM 620. Currently we have several roads that exit our neighborhood. I reviewed the plan tonight at the public hearing and disappointed that there are no left turns. Our neighborhood is not that large but probably around 100 houses with the neighborhoods beside us. It seems like Pheasant Ln. or N. Flamingo should have a traffic light so we can take a left and get out of the neighborhood. It could be tied into Clara Van which is very close. All people coming out of our neighborhoods will go into traffic, cross three lanes to do a U-turn to get back into Lakeway. That seems worse to me. There could easily put a light in there that wouldn't cause any more delays if it was tied into the Clara Van light.	TxDOT is performing preliminary studies to determine if a traffic signal at the RM 620 and Flamingo/Palazzo Alto intersection is warranted based on the proposed schematic layout and future projected traffic conditions. This schematic will be revised to note a "future traffic signal" at this location.
91	Roger Dooley	2/20/2020	Comment Form	1. Thank you for working on solving 620 traffic problems! 2. Primary concern is impact on the entrance to Falconhead: - The expansive, landscaped entrance is a defining feature of our neighborhood. - Changes that reduce the appeal of the entrance will affect the property values of hundreds of homes. 3. It is too early to comment without more detailed plans. But, widening the Falconhead Blvd. exit to four lanes to create a straight-ahead lane makes no sense. Traffic from F.H. to Cielo Apartments is near zero, and the current 3 lanes are never backed up. 4. No retention pond is needed – big appearance impact.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

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92	Rudolph Maier	2/20/2020	Transcript	Hello, my name is Rudolph Maier. I'm the owner of Bruster's Real Ice Cream. Rudolph Maier, M-A-I-E-R. I come here tonight in protest of the expansion. Especially, the unfunded part between the fire station and Williamson Drive. And, when you talk about the community association economic impact, my business every day, I get to see the road right there at the 620. I monitor it. I'm very interested in what the traffic does there. And, we don't really have traffic at that point. Everybody knows that the people that are on (inaudible) Ranch go north, and that the people of Lakeway go south. In order to expand this road, the way you want to do it, you're creating a median divider of 18 feet, an additional lane, and bike line which will go straight through the first foot of my porch. Thusly, killing my business. Killing the business of the person next to me, who is going to be opening up Lake Travis Pizza Place soon and killing the businesses that are also are affected within that area. When you talk to the aesthetics impact of such a move, we have a lake community here. It is somewhat a sleepy community. Basically, what is being proposed is a highway that would run through this entire community for no general purpose that many of us can see. Everybody knows that the traffic buildup is at the high school. It's at the end of the day, and if there's a vehicle accident. When we talk to the aesthetics in general, killing small businesses like mine, or Sammy's Burger Hut, or the upcoming Lake Travis Pizza Place, we will sterilize the area, turn everything into a giant shopping center type of looking area that has no businesses that could survive in the high rated locations. Evidence of this was at the Randall's across from the HEB. There are multiple spots that nobody is taking up because of the highway. Although you figure because those are their prime locations. The community is here. The fluency is here. The money is here, but nobody is renting those locations. The rent is too high, and there's no reason and it's too sterile. You can't draw in businesses into a sterile location. Falconhead has a shopping center with an empty lot. Why is half of it empty? Half of it is empty because it's sterile, it's boring, and nobody wants to go there. Right next to High Five, there used to be a creamery. One of my competitors. It couldn't make business. It was sterile, boring, and looks like everything else. I moved to this area because Lake Travis, Apache Shores, also known as the hood, Hudson Bend, and Snyder (ph) are a sleepier Lakeway -- lake-access type of community, and we enjoy just community just the way it is now. I would not like to see a large highway with a giant median come in and destroy the aesthetics of the community that we have built. That's not what I came here for. And, I don't think that that's what many of us are about. Thank you for your time.	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification. Every effort was made during the design process to avoid or minimize impacts to property owners. However, not all impacts could be avoided. For more information on TxDOT's process for preparing appraisals to value property acquisitions, please see TxDOT's State Purchase of Right of Way brochure at: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf

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93a	Shane Owenby	2/26/2020	Email	This email is in relation to public feedback on the RM 620 South project. My wife and I own both of these properties: - 3110 Ranch Road 620 N - 3304 Ranch Road 620 N We have multiple concerns with the project: 1. Another U-turn location needs to be added between the Lake Travis Fire and Rescue station and Texas Street (e.g. from Hudson Bend Middle School toward Mansfield dam). The concern here is to access either of our properties when coming home from Hudson Bend Middle School or Lakeway (where we mainly shop/eat/have kid activities) would add an additional 4 minutes for each trip. We are constantly in and out of our property each day. We estimate the additional time to go all the way to the stoplight at Eck Lane to do a U-turn (and that light often has more cars than can go through it in a single light) and come back would add 4 minutes per trip, 6 trips on average for family members per day = 720 minutes per month. If an additional U-turn location is added halfway between General Williamson Dr. and Eck Lane, then we could at least cut the additional travel time in half. *Note: We are supportive of the raised barrier in the middle of the road in the name of safety.	We have previously reviewed this location as a possible northbound hooded left. Our concern is with the lack of available sight distance needed to identify a gap in the opposing southbound stream of traffic to safely make a U-turn movement. We have reviewed further the sight distance requirements based on the 45-mph design speed compared to the available sight distance at this curve in RM 620 and determined that the required length for a hooded left turn bay for the U-turn movement cannot be implemented.
93b	Shane Owenby	2/26/2020	Email	2. We are concerned with the increased noise from the additional traffic volume. One of the homes (built in the late 1800's, but recently renovated) on the "3110 RR 620 N" property is quite close to the 620 and will require a sound barrier/wall to be constructed. I spoke at length with the TxDOT representative at the public feedback session but wanted to put this concern in writing to TxDOT. The Villas on Travis condos next door have a sound barrier planned, but for some reason my two properties were not marked as needing the sound barrier/wall.	In accordance with TxDOT (FHWA-approved) noise guidelines, the location of the noise receiver for the property adjacent to Villas on Travis condos, denoted by R56 in the approved Traffic Noise Technical Report, was placed in an area where "frequent human activity occurs." The structure on that property that is closer to RM 620 was not visible during the site visit due to a wall on the property. Additionally, no obvious areas of frequent human activity were observed at that structure from a review of aerial imagery. Therefore, in the case of R56 the swimming pool on the property was used as the noise receiver. The resulting noise level as a result of the proposed project was 60 dB(A). In order to be impacted, the noise level needs to be 66 dB(A) or higher. Since no impacts occurred to that receiver placement, no barrier analysis was conducted. Please note that under TxDOT's new noise guidelines, effective December 31, 2019, a noise barrier must benefit a minimum of two impacted noise receivers. This was an update from the 2011 noise guidelines (which the RM 620 analysis adhered to) in which barrier analyses would be conducted for individual receivers, but would not be approved for construction because the cost of the barrier would not be reasonable (i.e., they would cost more than $25,000 per benefitted receiver). The parcel at R56 would count as one receiver, so moving the receiver to the structure closer to RM 620 would still result in no noise barrier being constructed.

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93c	Shane Owenby	2/26/2020	Email	3. The schematic on the website indicates that a small number of cars will fit into the Left turning lane into General Williamson Drive from 620. The middle-of-the-road barrier needs to be thinner which would allow the number of cars that fit into the left turning lane to be larger. There are often 10+ cars in the current middle lane (for the current light that is there) that are waiting to turn left, so that turning lane needs more capacity.	We will review the feasibility of providing additional length for this southbound left turn storage bay at General Williamson Drive. Lengths for left turn bays are designed per TxDOT standards, and in many places, we are proposing even longer turn bays where feasible, to accommodate the added U-turn movements.
94	Shawn & Jeff Toler and Chelsea & Daniel Hoffman	2/20/2020	Email	We are writing to ask you to reconsider the plan to add an additional lane to the Falcon head entrance. Specifically, we would like to point out the unlikely scenario of a car exiting the Falconhead subdivision and going straight into the apartment community across the street. We applaud the efforts to address traffic on 620 with a long-range plan; however, these specifically proposed lanes would be a worthless expenditure. (Please note our subdivision is 15+ years old/ mostly built out with merely a few buildable lots left. I've never been more than 2- 3 cars back from the light the entire time I've lived in the area.) Thank you for your considerations.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
95a	Steve Pustelnyk	2/20/2020	Comment Form	*I work for the Central Texas Regional Mobility Authority. I am in full support of the plan. Closing up the median and adding a third lane is critical to improving traffic flow and enhancing safety. I favor the intersection design as presented for the intersection at RM 620 & SH 71.	Thank you for your comment.
95b	Steve Pustelnyk	2/20/2020	Comment Form	I do question whether one left turn lane is adequate at NB 620 and Main Street in front of H-E-B. Given future development and road extension plans that seem inadequate. Please process as quickly as possible with this project. Wish we could get a limited-access facility into Austin – but, realize that is unrealistic at this time.	Agree with comment regarding future development. However, the schematic design team must consider the right-of-way impacts of widening the median to accommodate an additional through lane. Building capacity for future developments are not typically mitigated by projects such as RM 620's widening project. The impacts of the proposed development are generally handled upon permitting process. These impacts should be properly mitigated per city regulations. The storage for the northbound left-turn to Main Street was lengthened as much as possible considering the left-turn bay to HEB to the south. Our team will determine whether the future development behind HEB is approved. During our traffic study phase, there were no plans set.

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96	Steven Albert	3/4/2020	Email	As a former Fire Commissioner with Lake Travis Fire Rescue (2009-2013) and as a current member of the City of Bee Cave Economic Development Corp. (2014-Present) I am very much in favor of this needed improvement. The safety and mobility enhancements are critically necessary to the residents and employees of Bee Cave who travel on FM620 daily. I do take exception to one aspect of the proposed design, however. The 10-foot-wide shared-use path (SUP) along both sides of the road for the entire length of the project is a great cause of concern. This design adds considerable expense in terms of construction and ROW acquisition. It also is totally redundant and unnecessary to have a 10-foot-wide path along both sides of the road. Furthermore, the City of Bee Cave EDC has recently spent over $700,000 to fund an existing 10-foot-wide multi-use trail that runs parallel to 620 from Falconhead Blvd. to Central Park and along Bee Cave Parkway from Central Park to the Hill Country Galleria. I view our design standards to be superior in several respects: 1. Our trail has a vegetative buffer of, in some instances, 100+ feet separating it from the road. 2. Our trail uses concrete and wherever possible decomposed granite and StaLock to minimize impervious cover. 3. We have incorporated rest areas with trash cans and benches along the path. The proposed SUP's adjacent to the road are inferior in several respects: 1. They do not reflect the fact that existing foot traffic consists primarily of folks going from adjacent Apartment Complexes and Subdivisions to Commercial Establishments or the High School. 2. They do not reflect the fact that much of the foot traffic is interior to several shopping centers. 3. Existing bicycle travel consists almost exclusively of road bikes on long rides. These bikes prefer a wide shoulder along the road, preferably a buffered shoulder. 4. The TxDOT SUP's will be underutilized simply because as road noise and traffic continues to increase the aesthetics will be undesirable. Let me be clear, the Bee Cave EDC has allocated $2,500,000 towards this project. If TxDOT continues to insist on this unnecessary, redundant component to the project, I will be a NO vote when it comes to committing funds.	Shared-use paths along both sides of RM 620 will allow for safer bicyclist and pedestrian movement along the corridor. Currently bicyclists and pedestrians only have the paved outside shoulder to access along the corridor, separated from passing vehicles by only a white stripe. The shared-use path adjacent to the roadway would separate bicyclists and pedestrians from automobiles with a 6-inch high curb and up to a five-foot grass buffer. This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area. The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project. RM 620 is a rapidly growing corridor and TxDOT has a responsibility to accommodate all modes of transportation as it improves the roadway. The addition of shared-use paths provides a safer option for bicyclists and pedestrians as they travel along the corridor. Transportation projects with TxDOT oversight must take into consideration existing and future needs.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
97	Terrell (Ted) Freemon	2/25/2020	Email	I would like to express my opinion regarding the intersection of RM 620 South at Falconhead Blvd. For point of reference, I live in the Wildwood section of Falconhead. The intersection in question is my primary ingress/egress to the neighborhood and I use it several times per day. The idea of widening this road is a good one – and very timely. The real needs are for additional traffic lanes and for a central median to control turns across the road – and the plan allows for both of these. Overall, I like the plan except for where it interfaces with Falconhead Blvd. I don't see a need add a 4th lane for egress from the Falconhead development. The neighborhood is almost completely built out, we don't currently have issues with traffic backing up at that light and the proposed additional lane seems to be designed to go straight across into the Cielo/Madrone apartment development…not something that requires its own lane. The only issue, as I see it, is the potential for the Gateway to Falconhead commercial development to impact traffic at this intersection (for those who need to go north on RM 620) as its occupancy rates increase. But that issue could be controlled with adjustments to the signal light timing. I'm also not sure of the need for a collection pond in the southwest corner of that intersection. So, that's my input. Thanks for providing this option for comments.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
98a	Terrence Irion	2/20/2020	Email	I live at [redacted] in the Falconhead Subdivision. I have two concerns with the design. First, the detention pond on the reuse irrigation field, also known as the subdivision's signature front lawn, would destroy that lawn. I met with several of TxDOT's outside engineers along with spokesperson Randall Dillard, a member of the WTCPUA, a Board member of the Spillman Ranch Property Owners Association, and the civil engineer for the WTCPUA last summer. An alternate location was suggested by the Board member and an offer to work with the title holder to have it donated to the State. It appeared the alternate location was feasible, and we left the meeting thinking the TxDOT engineers would seriously consider it. It appears however the alternate suggestion has been dismissed or ignored without explanation. What is the point of having public hearings if the comments and suggestions are summarily dismissed? The alternate location suggested last summer should be put back on the table with a challenge to the TxDOT outside engineers to make it work if at all possible. The alternative will require condemnation and an evaluation of the financial impact of finding replacement reuse irrigation land acceptable to the TCEQ.	Further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. It has been removed from the proposed project layout as presented in the FINAL Environmental Assessment. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
98b	Terrence Irion	2/20/2020	Email	Second, I am concerned about the plan for the relocated overhead power lines. I know the City of Bee Cave is interested in seeing the lines buried and would likely pay the delta between the cost of relocating the overhead lines and the added cost of burying them. I know there is some concern with the determination of available room to bury the lines along with the other utilities that need to go in the utility easements. One possibility would be to locate the power lines in the raised median. If that is not a feasible option, TxDOT should work with the City to consider burying the lines on one side of the street with sleeves under the road to tie to overhead lines on the other side. Please note that the City of Bee Cave is planning to link its Central Park to the Galleria with a pedestrian bridge over FM 620. This will require the power lines to either be buried or run under such bridge. We invest a lot of money into building the highway corridors that run through our communities. The City of Bee Cave and Lakeway value their partnership with TxDOT in improving our FM 620 corridor and have put their taxpayer money where their mouths are. We should not shy away from spending a little more money to maintain the aesthetic beauty of our communities and not hide the architecture and landscaping of the private properties that are located along the corridor with a sea of ugly wires and poles that obscure what property owners have tried so hard to beautify.	With respect to existing utilities along RM 620, TxDOT's role is to identify potential conflicts with existing underground and overhead utilities, and work with utility providers to relocate those utilities prior to roadway construction. Shifting existing overhead utilities to underground typically requires significantly more right of way and also more utility construction cost. TxDOT is limited by statute to using its funds for transportation use only. The additional funds to relocate overhead utilities to underground would need to be borne by the utility providers themselves, or the local community.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
99	Theresa Hernandez	2/21/2020	Email	Please preserve our entrance at Falconhead on 620. I live in Falconhead and commute down 620. Widening 620 will not prevent accidents from occurring. Perhaps just lowering the speed limit will suffice. Falconhead property should not be destroyed, we pay for this entryway. Thank you.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance. The proposed design speed of RM 620 is 45 mph, which meets TxDOT's design criteria. The posted speed limits are generally set after completing a speed study for the fully constructed corridor. Therefore, this schematic phase of the project does not dictate the posted speeds.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
100	Theresa Willcox	2/20/2020	Comment Form	Eliminate the retention pond @ Falconhead/620. Do not add an additional lane exiting Falconhead to go straight into the apartments. It is not necessary at all. Keep it as is. Traffic is minimal going into the apartments. Please keep our beautiful entrance @ Falconhead. Our home values will decrease if you take away our entrance.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
101	Thomas Barney	2/21/2020	Email	In regard RM 620 south project, I exit on to 620 from Falconhead Blvd. and rarely see any significant backup on Falconhead to warrant tearing up the entrance for another turn lane. I feel a traffic count on that road would warrant no changes at that intersection.	Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, while some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
102a	Travis Lairsen	2/20/2020	Comment Form	Regarding 113 RR 620 N. Sandeez Hamburger Hut: Between Clara Van & Stewart Rd. the roadway and ROW should be pushed north toward the vacant property across the street. There is no need to mess with our side of the street with all the available vacant land on the other side.	The proposed design was modified from a "widening" to a "reconstruction" to incorporate a lowering of the roadway profile in this segment adjacent to your property to beneficially reduce impacts and associated ROW needs. The current proposed alignment which maintains the existing roadway centerline requires ROW on both sides of RM 620 and meets the project purpose and need of improving mobility and safety while minimizing property and environmental impacts as much as possible.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
102b	Travis Lairsen	2/20/2020	Comment Form	There should be a two-way turn in for our business. I feel limiting the access for my customers is inexcusable. My business will no doubt be affected during and after construction. I have been in Lakeway for 38 years. I don't like the way things have been going lately.	The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements: • Removing the continuous center turn lane and adding a raised median • Widening the existing 4-lane divided roadway to a 6-lane divided roadway by adding a third travel lane in each direction • Adding a continuous bicycle/pedestrian shared-use path along both sides of the corridor The proposed raised medians will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. U-turns will be permitted at all the traffic signal lights along the proposed project. The raised median will be even more important with the addition of a general traffic lane in each direction. Without the raised median, drivers exiting a property and wanting to make a left turn would have to cross three lanes of traffic just to reach the middle of the roadway. The raised median limits potential conflict points with traffic and controls turning movements at specific locations. The raised medians will also provide improved refuge for pedestrians and bicyclists crossing RM 620 at controlled locations and provide potential locations for landscaping and beautification.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
103	Ulysses Flores	2/20/2020	Comment Form	We strongly oppose placing a concrete water detention and water quality structure at the main entrance to Falconhead subdivision from RR 620. We were told by RTG Julian that because proposed structure drawn has a "red dot" it is 90 percent chance it will not be located there, and we will follow design development to ensure it does not. The median at the entrance to Falconhead subdivision is planned to be reduced. We request reduction of width is minimal and restored to its current design.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
104a	Vance McDonald	2/20/2020	Comment Form	I am opposed to the detention pond at the front of the Falconhead subdivision.	Further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. It has been removed from the proposed project layout as presented in the FINAL Environmental Assessment. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.
104b	Vance McDonald	2/20/2020	Comment Form	Protected left turn arrow at Falconhead Blvd. currently you can turn left on a green light (or an arrow) but there have been too many fatal accidents. It should be left on arrow only!	At this time, the northbound and southbound RM 620 left-turns at Falcon Head Boulevard are controlled with a protected phase (arrow) as well as a permitted phase (green ball). The phasing of the signals will consider your comment and will be re-evaluated under the proposed 6-lane configuration. This is typically completed during a signal timing optimization study by TxDOT. A formal traffic signal comment should be made to TxDOT Austin District's signal department.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
104c	Vance McDonald	2/20/2020	Comment Form	Speed limit should be reduced on FM 620 to 45 instead of 55 - due to the dangerous nature of the bend in the road (620) at Falconhead Blvd.	Safety is a top priority for TxDOT and this project. Future posted speed limits will be determined based on state law, which require a study of motorist's actual travel speeds after the project is completed. Typically, motorists ignore arbitrary speed limits which they consider too high or too low.
105	Vicki Bradshaw	2/18/2020	Email	I do feel 620 needs improvement, but it shouldn't take an entrance away from residents in Falconhead. It seems bicycle lanes are more important than the homeowners would build their retirement home here. We will be at the meeting but usually your minds are already made up. We recently had a college that wanted to go in at our entrance…if that had happened…what would they have done with you taking our turn in lane. Please think of the residents and find an alternative as our HOA has said… there are different solutions.	Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input. Based on public input, the existing number of lanes and lane configuration at Falcon Head Boulevard as it connects with RM 620 will be maintained. However, since the widening of RM 620 will change the elevation of the roadway, we will need to lower Falcon Head Boulevard to make the connection, requiring some modification of the existing median landscaping. It is important to note that keeping the existing lane configuration will not provide increased mobility on Falcon Head Boulevard as traffic on RM 620 increases. Improved mobility would have been provided by two exclusive eastbound left-turn lanes onto RM 620 and an additional through lane would have had the flexibility to be re-striped to a shared through/right if needed. Ultimately, changes that could be needed in the future will not be funded as part of this project. Also, further analysis of the previously proposed detention pond along RM 620 in front of the Falconhead entrance found that the pond is not needed and will not be built. While some right of way will be acquired to make room for the safety and mobility improvements to RM 620, the project will not impact the large rock walls at the entrance. Efforts will be made to minimize impacts to the grass along the Falconhead entrance.

B.
Public Hearing Officer Certification

Public Hearing Certification

Project Name: Ranch-to-Market (RM) 620 South

County Name Travis County

Control Section Job Numbers (CSJ): 0683-02-066

Project Limits:

From: State Highway (SH) 71

To: Hudson Bend Road

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

A. A public hearing was held on February 20, 2020 at Lake Travis High School, 3324 Ranch Road 620 South, Austin, Texas, 78738.

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

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

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

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

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

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

Signed: _____ **Date:** 2-20-2020

Name/Title

Print Name: Christopher R. Bishop

C.
Notices

C-1

Newspaper Advertisements

Display Advertisements	Publish Date
Austin American-Statesman	Jan. 30, 2020
Austin American-Statesman	Feb. 6, 2020
Austin American-Statesman	Feb. 13, 2020
Lake Travis View	Feb. 6, 2020
Lake Travis View	Feb. 13, 2020

Austin American-Statesman

PROOF OF PUBLICATION

STATE OF TEXAS

PUBLIC NOTICE

Before the undersigned authority personally appeared (Legals Rep): Justin Garcia, who on oath says that he/she is an Advertising Agent of the *Austin American-Statesman*, a daily published newspaper that is generally circulated in Bastrop, Bell, Blanco, Burnet, Caldwell, Comal, Coryell, Fayette, Gillespie, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Milam, Travis, and Williamson Counties, and the State of Texas, and that the attached advertisement was published in said newspaper, to wit:
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City, ST, Zip: Pflugerville, Tx, 78660

Order Number: 549722

Signed _____
(Legal Advertising Agent)

Sworn or affirmed to, and subscribed before me, this 19 day of February 2020 in
Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

Signed _____
(Notary)

JAMES MICKLER
Notary Public, State of Texas
Comm. Expires 04-05-2023
Notary ID 131962018

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Austin American-Statesman

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Donut Shop for Sale: River City Donut & Coffee House (Over 15+ years establishment). Owner want to retire. Shop location: Busy Medical Center in San Antonio, TX. Asking price: $190,000 (negotiable). Contact Toeur (Victoria) at 281-433-2742 for details.

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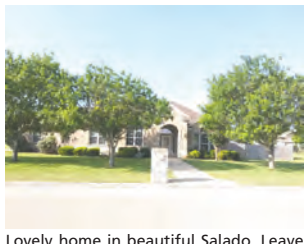

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Daily Law Journal

legal notice

ADVERTISEMENT FOR PROPOSALS

The CITY OF CEDAR PARK (OWNER) will receive **COMPETITIVE SEALED PROPOSALS** for the **Cottonwood Wastewater Interceptor, Phase C-2 Project** until 2:00 PM local time on February 27, 2020 at the City of Cedar Park Public Works Department, 2401 Brushy Creek Loop, Bldg. 1, Cedar Park, Texas, 78613. The PROPOSALS shall be sealed and addressed to:

City of Cedar Park
Attn: Michael A. Huber, P.E.
2401 Brushy Creek Loop, Bldg. 1
Cedar Park, TX 78613

The PROPOSALS will be publicly opened and read aloud at the Public Works Department in Cedar Park, Texas on **February 27, 2020 at 2:00 PM local time.** PROPOSALS received after this time will not be accepted.

PROPOSALS are invited for the items and scope of work as follows:

Installation of approximately 5,330 of wastewater interceptor ranging in size from 10-inch PVC to 36-inch PVC or Fiberglass pipe by bore and open cut including all necessary manholes and appurtenances. Scope also includes abandonment of existing Cottonwood lift station.

Instructions to Proposers, Proposal Forms, Specifications, and Contract Documents may be examined or obtained electronically beginning January 29, 2020 at www.civcastusa.com (Project Name = "City of Cedar Park Cottonwood Wastewater Interceptor, Phase C-2") or for viewing only at the City of Cedar Public Works Department, 2401 Brushy Creek Loop, Bldg. 1, Cedar Park, Texas, 78613.

Construction services for this project will be selected through competitive sealed proposals in accordance with Chapter 2269, of the Texas Government Code. The City will evaluate and rank the contractors based on the following selection criteria: 30% Contractor Relevant Experience and References, 60% Cost Proposal and 10% proposed schedule. The City shall select the contractor that offers the best value as determined by the selection criteria and ranking evaluation. The estimated total construction budget for this project is $5.2M.

General contractors are invited to attend a voluntary pre-proposal conference for this project. The pre-proposal conference will be held on February 11, 2020 at 2:00 p.m. local time at the City of Cedar Park Public Works Department, 2401 Brushy Creek Loop, Building #1, Cedar Park, Texas, 78613.

During the pendency of this RFP, Proposer shall not contact any City staff except those designated herein this RFP or subsequent addendums or correspondence. Any questions or concerns should be submitted via the Civcast website after the PRE-PROPOSAL meeting and at least five (5) business days prior to the Due Date (on or before Thursday, February 20, 2020).
City of Cedar Park
Cedar Park, Texas

1-30, 2-6, 2-13/2020
0000549609-01

AUSTIN COMMUNITY COLLEGE (ACC) DISTRICT is requesting proposals from interested and qualified firms for ACC District-Wide Plumbing Equipment, Parts, and Supplies.

Request for Proposal No. **670-20-0154-00-S-LD-RFP**

All Proposals must be submitted to the Procure to Pay Department by no later than on Thursday, February 20th, 2020 at 2:00 P.M. Central Standard Time (CST).

Solicitation documents are available on the ACC Purchasing website: http://www.austincc.edu/offices/purchasing/advertised-solicitations, or at the ACC Procure to Pay Department with advance notice at (512) 223-1300 between the hours of 9:00 A.M. and 4:00 P.M., Monday through Friday.

All responses must be sealed and returned to the ACC Procure to Pay Department, ACC Service Center; 9101 Tuscany Way; Austin, Texas 78754, by the date and time indicated above. Electronically transmitted responses will NOT be accepted unless otherwise stated in the documents.

1/30, 2/6/2020
0000549825-01

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LAKESIDE WATER CONTROL AND IMPROVEMENT DISTRICT NO. 2-C
UNLIMITED TAX BONDS, SERIES 2020
(A political subdivision of the State of Texas located in Travis County, Texas)

Selling: Tuesday, February 11, 2020
Bids Due: 10:30 a.m. C.S.T.

Place and Time of Award: The District will consider the award of the sale of the Bonds on Tuesday, February 11, 2020 at 5:45 p.m., C.S.T., at the designated meeting place outside the boundaries of the District, at The Tiemann Companies, 4421 Rowe Lane, Pflugerville, Texas 78660. Action will be taken immediately by the Board of Directors of the District to accept or reject the best bid. Each bidder must deliver a Bank Cashier's Check in the amount of $96,300 payable to the order of Lakeside Water Control and Improvement District No. 2-C as a good--faith deposit to Specialized Public Finance Inc., 248 Addie Roy Road, Suite B-103, Austin, Texas, 78746 prior to 10:30 a.m., C.S.T. on the date of the sale.
Written Bids/Bids Delivered in Person: Written bids, plainly marked "Bid for Bonds" should be addressed to the Board of Directors of Lakeside Water Control and Improvement District No. 2-C, and if delivered in person, delivered to John Barganski, Specialized Public Finance Inc., 248 Addie Roy Road, Suite B-103, Austin, Texas 78746 prior to 10:30 a.m., C.S.T., on Tuesday, February 11, 2020. All bids must be signed and submitted in duplicate on the "Official Bid Form," without alteration or interlineation, all as described in the "Official Notice of Sale" described below.
Electronic Bidding Procedures: Any prospective bidder that intends to submit an electronic bid must submit its electronic bid through the facilities of PARITY prior to 10:30 a.m., C.S.T., on Tuesday, February 11, 2020 as described in the "Official Notice of Sale" described below. Subscription to the i--Deal LLC's BIDCOMP Competitive Bidding System is required in order to submit an electronic bid. The District will neither confirm any subscription nor be responsible for the failure of any prospective bidder to subscribe.
Bids by Telephone: Telephone bids will be accepted at (512) 275-7300, prior to 10:30 a.m. C.S.T. on the date of the bid opening as described in the "Official Notice of Sale" described below.
Facsimile bids will not be accepted.
Information: The Bonds are more completely described in the "Official Notice of Sale," "Official Bid Form" and the "Preliminary Official Statement" which may be obtained from Specialized Public Finance Inc., 248 Addie Roy Road, Suite B-103, Austin, Texas, 78746.
All bidders must submit a SIGNED Official Bid Form in connection with the sale prior to 10:30 a.m. C.S.T. on Tuesday, February 11, 2020 to John Barganski, Specialized Public Finance Inc., by email or facsimile (john@spfmuni.com / (512) 275-7305). The bidder whose bid is the winning bid in accordance with the "Official Notice of Sale" will be notified immediately. Additionally, pursuant to Texas Government Code Section 2252.908, the District may not award the Bonds to the winning bidder unless the bidder either (i) submits a Certificate of Interested Parties Form 1295 (the "TEC Form 1295"), as prescribed by the Texas Ethics Commission, to the District, before the Board of Directors of the District formally votes to award the Bonds to the winning bidder, or (ii) certifies in the Official Bid Form that it is exempt from filing the TEC Form 1295 by virtue of being a publicly traded business entity or wholly owned subsidiary of a publicly traded business entity, in accordance with the "Official Notice of Sale."
The District reserves the right to reject any or all bids for the Bonds and to waive any and all irregularities except time of filing. This notice does not constitute an offer to sell the Bonds but is merely notice of sale of the Bonds as required by law. The offer to sell the Bonds will be made only by means of the "Official Notice of Sale," the "Preliminary Official Statement" and the "Official Bid Form."

Board of Directors
Lakeside Water Control and Improvement District No. 2-C
1-30/2020
0000550065-01

The Pflugerville Independent School District will open Proposals for:
District LAN Refresh and Security
on Wednesday, February 26, 2020
@ 2:00 p.m.
All proposals may be submitted (by mail or hand carry) to:
Pflugerville ISD
1401 West Pecan
Pflugerville, TX 78660
Attn: Janie Ornelas
Proposals may be picked up in person or downloaded from the PISD website at:www.pfisd.net.
Regards,
Janie Ornelas
Assistant Director of Purchasing
Pflugerville ISD
01-3, 01-03/2020
0000550048-01

public hearing

A public hearing, in compliance with Chapter 26 of the Parks and Wildlife Code, will be held on Thursday, February 20, 2020 at the Lake Travis High School Cafeteria, 3324 Ranch Road 620 South, Austin, TX regarding the proposed RM 620 South project which would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).
The hearing would begin with an open house at 5:30 p.m., followed by a formal presentation at 6:30 p.m. A public comment session will follow the presentation.
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

1/30, 2/6, 2/13/2020
0000549722-01

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Travis County Commissioners Court will hold a public hearing on Tuesday, February 18, 2020, to receive comments regarding a request to authorize the filing of an instrument to vacate a public utility easement located along the common lot line of Lots 5 and 6, Block L, Apache Shores, Section 5, a subdivision in Precinct Three.

The public hearing will be held at 9:00 a.m. in the Commissioners Courtroom in Travis County located at 700 Lavaca (first floor), Austin, TX.

Free language assistance can be provided upon request.
Ayuda gratuita en su idioma se puede proporcionar por petición.
01-28 - 01-30/2020
0000548287-01

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Travis County Commissioners Court will hold a public hearing on Tuesday, February 25, 2020, to receive comments regarding a partial cancellation of Ranch at Lakeside Section 1, Lot 5, Block C (partial cancellation-one single-family lot partially in Burnet County- 0.71 acres in Travis County-Paleface Ranch Roadwater and wastewater provided by Aqua Texas-partially in Travis County and no city's ETJ) in Precinct Three.

The public hearing will be held at 9:00 a.m. in the Commissioners Courtroom in Travis County located at 700 Lavaca (first floor), Austin, TX.

Free language assistance can be provided upon request.
Ayuda gratuita en su idioma se puede proporcionar por petición.
01-28 - 01-30/2020
0000548282-01

NOTICE OF PUBLIC HEARING

PUBLIC HEARING ON TEXAS ACADEMIC PERFORMANCE REPORT (TAPR)

The Harmony Public Schools will hold a public hearing on February 22, 2020, at 9:00 a.m. in the Harmony Public Schools Central office building, 9321 W Sam Houston Pkwy S, Houston, Texas 77099. The purpose of this hearing is to discuss the 2018-2019 Texas Academic Performance Report (TAPR) for the Harmony Public Schools.

Copies of the 2018-2019 TAPR Report will be available for public viewing starting on March 8, 2020 in the Central Office.

For further information, please contact us at 713-343-3333x1279.
01-23, 01-30/2020
0000544674-01

public notice

AT&T Mobility proposes to construct a 33-foot monopole small cell Communications Tower at the approx. vicinity of 12506 Shops Parkway, Austin, Travis County, TX 78738, Lat: [30° 18' 17.22" N], Long: [97° 56' 17.64" W]. Public comments regarding potential effects from this site on historic properties may be submitted within 30 days from the date of this publication to: Trileaf Corp, Thomas Johnston, t.johnston@trileaf.com, 2550 S IH 35, Suite 200, Austin, TX 78704, 512-519-9388.
01-30/2020
0000549934-01

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Texas Commission on Environmental Quality

Notice of Public Meeting for a New Municipal Solid Waste Facility
Registration Application No. 40306

Application. Waste Management of Texas, Inc. (Applicant), 9900 Giles Road Austin, TX 78754, has applied to the Texas Commission on Environmental Quality (TCEQ) for proposed Municipal Solid Waste (MSW) Registration No. 40306, to construct and operate a Type V MSW Transfer Station. The proposed facility, Austin Community Transfer Station, will be located 500-ft north of intersection of Giles Road and US Hwy 290 Austin, TX ***78754,*** in Travis County. The transfer station will be located entirely within the permit boundary of the Austin Community Recycling and Disposal Facility (an existing Type 1 MSW facility). The Applicant is requesting authorization to store, process, and transfer municipal solid waste which includes household, yard, commercial, construction, and demolition waste as well as brush, rubbish, Class 2 non- hazardous industrial solid waste, ***Class 3*** non-hazardous industrial solid waste, shredded or quartered tires, and certain special wastes. The following link to an electronic map of the site or facility's general location is provided as a public courtesy and is not part of the application or notice: https://arcg.is/1yrXqi. For exact location, refer to application.

Executive Director Action. The executive director shall, after review of an application for registration, determine if the application will be approved or denied in whole or in part. If the executive director acts on an application, the chief clerk shall mail or otherwise transmit notice of the action and an explanation of the opportunity to file a motion to overturn the executive director's decision. The chief clerk shall mail this notice to the owner and operator, the public interest counsel, to adjacent landowners as shown on the required land ownership map and landowners list, and to other persons who timely filed public comment in response to public notice. Not all persons on the mailing list for this notice will receive the notice letter from the Office of the Chief Clerk.

Public Comment/Public Meeting. A public meeting will be held and will consist of two parts, an Informal Discussion Period and a Formal Comment Period. A public meeting is not a contested case hearing under the Administrative Procedure Act. During the Informal Discussion Period, the public will be encouraged to ask questions of the applicant and TCEQ staff concerning the registration application. The comments and questions submitted orally during the Informal Discussion Period will not be considered before a decision is reached on the registration application and no formal response will be made. Responses will be provided orally during the Informal Discussion Period. During the Formal Comment Period on the registration application, members of the public may state their formal comments orally into the official record. All formal comments will be considered before a decision is reached on the registration application. The executive director is not required to file a response to comments.

The Public Meeting is to be held:

Thursday, February 6, 2020 at 7:00 PM
Bluebonnet Trail Elementary (cafeteria)
11316 Farmhaven Road
Austin, Texas 78754

Information. Citizens are encouraged to submit written comments anytime during the meeting or by mail before the close of the public comment period to the Office of the Chief Clerk, TCEQ, Mail Code MC-105, P.O. Box 13087, Austin, TX 78711-3087 or electronically at https://www14.tceq.texas.gov/epic/eComment/. If you need more information about the registration application or the registration process, please call the TCEQ Public Education Program, toll free, at 1-800-687-4040. *Si desea información en Español, puede llamar 1-800-687-4040.* General information about the TCEQ can be found at our web site at www.tceq.texas.gov.

The registration application is available for viewing and copying at the University Hills Branch Library 4721 Loyola Ln Austin, TX 78723, and may be viewed online at https://www.wm.com/wm/permits-texas/permits.jsp Further information may also be obtained from Waste Management of Texas, Inc. at the address stated above or by calling Charles Rivette at 713-253-4497.

Persons with disabilities who need special accommodations at the meeting should call the Office of the Chief Clerk at (512) 239-3300 or 1-800-RELAY-TX (TDD) at least one week prior to the meeting.

Issued Date: January 8, 2020

AX-0000546006-01

Facts. Checked and double-checked.

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Registered Weimaraner pups, tails docked, with papers, 3rd set of shots, born Nov 26 2019. $750. 936-349-3007, 361-550-0690

Sable Yorkie Pups

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WANTED: CATTLE PASTURE/ LEASE
References available
Phone: 512-748-8150 or
Email: CranorCattleCo@aol.com

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Road Base - Refernces Available
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automotive

antique/classic/ collectible

1961 Corvette. Older body-off frame restoration that has won an NCRS (National Corvette Restorers Society) "Top Flight Award." It is still in very good condition. It has 60,721 original miles showing on the odometer. It has barely been driven since purchased in 2000. It is a beautiful Jewel Blue exterior with blue interior and a white convertible top. It is powered by its original numbers matching 283/230hp engine and 3-speed manual transmission. It also has a Factory original Wonderbar radio. I also have the original whitewall tires. Contact me at 512-422-6400.

antique/classic/ collectible

1970 Dodge Challenger R/T Convertible, Burnt Orange exterior and interior, numbers matching original 383 4bbl, automatic, rear end, power steering, added year correct power front disc brakes, new power black top, new tires and wheels. This car was restored honoring its original appearance and options as closely as possible. The car runs and drives beautifully and is ready for road or show. $64,500 OBO.
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Phil Terry
918-520-2426

automotive

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Loaded with all comfort & power options and Navigation
idrive automatic with aux, Bluetooth, usb and CD player with hifi HD stereo Navigation, moon roof
Leather Heated seats
Recent full service completed w/new tires
clean title and garage kept car.
Call 512 910 5677 with serious offers only.

2017 BMW X5 xDrive35i 26k miles, mint condition, no damage clean title, asking $22800. Call or Text 9792725702

2017 Infinity QE 50
mileage 32,507
Black on Black
Excellent Condition
Ph. 737-224-4067

$3000. 2000 Mercury Sable wagon, LS, V6, auto, cold air, 100K, 1 owner. 512-769-6008

$6500. 2002 Toyota Highlander - limited, v6, sunroof, auto, cold air, 1 owner. 512-769-6008

$6995 2006 Chevy 3500 Express Van 155in. V8 Auto Dual Air 119 K One Owner 512-769-6008

vehicle wanted

**** ALL CASH! $500-$7500 ****
Cars/Trucks, 2004 & Up, Running/Not. All Makes & Models. Mobile Service. 7 days a Wk 8am-9pm. 512-629-7917

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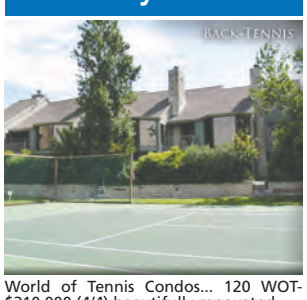

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DAILY LAW JOURNAL

legal notice

ADVERTISEMENT FOR PROPOSALS

The CITY OF CEDAR PARK (OWNER) will receive **COMPETITIVE SEALED PROPOSALS** for the **Cottonwood Wastewater Interceptor, Phase C-2 Project** until 2:00 PM local time on February 27, 2020 at the City of Cedar Park Public Works Department, 2401 Brushy Creek Loop, Bldg. 1, Cedar Park, Texas, 78613. The PROPOSALS shall be sealed and addressed to:

City of Cedar Park
Attn: Michael A. Huber, P.E.
2401 Brushy Creek Loop, Bldg. 1
Cedar Park, TX 78613

The PROPOSALS will be publicly opened and read aloud at the Public Works Department in Cedar Park, Texas on **February 27, 2020 at 2:00 PM local time.** PROPOSALS received after this time will not be accepted.

PROPOSALS are invited for the items and scope of work as follows:

Installation of approximately 5,330 of wastewater interceptor ranging in size from 10-inch PVC to 36-inch PVC or Fiberglass pipe by bore and open cut including all necessary manholes and appurtenances. Scope also includes abandonment of existing Cottonwood lift station.

Instructions to Proposers, Proposal Forms, Specifications, and Contract Documents may be examined or obtained electronically beginning January 29, 2020 at www.civcastusa.com (Project Name = "City of Cedar Park Cottonwood Wastewater Interceptor, Phase C-2") or for viewing only at the City of Cedar Public Works Department, 2401 Brushy Creek Loop, Bldg. 1, Cedar Park, Texas, 78613.

Construction services for this project will be selected through competitive sealed proposals in accordance with Chapter 2269, of the Texas Government Code. The City will evaluate and rank the contractors based on the following selection criteria: 30% Contractor Relevant Experience and References, 60% Cost Proposal and 10% proposed schedule. The City shall select the contractor that offers the best value as determined by the selection criteria and ranking evaluation. The estimated total construction budget for this project is $5.2M.

General contractors are invited to attend a voluntary pre-proposal conference for this project. The pre-proposal conference will be held on February 11, 2020 at 2:00 p.m. local time at the City of Cedar Park Public Works Department, 2401 Brushy Creek Loop, Building #1, Cedar Park, Texas, 78613.

During the pendency of this RFP, Proposer shall not contact any City staff except those designated herein this RFP or subsequent addendums or correspondence. Any questions or concerns should be submitted via the Civcast website after the PRE-PROPOSAL meeting and at least five (5) business days prior to the Due Date (on or before Thursday, February 20, 2020).
City of Cedar Park
Cedar Park, Texas

1-30, 2-6, 2-13/2020
0000549609-01

AUSTIN COMMUNITY COLLEGE (ACC) DISTRICT is requesting proposals from interested and qualified firms for ACC District-Wide Plumbing Equipment, Parts, and Supplies.

Request for Proposal No. **670-20-0154-00-S-LD-RFP**

All Proposals must be submitted to the Procure to Pay Department by no later than on Thursday, February 20th, 2020 at 2:00 P.M. Central Standard Time (CST).

Solicitation documents are available on the ACC Purchasing website: http://www.austincc.edu/offices/purchasing/advertised-solicitations, or at the ACC Procure to Pay Department with advance notice at (512) 223-1300 between the hours of 9:00 A.M. and 4:00 P.M., Monday through Friday.

All responses must be sealed and returned to the ACC Procure to Pay Department, ACC Service Center; 9101 Tuscany Way; Austin, Texas 78754, by the date and time indicated above. Electronically transmitted responses will NOT be accepted unless otherwise stated in the documents.

1/30, 2/6/2020
0000549825-01

AUSTIN COMMUNITY COLLEGE (ACC) DISTRICT is requesting sealed proposals from qualified firms for the purposes of selecting a respondent to provide **District Wide External Financial Auditing Services for the following solicitation.**

• Request for Qualification (RFQ) No. 946-20-0165-00-S-RH-RFQ

All qualification responses must be submitted to the Procure To Pay (P2P) Department by no later than **Wednesday, February 26, 2020, by 2:00 P.M. Central Standard Time (CST).**

Solicitation documents are available on the ACC website at http://www.austincc.edu/offices/purchasing/advertised-solicitations, or at the P2P Office with advance notice at (512) 223-1302 between the hours of 9:00 a.m., and 4:00 p.m., Monday through Friday.

All responses must be sealed and returned to the ACC P2P Office, Service Center, 9101 Tuscany Way, Austin, Texas 78754, by the date and time indicated above.

Electronically transmitted responses will NOT be accepted unless otherwise stated in the documents.

Pre-Proposal Conference is scheduled for Tuesday, February 11, 2020, at 10:00 A.M. CST at ACC's Highland Business Center, Room #220.0, located at 5930 Middle Fiskville Road, Austin, Texas 78752.

1/31, 2/6 2020
0000550727-01

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY
COMBINED
NOTICE OF RECEIPT OF APPLICATION AND INTENT TO OBTAIN WATER QUALITY PERMIT (NORI) AND
NOTICE OF APPLICATION AND PRELIMINARY DECISION FOR TLAP PERMIT FOR MUNICIPAL WASTEWATER RENEWAL PERMIT NO. WQ0011514001

APPLICATION AND PRELIMINARY DECISION. River Place Municipal Utility District and City of Austin, 625 East 10th Street, Suite 800, Austin, Texas, 78701, has applied to the Texas Commission on Environmental Quality (TCEQ) for a renewal of TCEQ Permit No. WQ0011514001 which authorizes the disposal of treated domestic wastewater at a daily average flow not to exceed 207,000 gallons per day via surface irrigation of 92 acres of golf course. This permit will not authorize a discharge of pollutants into water in the state. TCEQ received this application on June 4, 2019.

legal notice

This combined notice is being issued to correct the legal name of the facility owner.

The wastewater treatment facility and disposal site are located 8825 Big View Drive, Austin, in Travis County, Texas 78730. The wastewater treatment facility and disposal site are located in the drainage basin of Panther Hollow, which flows into Lake Austin in Segment No. 1403 of the Colorado River Basin. This link to an electronic map of the site or facility's general location is provided as a public courtesy and is not part of the application or notice. For the exact location, refer to the application. https:/ / tceq.maps.arcgis.com/apps/webappviewer/ index.html?id =db5baC44afbe4688bddd36of816825of&marker =-97.8 6366%2C30.359993&level=12

The TCEQ Executive Director has completed the technical review of the application and prepared a draft permit. The draft permit, if approved, would establish the conditions under which the facility must operate. The Executive Director has made a preliminary decision that this permit, if issued, meets all statutory and regulatory requirements. The permit application, Executive Director's preliminary decision, and draft permit are available for viewing and copying at Waller Creek Center, 625 East 10th Street, Suite 315, Austin, Texas.

PUBLIC COMMENT/ PUBLIC MEETING. The purpose of a public meeting is to provide the opportunity to submit comments or to ask questions about the application. TCEQ holds a public meeting if the Executive Director determines that there is a significant degree of public interest in the application or if requested by a local legislator. A public meeting is not a contested case hearing.

OPPORTUNITY FOR A CONTESTED CASE HEARING. After the deadline for submitting public comments, the Executive Director will consider all timely comments and prepare a response to all relevant and material, or significant public comments. **Unless the application is directly referred for a contested case hearing, the response to comments will be mailed to everyone who submitted public comments and to those persons who are on the mailing list for this application. If comments are received, the mailing will also provide instructions for requesting a contested case hearing or reconsideration of the Executive Director's decision.** A contested case hearing is a legal proceeding similar to a civil trial in a state district court.

TO REQUEST A CONTESTED CASE HEARING, YOU MUST INCLUDE THE FOLLOWING ITEMS IN YOUR REQUEST: your name, address, phone number; applicant's name and proposed permit number; the location and distance of your property/activities relative to the proposed facility; a specific description of how you would be adversely affected by the facility in a way not common to the general public; a list of all disputed issues of fact that you submit during the comment period; and the statement "[I/we] request a contested case hearing." If the request for contested case hearing is filed on behalf of a group or association, the request must designate the group's representative for receiving future correspondence; identify by name and physical address an individual member of the group who would be adversely affected by the proposed facility or activity; provide the information discussed above regarding the affected member's location and distance from the facility or activity; explain how and why the member would be affected; and explain how the interests the group seeks to protect are relevant to the group's purpose.

Following the close of all applicable comment and request periods, the Executive Director will forward the application and any requests for reconsideration or for a contested case hearing to the TCEQ Commissioners for their consideration at a scheduled Commission meeting.

The Commission may only grant a request for a contested case hearing on issues the requestor submitted in their timely comments that were not subsequently withdrawn. **If a hearing is granted, the subject of a hearing will be limited to disputed issues of fact or mixed questions of fact and law relating to relevant and material water quality concerns submitted during the comment period. TCEQ may act on an application to renew a permit for discharge of wastewater without providing an opportunity for a contested case hearing if certain criteria are met.**

EXECUTIVE DIRECTOR ACTION. The Executive Director may issue final approval of the application unless a timely contested case hearing request or request for reconsideration is filed. If a timely hearing request or request for reconsideration is filed, the Executive Director will not issue final approval of the permit and will forward the application and request to the TCEQ Commissioners for their consideration at a scheduled Commission meeting.

MAILING LIST. If you submit public comments, a request for a contested case hearing or a reconsideration of the Executive Director's decision, you will be added to the mailing list for this specific application to receive future public notices mailed by the Office of the Chief Clerk. In addition, you may request to be placed on: (1) the permanent mailing list for a specific applicant name and permit number; and/or (2) the mailing list for a specific county. If you wish to be placed on the permanent and/or the county mailing list, clearly specify which list(s) and send your request to TCEQ Office of the Chief Clerk at the address below.

All written public comments and public meeting requests must be submitted to the Office of the Chief Clerk, MC 105, Texas Commission on Environmental Quality, P.O. Box 13087, Austin, TX 78711-3087 or electronically at www14,tceq.texas.gov/epic/eComment/ **within 30 days from the date of newspaper publication of this notice.**

INFORMATION AVAILABLE ONLINE. For details about the status of the application, visit the Commissioners' Integrated Database at www.tceq.texas.gov/goto/cid. Search the database using the permit number for this application, which is provided at the top of this notice.

AGENCY CONTACTS AND INFORMATION. Public comments and requests must be submitted either electronically at www14.tceq.texas.gov/epic/eComment/.or in writing to the Texas Commission on Environmental Quality, Office of the Chief Clerk, MC-105, P.O. Box 13087, Austin, Texas 78711-3087. Any personal information you submit to the TCEQ will become part of the agency's record; this includes email addresses. For more information about this permit application or the permitting process, please call the TCEQ Public Education Program, Toll Free, at 1-800-687-4040 or visit their website at www.tceq.texas .gov/goto/ pep.Si desea

legal notice

informaci6n en Espanol, puede llamar al 1-800-687-4040.

Further information may also be obtained from **River Place Municipal Utility District and City of Austin** at the address stated above or by calling Ms. Lisa M. Boatman, P.E., **River Place Municipal Utility District and City of Austin**-Austin Water, at 512-972-0085.

Issuance Date: October 10, 2019

2/6/2020
0000552326-01

public hearing

A public hearing, in compliance with Chapter 26 of the Parks and Wildlife Code, will be held on Thursday, February 20, 2020 at the Lake Travis High School Cafeteria, 3324 Ranch Road 620 South, Austin, TX regarding the proposed RM 620 South project which would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).
The hearing would begin with an open house at 5:30 p.m., followed by a formal presentation at 6:30 p.m. A public comment session will follow the presentation.
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

1/30, 2/6, 2/13/2020
0000549722-01

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Travis County Commissioners Court will hold a public hearing on Tuesday, February 25, 2020, to receive comments regarding a request to authorize the filing of an instrument to vacate a public utility and drainage easement located at the common lot lines of Lots 66 & 67, Block A, Kingsbery Park Section 1, a subdivision in Precinct One.

The public hearing will be held at 9:00 a.m. in the Commissioners Courtroom in Travis County located at 700 Lavaca (first floor), Austin, TX.

Free language assistance can be provided upon request.
Ayuda gratuita en su idioma se puede proporcionar por petición.

02-04 - 06/2020
0000550121-01

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Travis County Commissioners Court will hold a public hearing on Tuesday, February 25, 2020, to receive comments regarding a request to authorize the filing of an instrument to vacate drainage easements associated with Shadowglen Phase 2, Sections 21A & 21B, a subdivision in Precinct One.

The public hearing will be held at 9:00 a.m. in the Commissioners Courtroom in Travis County located at 700 Lavaca (first floor), Austin, TX.

Free language assistance can be provided upon request.
Ayuda gratuita en su idioma se puede proporcionar por petición.

02-04 - 06/2020
0000550115-01

texas alcoholic beverage commission

Application has been made with the Texas Alcoholic Beverage Commission for a Beer Retail Dealer's On-Premise Licence by Nerida Carrillo Alvarez dba Tacos y Refresqueria 95, to be located at 820 N. Highway 95, Bastrop, Bastrop , Texas. Officers of said corporation are Owner, Nerida Carrillo Alvarez.

2/5, 2/6/2020
0000551798-01

Application has been made with the Texas Alcoholic Beverage Commission for a Mixed Beverage Permit and Mixed Beverage Late Hours Permit by Caprice Nightclub, LLC dba Caprice to be located at 302-304 E. 6th St., Austin, Travis County, Texas. Amanda Ajeeb, Manager.

2/5-2/6 2020
0000551709-01

Application has been made with the Texas Alcoholic Beverage Commission for a WHOLESALER (GENERAL CLASS B) PERMIT (X) by Pangea Selections LLC, 1509 Romeria Dr Austin, TX 78757 Travis County, Texas. The officer of the LLC is Grant Richardson, Managing Member.

2/5, 2/6/2020
0000551057-01

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dogs

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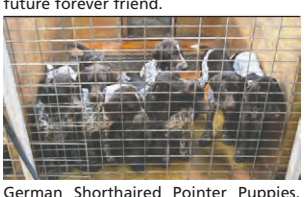
GOLDEN RETRIEVER PUPPIES!!! Visit www.coconutcreamgoldens.com to find out more about adopting one of our family's third generation pedigreed English Cream Golden Retriever puppies and to see daily photo updates of your future forever friend.



German Shorthaired Pointer Puppies. AKC registered. Champion blood lines. Vaccinated, dewormed, tails and dew claws docked, vet check...ready to go to their new home. 210-599-7455. $500.00.

AKC White Labrador Pups
Available Feb 8 2020
2 females and 3 males available
Pups have all shots and health records
Please call for details
512-619-0911

Male Westie, very pretty and full of life. Loves to run and play. All shots and Vet checked DOD 10-10-19
Peggy's 'Babe LLC License #140
325-265-4414

Male bichon puppy, very pretty and playful, shots, vet checked and ready to go.
Peggy's Babe LLC License #140
325-265-4414

Pure Breed Boston Terrier. Current Shots, Second Deworming, 12 weeks old, Kyle, TX. 512-620-1472

Registered Weimaraner pups, tails docked, with papers, 3rd set of shots, born Nov 26 2019. $750. 936-349-3007, 361-550-0690

Sheepadoodles, DOB 1/1/20, registered, utd worming & vaccinations, home raised, socialized & loved. Ready for forever home 2/26

livestock

WANTED: CATTLE PASTURE/ LEASE
References available
Phone: 512-748-8150 or
Email: CranorCattleCo@aol.com

recreational

rvs and motor homes

5th Wheel, 2015 Cedar Creek Silverback 33IK, Two Quiet AC's, 2 TV's, King bed, Three Slides, Fireplace, New Roof, Theater seats, New Tires, Warrenty until August 2022. $32,900 512-784-0308

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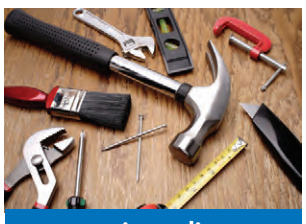
If not, you should look for a place that would...in the Classifieds.



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automotive

antique/classic/ collectible

1961 Corvette. Older body-off frame restoration that has won an NCRS (National Corvette Restorers Society) "Top Flight Award." It is still in very good condition. It has 60,721 original miles showing on the odometer. It has barely been driven since purchased in 2000. It is a beautiful Jewel Blue exterior with blue interior and a white convertible top. It is powered by its original numbers matching 283/230hp engine and 3-speed manual transmission. It also has a Factory original Wonderbar radio. I also have the original whitewall tires. Contact me at 512-422-6400.

1970 Dodge Challenger R/T Convertible, Burnt Orange exterior and interior, numbers matching original 383 4bbl, automatic, rear end, power steering, added year correct power front disc brakes, new power black top, new tires and wheels. This car was restored honoring its original appearance and options as closely as possible. The car runs and drives beautifully and is ready for road or show. $64,500 OBO.
Contact:
Phil Terry
918-520-2426

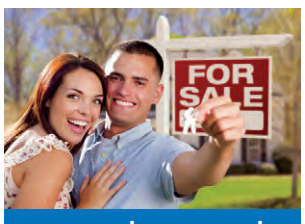
automotive

2011 BMW 335i Comfort & Sports package 98k miles
Turbo 335 6 cylinder turbo RWD, Grey 4dr Sedan
Loaded with all comfort & power options and Navigation
idrive automatic with aux, Bluetooth, usb and CD player with hifi HD stereo Navigation, moon roof
Leather Heated seats
Recent full service completed w/new tires
clean title and garage kept car.
Call 512 910 5677 with serious offers only.

$6500 firm. 2002 Toyota Highlander limited v6, auto, cold air, sunroof, 94K mi, 1 owner. 512-769-6008

vehicle wanted

**** ALL CASH! $500-$7500 ****
Cars/Trucks, 2004 & Up, Running/Not. All Makes & Models. Mobile Service. 7 days a Wk 8am-9pm. 512-629-7917



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Austin American-Statesman

DAILY LAW JOURNAL

legal notice

ADVERTISEMENT FOR PROPOSALS

The CITY OF CEDAR PARK (OWNER) will receive **COMPETITIVE SEALED PROPOSALS** for the **Cottonwood Wastewater Interceptor, Phase C-2 Project** until 2:00 PM local time on February 27, 2020 at the City of Cedar Park Public Works Department, 2401 Brushy Creek Loop, Bldg. 1, Cedar Park, Texas, 78613. The PROPOSALS shall be sealed and addressed to:

City of Cedar Park
Attn: Michael A. Huber, P.E.
2401 Brushy Creek Loop, Bldg. 1
Cedar Park, TX 78613

The PROPOSALS will be publicly opened and read aloud at the Public Works Department in Cedar Park, Texas on **February 27, 2020 at 2:00 PM local time.** PROPOSALS received after this time will not be accepted.

PROPOSALS are invited for the items and scope of work as follows:

Installation of approximately 5,330 of wastewater interceptor ranging in size from 10-inch PVC to 36-inch PVC or Fiberglass pipe by bore and open cut including all necessary manholes and appurtenances. Scope also includes abandonment of existing Cottonwood lift station.

Instructions to Proposers, Proposal Forms, Specifications, and Contract Documents may be examined or obtained electronically beginning January 29, 2020 at www.civcastusa.com (Project Name = "City of Cedar Park Cottonwood Wastewater Interceptor, Phase C-2") or for viewing only at the City of Cedar Public Works Department, 2401 Brushy Creek Loop, Bldg. 1, Cedar Park, Texas, 78613.

Construction services for this project will be selected through competitive sealed proposals in accordance with Chapter 2269, of the Texas Government Code. The City will evaluate and rank the contractors based on the following selection criteria: 30% Contractor Relevant Experience and References, 60% Cost Proposal and 10% proposed schedule. The City shall select the contractor that offers the best value as determined by the selection criteria and ranking evaluation. The estimated total construction budget for this project is $5.2M.

General contractors are invited to attend a voluntary pre-proposal conference for this project. The pre-proposal conference will be held on February 11, 2020 at 2:00 p.m. local time at the City of Cedar Park Public Works Department, 2401 Brushy Creek Loop, Building #1, Cedar Park, Texas, 78613.

During the pendency of this RFP, Proposer shall not contact any City staff except those designated herein this RFP or subsequent addendums or correspondence. Any questions or concerns should be submitted via the Civcast website after the PRE-PROPOSAL meeting and at least five (5) business days prior to the Due Date (on or before Thursday, February 20, 2020).
City of Cedar Park
Cedar Park, Texas

1-30, 2-6, 2-13/2020
0000549609-01

ADVERTISEMENT FOR PROPOSALS

The CITY OF CEDAR PARK (OWNER) will receive **COMPETITIVE SEALED PROPOSALS** for the **Little Elm Trail and Fire Lane Roadway Reconstruction Project** until 2:00 PM local time on **March 5, 2020** at the City of Cedar Park City Hall, 450 Cypress Creek, Bldg. 1, Cedar Park, Texas, 78613. The PROPOSALS shall be sealed and addressed to:

City of Cedar Park
Attn: Zeferino G. Mendoza, E.I.T.
450 Cypress Creek, Bldg. 1
Cedar Park, TX 78613

The PROPOSALS will be publicly opened and read aloud at the City Hall in Cedar Park, Texas on **March 5, 2020 at 2:00 PM local time.** PROPOSALS received after this time will not be accepted.

PROPOSALS are invited for the items and scope of work as follows:

Construction of a two lane roadway consisting of asphalt pavement, ribbon curbs, driveways, drainage, signing, pavement markings, and erosion control.

Instructions to Proposers, Proposal Forms, Specifications, and Contract Documents may be examined or obtained electronically beginning February 13, 2020 at www.civcastusa.com (Project Name = "Little Elm Trail and Fire Lane Roadway Reconstruction") or for viewing only at the City of Cedar Park City Hall, 450 Cypress Creek, Bldg. 1, Cedar Park, Texas, 78613.

Construction services for this project will be selected through competitive sealed proposals in accordance with Chapter 2269, of the Texas Government Code. The City will evaluate and rank the contractors based on the following selection criteria: 30% Contractor Relevant Experience and References, 60% Cost Proposal and 10% proposed schedule. The City shall select the contractor that offers the best value as determined by the selection criteria and ranking evaluation. The estimated total construction budget for this project is $563,000.00.

Each PROPOSAL must be accompanied by Proposal Security made payable to OWNER in an amount of five percent (5%) of PROPOSER's total amount Proposal and in the form of a certified or cashier's check or a Bond issued by a surety meeting the requirements of Paragraph 6.01 of the General Conditions.

General contractors are invited to attend a voluntary pre-proposal conference for this project. The pre-proposal conference will be held on February 20, 2020 at 2:00 p.m. local time at the City of Cedar City Hall, 450 Cypress Creek, Building #1, Cedar Park, Texas, 78613.

During the pendency of this RFP, Proposer shall not contact any City staff except those designated herein this RFP or subsequent addendums or correspondence. Any questions or concerns should be submitted via the Civcast website after the PRE-PROPOSAL meeting and at least five (5) business days prior to the Due Date (on or before Thursday, March 5, 2020).

City of Cedar Park
Cedar Park, Texas

2/13, 2/20/2020
0000554042-01

legal notice

Dr. David A Holland, a physician at the Texas State University Student Health Center will be leaving the health center effective 3/13/2020. Patient medical records will remain at the Texas State University Student Health Center. For information on how to obtain medical records, please call 512-245-2161 or visit www.healthcenter.txstate.edu/forms.

2/13/2020
0000553965-01

Dr Julian L Haro retired from practice on January 28, 2020, and will no longer be available to patients.

Patients of Dr Haro may obtain a copy of their medical records or have their records transferred by calling Capitol Pain Institute at (512) 467-7246.

2/13/2020
0000553848-01

In compliance with Senate Bill No. 493, 2013 Cooperative Purchasing Organization is soliciting vendors interested in submitting sealed proposal, for the purchase of any of the following categories of personal property.

18018B Equipment for Visually Impaired, 18027B General Supplies, 19020 Graphing Calculators

Proposals are due 2:00 p.m., March 5, 2020 at Region 20, Conference Center Business Office, 1314 Hines Avenue, San Antonio, TX 78208, at which time proposals will be publicly opened.

Proposals may be viewed at www.esc20.net, search Open Bids. If you have any questions or need any assistance please call Jim Metzger at (210) 370-5204.

2/13, 2/18/2020
0000553641-01

NOTICE OF PUBLIC HEARING

NEW HOPE CULTURAL EDUCATION FACILITIES FINANCE CORPORATION

Notice is hereby given of a public hearing to be held by the New Hope Cultural Education Facilities Finance Corporation (the "Issuer") on Monday, February 24, 2020, at 2:00 p.m in the Private Dining Room at Westminster, a continuing care retirement community located at 4100 Jackson Avenue, Austin, Texas 78731 (the "Community"), with respect to the issuance by the Issuer of its revenue bonds or notes (the "Obligations") in one or more series pursuant to a plan of financing in an aggregate principal amount not to exceed $130,000,000. The proceeds of the Obligations will be loaned to Westminster Manor, a Texas nonprofit corporation and an organization described in Section 501(c)(3) of the Internal Revenue Code of 1986, which owns the Community.
The Obligations will be issued to finance and refinance the cost of construction, equipping, renovation and expansion of the Community, including the addition of independent living units, memory care units and assisted living units, along with associated common areas and parking (collectively, the "Project").
All interested parties are invited to attend such public hearing to express their views with respect to the Project and the Obligations. Any interested persons unable to attend the hearing may submit their views in writing to the Issuer c/o Abraham Benavides, McCall, Parkhurst & Horton L.L.P., 717 North Harwood, Suite 900, Dallas, Texas 75201, prior to the date scheduled for the hearing.
This notice is published and the above described hearing is to be held in satisfaction of the requirements of Section 147(f) of the Internal Revenue Code of 1986, as amended, regarding the public approval prerequisite to the exemption from federal income taxation of interest on the Obligations.

2/13/2020
0000553949-01

REQUEST FOR PROPOSALS

EANES ISD HVAC & ROOF REPLACEMENT

American Constructors, the Construction Manager-at-Risk for Eanes ISD, requests proposals for the Eanes ISD HVAC & Roof Replacement Project.

Proposals are due Thursday, February 27th at 2:00 pm. Proposals may be emailed to estimating@americanconstructors.com or mailed/delivered to American Constructors at 11900 West Parmer Lane, Suite 200, Cedar Park, TX 78613, or submitted via fax to (512) 328-2520.

Documents are also available for downloading from American Constructors' ftp site. Please visit www.americanconstructors.com for details. Please contact American Constructors at 512-328-2026 for additional information on this project.

2/13, 2/20/2020
0000553929-01

notice to creditor

No. C-1-PB-19-001431

IN THE ESTATE OF
JULIA G. TIPTON
DECEASED

IN PROBATE COURT
NO. ONE
TRAVIS COUNTY, TEXAS

NOTICE TO CREDITORS

Notice is hereby given that original Letters Testamentary for the Estate of Julia G. Tipton, Deceased, were issued on January 14, 2020 , in Cause No. C-1-PB-19-001431, pending in the Probate Court No. One, Travis County, Texas, to: Diane Tipton Land.

All persons having claims against this Estate, which is currently being administered are required to present them to the undersigned within the time and in the manner prescribed by law.

c/o: Diane Tipton Land
2414 Exposition Blvd., Ste D-200
Austin, Texas 78703

Kelly D. McClennahan Attorney for Diane Tipton Land State Bar No.: 00787994 1250 South Main Street Georgetown, Texas 78626
Telephone:(512)818-0975
Facsimile:(512) 857-0940
E-mail: kellydm@willfulpurpose.com

2/13/2020
0000554102-01

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public hearing

A public hearing, in compliance with Chapter 26 of the Parks and Wildlife Code, will be held on Thursday, February 20, 2020 at the Lake Travis High School Cafeteria, 3324 Ranch Road 620 South, Austin, TX regarding the proposed RM 620 South project which would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).
The hearing would begin with an open house at 5:30 p.m., followed by a formal presentation at 6:30 p.m. A public comment session will follow the presentation.
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

1/30, 2/6, 2/13/2020
0000549722-01

public notice

PUBLIC NOTICE
The Board of Directors of Texas RioGrande Legal Aid, Inc. (TRLA), a non- profit corporation has scheduled its Regular Board of Directors meeting for Friday, March 20, 2020, in San Antonio, Texas. This meeting will be held from 9:00 am to 1:00 pm in the conference room of the Texas RioGrande Legal Aid office located at 1111 North Main Avenue, San Antonio, TX 78212. For more information, call Emma V. Villarreal at 956- 447-4825 or 1-800-369-0574. This meeting is open to the public.

2/13, 3/19/2020
0000541685-01

texas alcoholic beverage commission

Application has been made with the Texas Alcoholic Beverage Commission for a BA (Manufacturer's License) and B (Brewer's Permit) by Pabst Brewing Company, LLC dba Pabst Brewing Company, to be located at 6550 Commanche Trail #105, Austin, Texas. Officers of said corporation are Eric Tis, CFO; Matt Bruhn, General Manager and Rob Urband, Secretary/Chief Legal Officer.

2/12, 2/13/2020
0000553909-01

Application has been made with the Texas Alcoholic Beverage Commission for a Mixed Beverage Permit by Fortified Partners Oakmont, LLC dba Oakmont Food Company to be located at 1106 W. 38th St., Austin, Travis County, Texas. Gary Della Croce, Jr., Mgr/CEO. Thomas Joyner, Mgr/CAO. Brian Cooney, Mgr/President. Adam Muehling, COO.

2/12, 2/13/2020
0000553637-01

Application has been made with the Texas Alcoholic Beverage Commission for a Package Store Permit and Local Cartage Permit by Blue Republic, LLC dba The Little Posey, to be located at 2300 Pasadena Dr, Suite A, Austin, Travis, Texas. Oweners of said corporation are Bonni Taylor, co-owner, and Madeleine Landry, co-owner.

2/12, 2/13/2020
0000553671-01

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AUSTIN COMMUNITY NEWSPAPERS

PROOF OF PUBLICATION

STATE OF TEXAS

PUBLIC NOTICE

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared Justin Garcia, Advertising Agent of the Lake Travis View, which is a newspaper of general circulation published in the county of Travis in the state of Texas, who being duly sworn by me, states that the attached advertisement was published at the lowest published rate for Classified advertising in said newspaper on the following date(s), to wit, and that the attached is a true copy of said advertisement: the following date(s), , first date of Publication 02/06/2020, last date of Publication 02/13/2020, web and print times Published 2, Retail 6 C.

NANCY LEDBETTER & ASSOCIATES, INC
20020 FARM POND LANE
PFLUGERVILLE, TX 78660

Invoice/Order Number:	0000550995
Ad Cost:	$627.92
Paid:	$627.92
Balance Due:	$0.00

Signed _____
(Legal Advertising Agent)

Sworn or affirmed to, and subscribed before me, this 14th day of February, 2020 in Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

JAMES MICKLER
Notary Public, State of Texas
Comm. Expires 04-05-2023
Notary ID 131962018

Signed _____
(Notary)

Please see Ad on following page(s).

Wrangling a kiss

Gay Chargualaf, 67, ropes her granddaughter, Elizabeth McCarty, 5, during the 11th annual Armadillo Day at the West Pole in Bee Cave on Sunday. The grandmother has been trick roping for 64 years. [ANA RAMIREZ/AMERICAN-STATESMAN]

SCHOOL NOTES

Hudson Bend earns Texas Schools to Watch designation again

The National Forum to Accelerate Middle-Grades Reform and the Texas Association of Secondary School Principals have designated Hudson Bend Middle School as a Texas School to Watch.

Started in 1999, Schools to Watch began as a national program to identify middle schools across the country that were meeting or exceeding 37 criteria developed by the forum. Schools are selected for academic excellence, responsiveness to the needs and interests of young adolescents and commitment to helping all students achieve at high levels. In addition, Schools to Watch demonstrate strong leadership, teachers who work together to improve curriculum and instruction and a commitment to assessment and accountability to bring about continuous improvement.

Selection is based on a written application that requires schools to show how they met criteria developed by the forum. Schools that appeared to meet the criteria were then visited by state teams who observed classrooms, interviewed administrators, teachers, students and parents, and looked at achievement data, suspension rates, quality of lessons and student work. Schools are recognized for a three-year period, and, at the end of three years, they must demonstrate progress on specific goals in order to be re-designated. Hudson Bend Middle School was originally designated in 2014 and received recertification in 2017.

THE LURE

Worm fishing and the drama of sensing the bite

Allen Christenson

Soft plastics continue to produce steady action using a variety of techniques.

The cold, 54-degree water requires a slow bottom drag and subtle twitch retrieve with regular pauses. Most strikes occur during the pause on the bottom regardless of depth.

The word "strike" is misleading since usually a soft tick or pressure is your signal to set the hook.

Bass on the bottom inhale the worm by flaring their gills to suction the bait into their mouths. They move slowly afterwards or just hold in place to savor their prey.

A sensitive graphite rod and fluorocarbon line greatly facilitate the anglers ability to detect this soft bite.

I love using all types of artificial lures, but I have a special love for worm fishing. The drama of sensing the bite, and setting the hook successfully is addictive.

You never know how big the bass is until after the hookup. Large bass usually give you the softest bites, which is counterintuitive.

I have had recent success with the Neko rig, which has exploded on the tournament scene the past couple of years.

Start by inserting a nail weight into the head of a straight worm or Senko style plastic. Then wacky rig your hook about a third of the way up from the head.

The worm stands up off the bottom when you subtly twitch your rod tip. Again, most strikes occur on the pause.

Lake Travis bass love to move off slowly and ingest this Neko invader.

For updates or a guided excursion call 512-261-3644.

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4930 South Congress Avenue | Austin

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AX-0000549776-01

DIGEST

Thursday
Lakeway Wildflowers concert: noon to 1 p.m. at the Lakeway Activity Center, 105 Cross Creek. The free concert will be held as part of the Winter 2020 Brown Bag Lunch concert series. Attendees are encouraged to bring a lunch. Hosted by the city of Lakeway Arts Committee.

Friday
Musician Joe Barksdale performance: 4 p.m., Lake Travis Community Library, 1938 Lohmans Crossing. Singer-songwriter, guitarist and former NFL player Joe Barksdale will perform live.
Voter registration: 4-6 p.m., Lake Travis Community Library. The library will host a voter registration and information table in the lobby with a trained Travis County voter registrar.

Friday and Saturday
Aka Vocal Show Group: 7:30 p.m. at the Lakeway Activity Center. The show will feature music from the 1950s-'80s with costumes and dancing. Tickets are $20 and include setups and light snacks. For tickets, call 512-261-1010.

Saturday
Stories from Japan: 10:30 a.m., Lake Travis Community Library. Experienced educator Nancy Simpson will share Japanese tales told in English with puppets and toys.
Come & Go Crafts: 1-3 p.m., Lake Travis Community Library.

Sunday
Multilingual Class: 1:15 p.m., Lake Travis Community Library. All ages are invited to learn Chinese, German or Spanish from native speakers. The class is sponsored by the LTHS International Club.
Puzzle Exchange: 1:30 to 3 p.m., Lake Travis Community Library. Attendees can bring gently used, 500- to 1,500-piece puzzles and exchange them with other fans. Puzzles must be packaged securely and contain all pieces.

Monday
Navigating a Health Event and Discharge: 10:30 a.m., Lake Travis Community Library. Lake Travis Senior Services will host a panel of experts with information on how to achieve a safe and appropriate discharge.
Texas My Texas Book Club: 7 p.m., Lake Travis Community Library. The club will discuss "Big Red Tequila" by Rick Riordan.

Tuesday
Valentine Craft: 2 p.m., Lake Travis Community Library. Artist and educator Bernadette Noll will lead a program creating Valentine's Day cards using recycled materials.
Jr. Chef Skills: 4:30 p.m., Lake Travis Community Library. Kids ages 8-12 can learn practical cooking skills in a hands-on class, which is limited to eight participants. Passes will be distributed 30 minutes before the start.

Wednesday
Important Matters Book Club: 2 p.m. at the Lake Travis Community Library. The club will discuss "This Changes Everything: Capitalism vs. the Climate" by Naomi Klein.

Feb. 13
Bilingual Boogie: 10:30 a.m., Lake Travis Community Library. Attendees can learn basic Spanish vocabulary through singing, dancing and games.

BLOTTER

Jan. 27
12:30 p.m.: A burglary was reported on Bee Creek Road.
5:55 p.m.: A runaway child was reported on Scone Drive.

Jan. 28
2:15 p.m.: Vandalism was reported on Broken Bow Trail.
2:39 p.m.: Trespassing was reported on North Pace Bend Road.
5:50 p.m.: Criminal trespassing was reported on North Pace Bend Road.

Jan. 30
9:06 a.m.: Destruction of property was reported on Texas Street.
12:55 p.m.: A burglary was reported on Whitney Drive.
2:38 p.m.: An assault was reported on Little Beaver Trail.
3:49 p.m.: A theft was reported on Jacks Pass.

Friday
9:59 a.m.: A theft was reported on Yaupon Holly Lane.
2:27 p.m.: A burglary was reported on Broken Bow Trail.

Saturday
10:34 a.m.: An accident was reported on South Pace Bend Road.
6:08 p.m.: A burglary was reported on Wild River Road.

Texas Department of Transportation

RM 620 SOUTH PUBLIC HEARING

The Texas Department of Transportation (TxDOT) is holding a public hearing to discuss improvements to RM 620 south, between SH 71 and Hudson Bend Road in Travis County, Texas.

The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and its recommended Build Alternative for improving RM 620. Maps, drawings, and other project information will be on display at an open house beginning at 5:30 p.m., and project team members will be present to answer questions. The hearing will begin at 6:30 p.m. with a formal presentation followed by a public comment period.

Proposed improvements include:

- Widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction
- Adding raised medians
- Adding continuous bicycle/pedestrian paths along both sides of the roadway

Thursday
Feb. 20, 2020
5:30 p.m. – Open House
6:30 p.m. – Public Hearing with formal presentation
Public comment session to follow

Lake Travis High School Cafeteria
3324 Ranch Road 620 South
Austin, TX 78738

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments received by **March 6, 2020** will be included in the official public hearing record.

If you have special communication or accommodation needs, please contact Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, (512) 832-7210, Matthew.Cho@txdot.gov

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

AX-0000550995-01

LAKE TRAVIS VIEW

Eileen Flynn ..... Editor
eflynn@statesman.com
Luz Moreno-Lozano ..... Reporter
lmoreno-lozano@statesman.com
Thomas Jones ..... Community Sports Editor
tjones@statesman.com

CONTACT
Address: 305 S. Congress Ave., Austin, TX 78704
Phone: 512-912-2502
Office hours: 8:30 a.m. to 5 p.m. Monday-Friday
Calendar, letter and news submissions: eflynn@statesman.com

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GANNETT

Banged-up girls secure win, draw

Only 4 starters available in 1-1 battle with Bowie

Special to the Picayune

Injuries continue to take a toll on Westlake's girls soccer team, as evident in a 1-1 draw with Bowie Saturday at Burger Stadium

Seven of the 11 starters that began the season on the field for Westlake were absent against Bowie, including six because of injury and one for personal reasons.

A gritty effort, however, by sophomore keeper Lily Smith and a makeshift backline helped Westlake (6-2-1) emerge with a point against Bowie (3-3-3) despite being outshot 15-5.

The Chaps entered the game without junior outside back Vivian Reilly, who suffered a season-ending knee injury against Hays; sophomore center back Alex Biles, who suffered a severe ankle sprain in practice; sophomore center back Kimber Cation, who has a leg injury; junior keeper Ireland Aerni, who broke her thumb in practice; and senior co-captain Addie Hackney, who was cleared to miss the game for personal reasons.

Westlake's Maddie Dawsonn scored a goal against Anderson last week, helping the Chaps to a win and a draw in their two District 25-6A matches. [JOHN GUTIERREZ / FOR AMERICAN - STATESMAN]

Westlake's problems got worse when junior Ellie Dawson (head) and senior Caitlin Lee (calf) exited the first half against Bowie with injuries.

After a scoreless half, the Chaps made the most of one of their few opportunities to score when senior co-captain Katie Kearney dropped a nifty assist down the right sideline to senior forward Maddie Dawson, who converted the goal with a low line drive.

The Bulldogs, however, bounced back four minutes later with a beautiful shot from 30 yards out by junior Neve Saunders. The score remain 1-1 through the final 19 minutes.

Against Anderson on Feb. 4, Westlake played without Biles, who has been an anchor on the backline.

Coach Darci Carruthers compensated by moving Hackney from forward to center back, the position she started at as a freshman.

The move helped the Chaps secure a hard-fought 1-0 win.

The offense took care of its part 10 minutes in the contest when Lee found sophomore forward Annika Fredell on the wing, who angled a shot to the left side of the net, staking Westlake to a 1-0 lead.

Ten minutes later, the Trojans had their best chance from the top of the box, but Smith made a great save for the Chaps on a drive rising above her head.

Westlake held on in the second half to secure its fifth shutout of the season.

GIRLS

From Page A8

on the fastbreak. We like to push it, and they did a great job of taking that away and making us earn everything in the halfcourt. That's something at the next level as we move to the playoffs that's going to be very critical for us. I think that will pay dividends down the road."

Of Lake Travis' total of seven field goals in the second half, five were 3-pointers, including two courtesy of junior Kate Gordon, who was among three Cavaliers to score in double figures with 11 points. Gordon's three 3-pointers led the Cavs.

"I love to see that this time of year," Bussinger said. "When she gets her feet set, she can light it up. We've seen little flashes of that, but this is the first time we got to see that throughout the game."

Lake Travis Cavaliers guard Mia Galbraith drives the ball past Hays Rebels guard Katelynn Isely during the fourth period at the District 25-6A basketball game on Friday at Hays High School. [JOHN GUTIERREZ/FOR STATESMAN]

Sophomore Raven Boswell added 10 points for Lake Travis.

Hays coach Danny Preuss entered the game hoping to see some semblance of the effort he received the first time the teams met in January, resulting in a 39-26 Lake Travis win.

But the Rebels (14-20, 5-10 in 25-6A) couldn't shooting straight Friday, connecting on just 9 of 38 shots for 23.7 percent. Complicating matters, the Rebels, who were missing two point guards due to a concussion and illness, couldn't handle Lake Travis' pressure and committed nearly three times as many turnovers (25) as made field goals.

"I told them after the first half, if you blocked out, made some of those baby shots around the basket and don't turn the ball over, at least you're in the game," Preuss said. "The last half of district play, we haven't hit many shots. Tonight we thought everybody was 7 feet tall because when we were throwing it to them, it was sailing over their heads. Their defense was okay, but it was a lot of self-inflicted wounds."

Senior forward Lily Guevara, who recently topped the 1,000 career-point milestone, led Hays with eight points.

Texas Department of Transportation

RM 620 SOUTH PUBLIC HEARING

The Texas Department of Transportation (TxDOT) is holding a public hearing to discuss improvements to RM 620 south, between SH 71 and Hudson Bend Road in Travis County, Texas.

The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and its recommended Build Alternative for improving RM 620. Maps, drawings, and other project information will be on display at an open house beginning at 5:30 p.m., and project team members will be present to answer questions. The hearing will begin at 6:30 p.m. with a formal presentation followed by a public comment period.

Thursday
Feb. 20, 2020
5:30 p.m. – Open House
6:30 p.m. – Public Hearing with formal presentation
Public comment session to follow

Lake Travis High School Cafeteria
3324 Ranch Road 620 South
Austin, TX 78738

Proposed improvements include:

- Widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction
- Adding raised medians
- Adding continuous bicycle/pedestrian paths along both sides of the roadway

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments received by **March 6, 2020** will be included in the official public hearing record.

If you have special communication or accommodation needs, please contact Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, (512) 832-7210, Matthew.Cho@txdot.gov

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

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TxDOT to Hold Public Hearing on Proposed RM 620 South Improvements

Texas Department of Transportation > Inside TxDOT > Media Center > Local News > Austin

Contact: Brad Wheelis **Phone:** (512) 832-7060 **Date:** Feb. 18, 2020

AUSTIN — The Texas Department of Transportation will host a public hearing on Thursday, Feb. 20, 2020 to discuss proposed improvements to RM 620 South, from SH 71 to Hudson Bend Road. The hearing will be held from 5:30 to 7:30 p.m. at the Lake Travis High School cafeteria, 3324 RM 620 South, Austin, Texas 78738.

The hearing will include an open house starting at 5:30 p.m., with a formal presentation at 6:30 p.m., followed by an opportunity for public comments.

The purpose of the RM 620 South project is to improve safety and mobility along this heavily traveled corridor. Proposed improvements include:

- Widening the existing four-lane divided roadway to a six-lane divided roadway with one additional travel lane in each direction.
- Adding raised medians.
- Adding continuous bicycle/pedestrian paths along both sides of the roadway.

Displays will be available for review and staff will be present to answers questions at the open house. Verbal and written comments from the public are requested. Those unable to attend the meeting in person can email comments or mail their comments to the TxDOT Austin District, Attention: RM 620 South Project, 7901 N. I-35, Austin, Texas 78753.

For more information about the project, visit TxDOT.gov and enter "RM 620 South" in the search area. To be included in the public record, comments must be received by Friday, March 6, 2020.

###

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

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TxDOT Website Environmental Assessment Notice

Notice

Draft Environmental Assessment Available for Public Review
and
Public Hearing

RM 620

From SH 71 to Hudson Bend Road

CSJs: 0683-02-066

Travis County, Texas

The Texas Department of Transportation (TxDOT), as the lead agency is proposing to widen the existing 4-lane divided rural roadway to a 6-lane divided urban roadway from SH 71 to Hudson Bend Road in Travis County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Feb. 20, 2020 at the Lake Travis High School Cafeteria, 3324 Ranch Road 620 South, Austin, TX 78738. Displays will be available during an open house at 5:30 p.m. with the formal hearing and presentation starting at 6:30 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed project would widen the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction, add raised medians, and add continuous bicycle/pedestrian accommodations along both sides of the roadway from SH 71 to Hudson Bend Road. The project is located within the cities of Lakeway and Bee Cave as well as unincorporated areas of western Travis County.

The Build Alternative would require the acquisition of approximately 34.3 acres of new (additional) ROW. Although additional right of way is required, no residential or non-residential structures would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the district office at the address listed below.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b). The southern portion of the project is also located within the Edwards Aquifer Contributing Zone. A TCEQ Contributing Zone Plan would be prepared for the project.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at 7901 North IH 35, Austin, TX 78753 and at TxDOT.gov and search keywords “RM 620 South”. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to the TxDOT Austin District Office. Comments must be received on or before March 6, 2020 to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such the need for an interpreter, are encouraged to contact

Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, by phone at (512) 832-7000, or by email at Matthew.Cho@txdot.gov. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Matthew Cho, P.E., Transportation Engineer, Advanced Project Development.

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

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TxDOT & City of Lakeway Website Announcements

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Public Hearing – RM 620 South (SH 71 to Hudson Bend Road)

Texas Department of Transportation > Inside TxDOT > Get Involved > About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

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Contact Us

Where: Lake Travis High School
Cafeteria
3324 Ranch Road 620 South
Austin, TX 78738 (Map)

When: Thursday, Feb. 20, 2020
5:30 p.m. – Open House
6:30 p.m. – Formal Hearing

Purpose: The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and its recommended Build Alternative for improving RM 620 between SH 71 and Hudson Bend Road in Travis County, Texas. The hearing will begin at 5:30 p.m. with an open house format, then a formal presentation starting at 6:30 p.m. followed by public comments. Project team members will be on hand to answer questions and provide information during the open house portion of the hearing. Comments must be received on or before March 6, 2020 to be a part of the official hearing record.

Description: The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:

- Widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway by adding a third travel lane in each direction
- Adding raised medians
- Adding continuous bicycle/pedestrian accommodations along both sides of the roadway

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

Special Accommodations: TxDOT makes every reasonable effort to accommodate the needs of the public. The public hearing will be in English, if you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Requests should be made at least two business days prior to the meeting by calling (512) 832-7000. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

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

Downloads:

- Notice
- Display Ad

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

(512) 832-7060

Email

Posted Jan. 27, 2020

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Eggstravaganza!
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Lakeway Indoor Garage Sale
Lights On!
Memorial Day Ceremony
Movies in the Park
StoryWalk
Trail of Lights
Summer KickOff!
Viewpoints Dinner/Speaker Series
Veterans Day Ceremony
Media Contact

City News

Posted on: February 6, 2020

TxDOT Hosting Open House & Formal Hearing on RM 620 Widening Project

The Texas Department of Transportation (TxDOT) is holding a public hearing to discuss improvements to RM 620 south, between SH 71 and Hudson Bend Road in Travis County, Texas. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and its recommended Build Alternative for improving RM 620. The Open House will start at 5:30 p.m. on Thursday, February 20, 2020 at the Lake Travis High School Cafeteria located at 3324 Rand Road 620 South. A Formal Hearing will begin at 6:30 p.m. in the same location.

Maps, drawings and other project information will be on display at an open house beginning at 5:30 p.m., and project team members will be present to answer questions. The hearing will begin at 6:30 p.m. with a formal presentation followed by a public comment period.

Proposed improvements include:

- Widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction
- Adding raised medians
- Adding continuous bicycle/pedestrian accommodations along both sides of the roadway

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

Comments may be submitted at this public hearing and mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426. Comments may also be faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov, or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area (link below). Comments received by March 6, 2020 will be included in the official public hearing record.

If you have special communication or accommodation needs, please contact Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, (512) 832-7000, Matthew.Cho@txdot.gov

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- Parks and Recreation
- Police Department

C-5

De Minimis Letter

Mailed to Lanie Marcotte, City of Bee Cave on Dec. 20, 2019

Texas Department of Transportation

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

December 20, 2019

District: Austin
County: Travis
CSJ#: 0683-02-066
Highway: RM 620
Project Limits: SH 71 to Hudson Bend Road
Section 4(f) Property: Bee Cave Central Park

SUBJECT: NOTIFICATION OF INTENT TO PURSUE *DE MINIMIS* TO SECTION 4(f) (23 CRF 774.3(b))

Lanie Marcotte
Bee Cave City Hall
4000 Galleria Parkway
Bee Cave, TX 78738

Dear Ms. Marcotte:

In accordance with 23 CRF 774.3(b), we are seeking concurrence for the above referenced project, which will be carried out with Federal funds. This letter requests review and consultation concerning the determinations of significance and findings of no adverse effects within the project's area of potential effects (APE). TxDOT also intends to pursue a Section 4(f) *de minimis*.

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

Introduction

The Texas Department of Transportation (TxDOT) proposes to widen RM 620 from a four-lane divided rural roadway to a six-lane divided urban roadway, add raised medians, and add a continuous shared-use path along both sides of the road throughout the corridor. The project length is approximately 9.2 miles long in total, which includes approximately 8.0 miles of improvements along RM 620, 0.8 mile of improvements along SH 71 and 0.4 mile of improvements along Bee Cave Parkway.

The proposed project would include improvements along Bee Cave Parkway, including a portion of the roadway located within the boundaries of Bee Cave Central Park. These improvements, which are needed to facilitate traffic flow at the intersection, include the addition of an eastbound left turn lane and eastbound right turn lane from Bee Cave Parkway onto northbound and southbound RM

620, respectively. The improvements would extend the roadway pavement along Bee Cave Parkway out approximately 21 feet (tapering to 10 feet) from the existing pavement on the south side of the road, and out approximately 9 feet (tapering to 2 feet) on the north side of the road, for a total of approximately 0.4 acre of park property use.

The areas of proposed new pavement would impact a small section of an existing 5-foot wide bicycle/pedestrian pathway on the south side of Bee Cave Parkway that provides access to the park from RM 620 and Bee Cave Parkway. In order to mitigate these impacts, TxDOT is proposing to replace the impacted portion of the park's pathway with a 6-foot wide pathway. Additionally, the design will include an extension of the proposed 10-foot wide shared-use path from RM 620 onto the north side of Bee Cave Parkway that would connect to the existing crushed granite trail that extends north from Bee Cave Central Park onto Bee Cave Hike and Bike Trail Segment 1. The attached exhibit shows the location of the proposed improvements within the park.

The proposed project would not impact any benches, pavilions, or other recreational facilities (i.e., basketball court or playground) within the park. Additionally, the project would not impact vehicle access to the park or its amenities.

Determination of No Adverse Effects and Certification of Section 4(f) *De Minimis*

Review of the proposed project determined that the Bee Cave Central Park on which the ***use*** will take place has significance under the requirements of 23 CRF 774.3(b). In order to qualify for a Section 4(f) *de minimis*, it was established that the project activities will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

The function of Bee Cave Central Park will not be impaired and its function will not cease. Nor will the project impair the function of the property as a whole. Therefore, these minor changes would have no adverse effect. The property would still possess its significance after the project is complete.

If you feel that TxDOT has met the above requirements and have no additional comments about the project, then please endorse this letter and return it to us by January 20, 2020. This endorsement will signify your concurrence that there is no adverse effect to the above property. Additional information about Section 4(f) requirements can be found at the following or you may request additional information from TxDOT:

http://environment.fhwa.dot.gov/(S(1vyep545s3wmhuubnvexkmm2))/4f/index.asp

Conclusion

In accordance with 23 CRF 774.3(b), I hereby request your signed concurrence with the finding of no adverse effects. Furthermore, TxDOT determined that the proposed project activities meet the requirements of a *de minimis* finding under Section 4(f).

Thank you for your assistance with the federal review process. If you need further information, please call me at (512) 832-7096.

Sincerely,

Sonya Y. Hernandez, P.G.
Environmental Specialist, TxDOT Austin District

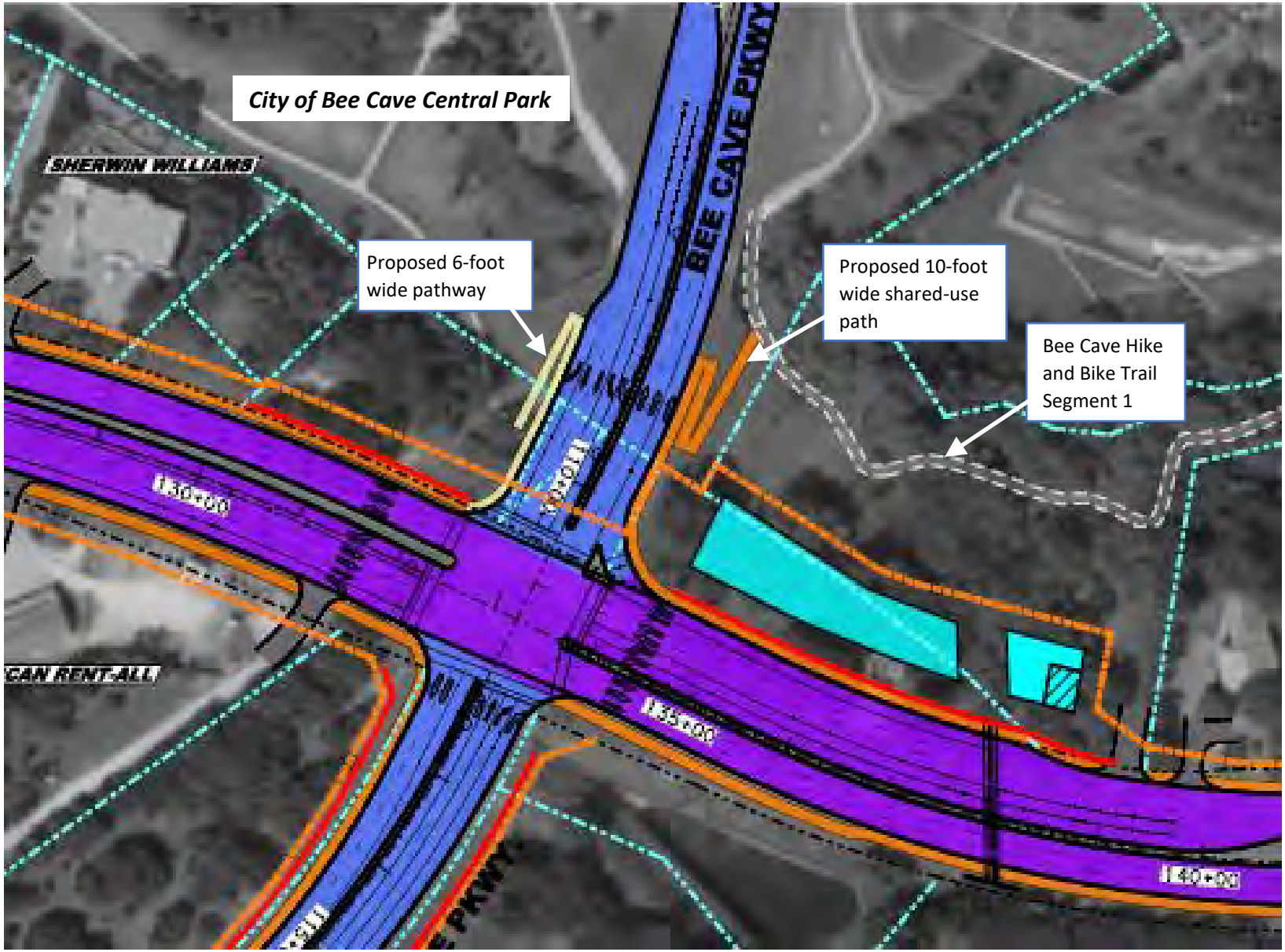
cc: Shirley Nichols, Environmental Supervisor, TxDOT Austin District

CONCUR: NO ADVERSE EFFECT
DETERMINATION OF *DE MINIMIS* IMPACT UNDER SECTION 4(f) GUIDELINES

NAME: _____ DATE: _____
[Insert Name and Title of Official with Jurisdiction]

RM 620 Project

Proposed Improvements within City of Bee Cave Central Park



C-6

Elected Officials Letter

Mailed and emailed to Elected Officials on Jan.22, 2020

Elected Official	Organization
Mr. Ashby Johnson, Director	Capital Area Metropolitan Planning Organization
Mayor Monty Parker	City of Bee Cave
Councilmember Andrew Clark	City of Bee Cave
Councilmember Jon Cobb	City of Bee Cave
Mayor Pro Tem Bill Goodwin	City of Bee Cave
Councilmember Kara King	City of Bee Cave
Councilmember Andrea Willott	City of Bee Cave
Mayor Sandy Cox	City of Lakeway
Mayor Pro Tem Laurie Higginbotham	City of Lakeway
Councilmember Steve Smith	City of Lakeway
Councilmember Gretchen Vance	City of Lakeway
Councilmember Doug Howell	City of Lakeway
Councilmember Sanjeev Kumar	City of Lakeway
Councilmember Louis Mastrangelo	City of Lakeway
Representative Vikki Goodwin	Texas House of Representatives
Senator Dawn Buckingham	Texas State Senate
Senator Kirk Watson	Texas State Senate
Commissioner Gerald Daugherty	Travis County
Judge Sarah Eckhardt	Travis County
Congressman Chip Roy	United States House of Representatives
Congressman Roger Williams	United States House of Representatives
Senator John Cornyn	United States Senate
Senator Ted Cruz	United States Senate
Mayor Eric Ovlen	Village of the Hills

Texas Department of Transportation

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

January 22, 2020

Mr. Ashby Johnson
Executive Director
3300 N. IH 35, Suite 630
Austin, TX 78705

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Mr. Johnson:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments received by March 6, 2020 will be included in the official public hearing record.

If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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

Texas Department of Transportation

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

January 22, 2020

The Honorable Monty Parker
Mayor
4000 Galleria Parkway
Bee Cave, TX 78738

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Mayor Parker:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Andrew Clark
Councilmember
4000 Galleria Parkway
Bee Cave, TX 78738

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Councilmember Clark:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Jon Cobb
Councilmember
4000 Galleria Parkway
Bee Cave, TX 78738

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Councilmember Cobb:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Bill Goodwin
Councilmember
4000 Galleria Parkway
Bee Cave, TX 78738

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Mayor Pro Tem Goodwin:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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

Texas Department of Transportation

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

January 22, 2020

The Honorable Kara King
Councilmember
4000 Galleria Parkway
Bee Cave, TX 78738

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Councilmember King:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments received by March 6, 2020 will be included in the official public hearing record.

If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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

Texas Department of Transportation

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

January 22, 2020

The Honorable Andrea Willott
Councilmember
4000 Galleria Parkway
Bee Cave, TX 78738

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Councilmember Willott:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Steve Smith
Councilmember
1102 Lohmans Crossing Road
Lakeway, TX 78734

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Councilmember Smith:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Gretchen Vance
Councilmember
1102 Lohmans Crossing Road
Lakeway, TX 78734

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Councilmember Vance:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments received by March 6, 2020 will be included in the official public hearing record.

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Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Doug Howell
Councilmember
1102 Lohmans Crossing Road
Lakeway, TX 78734

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Councilmember Howell:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

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Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Sandy Cox
Mayor
1102 Lohmans Crossing Road
Lakeway, TX 78734

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Mayor Cox:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

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The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

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Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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

Texas Department of Transportation

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

January 22, 2020

The Honorable Sanjeev Kumar
Councilmember
1102 Lohmans Crossing Road
Lakeway, TX 78734

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Councilmember Kumar:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments received by March 6, 2020 will be included in the official public hearing record.

If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Laurie Higginbotham
Mayor Pro Tem
1102 Lohmans Crossing Road
Lakeway, TX 78734

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Mayor Pro Tem Higginbotham:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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January 22, 2020

The Honorable Louis Mastrangelo
Councilmember
1102 Lohmans Crossing Road
Lakeway, TX 78734

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Councilmember Mastrangelo:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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January 22, 2020

The Honorable Vikki Goodwin
State Rep. District 47
P.O. Box 2910
Room E2.420
Austin, TX 78768-2910

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Representative Goodwin:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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

Texas Department of Transportation

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

January 22, 2020

The Honorable Dawn Buckingham
Senator - District 24
P.O. Box 12068
Austin, TX 78711-2068

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Senator Buckingham:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Kirk Watson
Senator - District 14
P.O. Box 12068
Austin, TX 78711-2068

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Senator Watson:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

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

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Commissioner Daugherty:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

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

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Judge Eckhardt:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

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If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Chip Roy
Congressional District 21
Austin District Office
5900 Southwest Parkway, Bldg 2, Suite 201A
Austin, TX 78735

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Congressman Roy:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

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Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

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Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
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Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable Roger Williams
Congressional District 25
Austin District Office
1005 Congress Ave., Suite 925
Austin, TX 78701

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Congressman Williams:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

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Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

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Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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Texas Department of Transportation

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

January 22, 2020

The Honorable John Cornyn
U.S. Senator for Texas
Chase Tower
221 West Sixth Street, Suite 1530
Austin, TX 78701

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Senator Cornyn:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments received by March 6, 2020 will be included in the official public hearing record.

If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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

Texas Department of Transportation

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

January 22, 2020

The Honorable Ted Cruz
U.S. Senator for Texas
Austin District Office
300 East 8th Street, Suite 961
Austin, TX 78701

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Senator Cruz:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments received by March 6, 2020 will be included in the official public hearing record.

If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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

Texas Department of Transportation

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

January 22, 2020

The Honorable Eric B. Ovlen
Mayor
102 Trophy Drive
The Hills, TX 78738

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Mayor Ovlen:

You are cordially invited to attend a public hearing on Thursday, Feb. 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian accommodations along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings, and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and will include a public comment period.

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments received by March 6, 2020 will be included in the official public hearing record.

If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Tucker Ferguson, P.E.
Austin District Engineer

cc: Marisabel Ramthun, P.E. Director of Transportation Planning and Development, Austin District, TxDOT
Heather Ashley Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., Travis South Area Engineer, Austin District, TxDOT
Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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

C-7

Public Hearing Announcement Letter to City of Bee Cave

E-mailed to Lanie Marcotte, City of Bee Cave on Jan. 17, 2020

From: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Sent: Friday, January 17, 2020 4:51 PM
To: Lanie R. Marcotte
Cc: 620 Archive; Lindsey A. Oskoui; Shirley Nichols
Subject: TxDOT - RM 620 (CSJ 0683-02-066) Public Hearing
Attachments: 2020.01.17_RM620_PH_City of Bee Cave-signed.pdf

Good afternoon Ms. Marcotte,
Please see the attached letter regarding the public hearing for the RM 620 project from SH 71 to Hudson Bend Road.

Please note, as we have discussed previously, the proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

Please let me know if you have any questions.
Sincerely,
Sonya Hernandez

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

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

Texas Department of Transportation

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

January 17, 2020

Ms. Lanie Marcotte
Bee Cave City Hall
4000 Galleria Parkway
Bee Cave, TX 78738

RE: RM 620 South (SH 71 to Hudson Bend Road) Public Hearing in Travis County, Texas

Dear Ms. Marcotte:

You are cordially invited to attend a public hearing on Thursday, February 20, 2020 for the above referenced RM 620 South improvements between SH 71 and Hudson Bend Road in northern Travis County. The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and the recommended Build Alternative for improving RM 620.

Proposed improvements to this section of RM 620 include widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction; adding raised medians; and adding continuous bicycle/pedestrian improvements along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Texas Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

The public hearing will be held in the Lake Travis High School cafeteria, located at 3324 Ranch Road 620 South in Austin. Maps, drawings and other project information will be on display beginning at 5:30 p.m., and project team members will be present to answer questions. The hearing will begin at 6:30 p.m. and includes a public comment period.

Comments may be submitted at this public hearing, mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426, faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development), submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering “RM 620 South” in the search area. Comments received by March 6, 2020 will be included in the official public hearing record.

If you need additional information regarding this project or the public hearing, please contact Matthew Cho, P.E., Transportation Engineer, Austin District Advanced Project Development, at (512) 832-7000, or by email at Matthew.Cho@txdot.gov.

Sincerely,

Sonya Y. Hernandez, P.G.
Environmental Specialist

cc: Shirley Nichols, Environmental Supervisor, Austin District, TxDOT

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

C-8

Notice of Availability of a Draft Environmental Assessment

Emailed to Texas Commission on Environmental Quality (TCEQ) on Jan. 27, 2020

From: Lindsey Kimmitt <Lindsey.Kimmitt@txdot.gov>
Sent: Monday, January 27, 2020 10:20 AM
To: 'NEPA@tceq.texas.gov'
Cc: Sonya Hernandez
Subject: Draft environmental assessment for a highway project
Attachments: 022020-notice.pdf

Attached please find a Notice of Availability of a DRAFT environmental assessment for a highway project. The draft EA can be found here: https://www.txdot.gov/inside-txdot/projects/studies/austin/rm620-sh71-hudson-bend-rd.html.

Sincerely,
Lindsey Kimmitt
512-416-2547

Notice

Draft Environmental Assessment Available for Public Review
and
Public Hearing

RM 620

From SH 71 to Hudson Bend Road

CSJs: 0683-02-066

Travis County, Texas

The Texas Department of Transportation (TxDOT), as the lead agency is proposing to widen the existing 4-lane divided rural roadway to a 6-lane divided urban roadway from SH 71 to Hudson Bend Road in Travis County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Feb. 20, 2020 at the Lake Travis High School Cafeteria, 3324 Ranch Road 620 South, Austin, TX 78738. Displays will be available during an open house at 5:30 p.m. with the formal hearing and presentation starting at 6:30 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed project would widen the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction, add raised medians, and add continuous bicycle/pedestrian accommodations along both sides of the roadway from SH 71 to Hudson Bend Road. The project is located within the cities of Lakeway and Bee Cave as well as unincorporated areas of western Travis County.

The Build Alternative would require the acquisition of approximately 34.3 acres of new (additional) ROW. Although additional right of way is required, no residential or non-residential structures would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the district office at the address listed below.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b). The southern portion of the project is also located within the Edwards Aquifer Contributing Zone. A TCEQ Contributing Zone Plan would be prepared for the project.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at 7901 North IH 35, Austin, TX 78753 and at TxDOT.gov and search keywords “RM 620 South”. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to the TxDOT Austin District Office. Comments must be received on or before March 6, 2020 to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such the need for an interpreter, are encouraged to contact

Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, by phone at (512) 832-7000, or by email at Matthew.Cho@txdot.gov. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Matthew Cho, P.E., Transportation Engineer, Advanced Project Development.

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

C-9

Property Owner & Section 106 Consulting Parties Flyer

Mailed to Adjacent Property Owners on Feb. 4, 2020

Emailed to Section 106 Consulting Parties + cities of Bee Cave and Lakeway on Feb. 5, 2020

Adjacent Property Owner Name
107 BELLA MONTAGNA CIRCLE LLC
1100 PROPERTY LLC
1113 RANCH ROAD 620 TRUST
1302 52ND LLC
2264 MORRIS AVENUE LLC
2306 RANCH ROAD LLC
2600 HOMEOWNERS ASSOCIATION, INC
2606 VENTURE GROUP LLC
427 RR 620 LLC
7-ELEVEN INC
827RAYS LLC
A&P AUTO LLC
A+ FEDERAL CREDIT UNION
ADBA-915 LLC
ADOBE LLC
AGOG BUSINESS INC
ALE INVESTMENTS LLC
ALLEY BRYAN W. & DENISE M
AM TECHNICAL SOLUTIONS, INC
AMERICAN AUTO RENTAL SOUTH, INC
ANTHONY C PRESUTTI TRUST
ARRIAGA ROSE M
ASH CREEK HOMES INC
AUSTACO II REAL ESTATE PARTNERS LTD
AUSTIN TELCO FEDERAL CREDIT UNION
BABU RATNA
BALDWIN HOLDINGS LTD
BARGAINS FOR MILLIONAIRES LLC
BDG LAKEWAY HOLDINGS LLC
BEE CAVE BAPTIST CHURCH
BEE CAVE OWNER LLC
BELLA MONTAGNA ESTATES HOA
BILY JOHN E & MELINDA S
BLACK HOLDINGS LLC
BLUFF HOUSE LLC
BOND QUEST LLC
BORGELT ROGER W
BORKLAND GLENN & ELIZABETH A

Adjacent Property Owner Name
DURFLINGER DONALD D TRUSTEE
BRAKE SPECIALISTS REAL PROPERTIES LP
BRC ADVENTURES LLC
BREAUS JODY
BRUCE W LOWRY
BST LLC
BUDDIN BUSINESS INVESTMENTS LLC
BUDDIN ENTERPRISES LLC
CALHOUN-SMITH DISTRIBUTING COMPANY
CAMPA INVESTMENTS LLC
CANYON STAR LLC
CANYONS AT LAKE TRAVIS RESIDENTIAL COMMUNITY INC
CAVALIER GOLDEN GROUP INC
CBA 620 LLC
CCNG INC
CHANG SHERRY & LAN-LAN HWANG
CHIEN NOIR22 LLC
CHRISTIANSON LANE B
CHRISTINE R. VICKREY, 2004 INVESTMENT TRUST ETAL
CIRCLE K STORES INC
CITY OF AUSTIN
CITY OF BEE CAVE TEXAS
CITY OF BEE CAVE TEXAS
CITY OF BEE CAVE TEXAS
CITY OF BEE CAVE TEXAS
CITY OF LAKEWAY
CITY OF LAKEWAY
CLUBCORP GOLF OF TEXAS LP
COMPTON WENDY
COMPTON JERRY M & ALICIA M
COTA DOUG
COTA HOLDING LLC
CRELANIE HOLDINGS LLC
CROSSBRIDGE COMMUNITY LUTHERAN CHURCH
CSC LAKEWAY PROPERTY LLC
CSHV HCG RETAIL, LLC
CW TWO AUSTIN LLC
DAWRAN LLC
DAWSON SUSAN P & KENNETH E MANNAS
DEEB RAMZI
DILLARD TEXAS SOUTH LLC
DJK VISTA RIDGE MANAGEMENT LLC
DOLEZAL WAYNE
DON RICKER TIRE CO, INC
DOSS MICHAEL G

Adjacent Property Owner Name
DOUGLAS STANLEY KUEHN III & MARGARET LAGORDE KUEHN
DOWLING CHRISTOPHER PAUL
EADS JAMES M.
EL DESARROLLO # 5 LLC
ELFINDALE SHOPS LLC
ELLENBOGEN SHERRY & MARY E PARKER
ENTRANCE AT LAKEWAY LLC
ESCAJEDA CARMEN
E-Z LAKEWAY STORAGE LLC
FALCONHEAD 620 LLC
FALCONHEAD PARTNERS LTD
FHF I OAKS AT LAKEWAY LLC
FIRST STAR BANK SSB
FLINT ROCK GM LLC & FLINT ROCK JP LLC
GARNETT GOLDA LIFE ESTATE &
GCE VENTURES LLC
GENECOV INVESTMENTS LTD
GERALD MITCHELL & GERALD L MITCHELL JR HERITAGE TRUST
GONZALES RONALD & KRISTA A
GOODWILL INDUSTRIES OF CENTRAL TEXAS
GORDON SCOTT
GRELLI PROPERTIES LLC
HALLE PROPERTIES LLC
HAMSA LLC
HANNA AWATIF A
HANSON FRANK JAMES JR
HBJ HOLDING LTD
HCH LAKE TRAVIS POPERTY ONE LLC
HD DEVELOPMENT PROPERTIES LP
HD TRADING LLC
HEARNCO LLC
HFS BROTHERS INVESTMENT LLC
HIGHLAND VENTURES I LTD
HILL COUNTRY ENERGY PARTNERS, LLC
HILL COUNTRY TEXAS GALLERIA LLC
HONEY CREEK PROFESSIONAL CENTER CONDO
HONEYCOMB LAND LTD
HR AUSTIN GROUP LTD
IMAGINE CENTER OFFICE CONDO
INDEPENDENT BANK OF AUSTIN SSB
INTERNATIONAL BANK OF COMMERCE
IRWIN JAMES
JSP LEGACY REAL ESTATE LLC
IVT SHOPS AT GALLERIA
J T & MARSHA A LANEHART LIVING TRUST

Adjacent Property Owner Name
JACK BROWN FAMILY III, LP
JAYLEE LTD
JENSEN MICHAEL L & DIANE L
JFF INVESTMENTS LLC
JNY LLC
JNY LLC
JOCPVI INVESTMENTS LLC
JP MORGAN CHASE BANK NA-ORE
JPD BACKYARD FINANCE
JPS NEVADA TRUST
JSHB PROPERTIES LLC
K & R LAND HOLDINGS LLC
KELLER FAMILY INVESTMENTS LTD
KENNETH F FRANCIS & CANDACE J BRUMBLE
KENT SPORTS HOLDINGS LP
KIEL OLIVER B & LAURA
KING JESS R & MARY SUZANNE
KINSELLA MARGARET M
KORI SERVICES LTD
KRISHNAN KRISH & SUBHA
KRN ROCK 1 LLC
LAKE TRAVIS DEVELOPMENT GROUP LTD
LAKE TRAVIS ISD
LAKE TRAVIS UNITED METHODIST CHURCH, INC.
LAKEWAY COMMONS 900 LTD
LAKEWAY HOSPITALITY LP
LAKEWAY M U D
LAKEWAY PLAZA COMBINED LLC
LAKEWAY PLAZA PARTNERS
LAKEWAY PLAZA PARTNERS
LAKEWAY PLAZA PARTNERS II
LAKEWAY PLAZA PARTNERS III LLC
LAKEWAY REGIONAL MEDICAL CENTER
LAWS ROBERT C.
LDP LAKE TRAVIS APARTMENT LP
LG LAKEWAY STORAGE LLC
LIMESTONE SPRINGS PROPERTIES LP
LINDESMITH CRAIG
LOHMAN'S LAKEWAY PARTNERS LTD
LOKHANDWALA ENTERPRISES LLC
LONE STAR DOCKS CORPORATION
LOWER COLORADO RIVER AUTHORITY
MADRONE CIELO APARTMENTS LLC/BSR
SMITH MARVIN
MSC DAM STORAGE LLC

Adjacent Property Owner Name
MB WINBORN TRUST & GREOGORY & KENNETH WINBORN
MBSB COMMERCIAL HOLDINGS LLC
McCORKLE HOLDINGS LLC
McCOY INVESTMENTS LTD
MEDFORD MITCHELL&ELIZABETH
MEJIA MIRIAM
MILLER STACY
MLH CAR WASH COMPANY LLC
MOHSENI MELROZ NEWMAN
MONT ROUGE LAKEWAY LP
MOONDANCE INVESTMENTS LTD
MORELAND EMILY H.
MSC DAM STORAGE LLC
MURFIN PATRICIA A. & WILLIAM R.
NATIONAL RETAIL PROPERTIES LP
OBERG PROPERTY MANAGEMENT SERVICES INC
OG PLAZA LP
ONSTAD ROCKNE W
ORCHARDS ACRES, ATTN: DARYL ZAVODNY
OREILLY AUTO ENTERPRISES LLC
OVISI KAMBIZ H & SHAHRZAD B
OWENBY GARY SHANE & VICTORIA
PARKWAY GREENS LLC
PARKWAY GREENS LLC
PERARDI DEVELOPMENT
PETTY ROBERT A
PEVETO FAMILY INVETMENTS LTD
PHILLIP DOYCE HESTER & JOAN SEPHANIE SCHLEUDER
POHL JIM & BONNIE
POPE WILLIAM ROBERT & MARY KAY
PRESTIGE INVESTMENTS LLC
PRH VIII LLC
PROSPERITY BANK
RANDALL'S FOOD & DRUGS LP
REAL DEL LAGO LP
REDBIRD INVESTORS LTD
RELOCKE LLC
RICHARD J & VIRGINIA SIRLES RECOVABLE TRUST
RINELY STEPHEN J & LISA M
ROBERT W MERTZ TRUST
RONALD G DEWITT & NANCY A STELIK
ROSE MARILYN A & TONY E
SAMAD REAL ESTATE INC
SCF RC FUNDING III LLC
SCHMIDT TRACT PARTNERSHIP

Adjacent Property Owner Name
SCHRAMM RANCH III HOA INC
SCOTT GORDON
SEBRAC ASSOCIATES LLC
SERENDIPITY PROPERTIES INC
SGI OREGON FUNERAL SERVICES INC & LINCOLN MEMORIAL PARK CEMETRY ASSOC
SHAFINURY MORTEZA
SONIC DEVELOPMENT OF CENTRAL TEXAS
SOUTHWESTERN BELL TELEPHONE
SPANISH OAKS OWNERS ASSOCIATION INC
SPILLMAN HENRY J. JR & JOHN F &
SSC EVERGREEN LLC
STERONKO ROBERT J & LISA T
STEWART MARITAL TRUST
STILL SUSAN
STORE IT ALL LAKEWAY LLC
STORE MASTER FUDNING XI LLC
STRUBAR DOUGLAS C. & LAUREN H.
SUKKAR-JEBBEH ENTERPRISES & MA & MA'MOUN SUKKAR
SWBC FALCONHEAD LP
SWIFT VAN P. & VIRGINIA K.
TARGET CORP
TEXAS SERVICE LIFE INSURANCE COMPANY
TEXNATIVE LLC
THE BACKYARD DEVELOPMENT LLC
THE JENNY JACOMIDES TRUST ETAL
THE OVERLOOK AT LAKEWAY GP
THE VASELS FAMILY TRUST
THERIOT FLP PROPERTIES III LLC & SANDERS FLP PROPERTIES I LLC & ETALS
THIRD CHURCH OF CHRIST SCIENTIST AUSTIN
TILLMAN SANDRA
TILLMAN SELF STORAGE INC
TIME WARNER CABLE TEXAS LLC
TOMLINSON HARRIET D
TOSK INC
TRAVIS COUNTY
TRAVIS COUNTY BEE CAVE ROAD DISTRICT #1
TRAVIS COUNTY ESD #6
TRAVIS COUNTY TRUSTEE
TRAVIS COUNTY WCID #17
TRAVIS COUNTY. TRUSTEE
TREVINO EDWARD V. & ESTER R.
TSL HOLDINGS LLC
TULLY WAYNE K & CHERIE LEE
TUSCAN HILLS OFFICE CONDOS
UNITED HERITAGE CREDIT UNION

Adjacent Property Owner Name
UNITED STATES POSTAL SERVICE
VAN CLEVE INVESTMENTS INC
VAN DER GEEST ENTERPRISES INC
VILLAGE OF BEE CAVE
VILLAS AT COMMANDERS POINT HOA
VINEYARD BUSINESS CENTER LIMITED
VINEYARD HOMEOWNER ASSOCIATION, INC.
VU TRANG NGOC THUY
W O HOLDINGS LLC
WANDER THOMAS & SHARON E
WELLS FARGO BANK N A
WELLSPRING AESTHETICS LLC
WHITE STONE CHURCH
WILLIAM ROBERT & MARY KAY POPE
JAYLEE LTD
ZIBA REZAEE & ELLIS D DOAN
ZSCHAPPEL INTEREST DANBURY LLC

Section 106 Consulting Parties + Cities of Bee Cave and Lakeway
JUSTIN KOCKRITZ, TEXAS HISTORICAL COMMISSION
KITTY HENDERSON, HISTORIC BRIDGE FOUNDATION
TRAVIS COUNTY HISTORICAL COMMISSION
MIKE BOSTON, LAKEWAY HERITAGE CENTER
E. MEGAN WILL, CITY OF BEE CAVE
CHARLOTTE HODGES, CITY OF LAKEWAY

Public Hearing – RM 620 South (SH 71 to Hudson Bend Road)

Where:
Lake Travis High School
Cafeteria
3324 Ranch Road 620 South
Austin, TX 78738

When:
Thursday, Feb. 20, 2020
5:30 p.m. – Open House
6:30 p.m. – Formal hearing and public comments

Purpose:
The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and its recommended Build Alternative for improving RM 620 between SH 71 and Hudson Bend Road in Travis County, Texas. An open house will begin at 5:30 p.m. followed by a public hearing with a formal presentation at 6:30 p.m. Project team members will be on hand to answer questions and provide information during the open house portion of the hearing. Comments must be received on or before March 6, 2020 to be a part of the official hearing record.

Description:
The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:

- Widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway by adding a third travel lane in each direction.
- Adding raised medians.
- Adding continuous bicycle/pedestrian paths along both sides of the roadway.

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).

Special Accommodations:
TxDOT makes every reasonable effort to accommodate the needs of the public. The public hearing will be in English, if you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please contact Matthew Cho, P.E. at (512) 832-7210 or Matthew.Cho@txdot.gov at least two working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

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

Contact:
TxDOT Austin District
P.O. Box 15426
Austin, TX 78761-5426
(512) 832-7210
Matthew.Cho@txdot.gov

Audiencia Pública – Sur RM 620 (SH 71 hacia Hudson Bend Road)

Dónde
Lake Travis High School
Cafetería
3324 Ranch Road 620 South
Austin, TX 78738

Cuándo
Jueves 20 de febrero, 2020
5:30 p.m. –Sesión informativa abierta al público
6:30 p.m. – Audiencia formal y comentarios públicos

Propósito:
El motivo de esta audiencia pública es poder recibir comentarios por parte de los asistentes sobre el Borrador de Evaluación Ambiental y sus recomendaciones para una Construcción Alternativa para mejorar el RM 620 entre SH 71 y Hudson Ben Road en el Condado Travis, Texas. Una reunión pública comenzará a las 5:30 p.m. seguido de una sesión pública con una presentación oficial a las 6:30 p.m. Miembros del Equipo del Proyecto estarán disponibles para contestar preguntas y proveer información durante la parte de la sesión informativa de la audiencia. Comentarios deben ser recibidos en o antes del 6 de marzo, 20202 para formar parte oficial de la audiencia.

Descripción:
El proyecto propuesto abordará inquietudes de seguridad y movilidad a lo largo de esta sección de la RM 620 con las siguientes mejoras:

- Ampliar los 4 carriles existentes de la carretera rural a una carretera urbana de 6 carriles al agregar un tercer carril en cada dirección.
- Agregar un camellón elevado.
- Agregar caminos continua para ciclistas /peatones a lo largo de los dos lados de la vía.

El proyecto propuesto requerirá el uso aproximado 0.4 acre del Parque Central de la Ciudad de Bee Cave, ubicado a lo largo de Bee Cave Parkway al oeste de RM620. Este parque ha sido designado como una propiedad pública sujeta al Capítulo 26 del Código de Parques y Vida Silvestre sección 4(f) of 23 CRF 774.3(b).

Servicios Especiales:
TxDOT hará todos los esfuerzos razonables para acomodar las necesidades del público. La audiencia pública será en inglés, pero usted puede hacer una petición si necesita un servicio especial de comunicación o un intérprete. Si usted tiene una discapacidad, necesita asistencia o requiere arreglos especiales, se hará todo lo posible para poder satisfacerlos. Por favor comuníquese con Matthew Cho, P.E. al (512) 832-7210 o escriba a Matthew.Cho@txdot.gov por lo menos 2 días antes de la reunión. Por favor tome en consideración que se pide previo aviso ya que, para satisfacer algunas necesidades, puede tomar tiempo para que el TXDOT se organice.

Memoranda de Entendimiento:
La revisión ambiental, consultoría y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto son, o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C.327 y un memorando de entendimiento con fecha 9 de diciembre de 2019, y ejecutado por FHWA y TxDOT.

Contacto:
TxDOT Austin District
P.O. Box 15426
Austin, TX 78761-5426
(512) 832-7210
Matthew.Cho@txdot.gov

C-10

Notifications for Property Owners with Detention Ponds

Certified Letter to Property Owners noted below on Feb. 18, 2020

Emailed to Property Owners noted below on Feb. 19, 2020

Representative/Property Owner Name	Certified Letter	Email
SAMAD REAL ESTATE INC	✓	
CIRCLE K STORES INC	✓	
SHFC LAKEWAY LAND LLC	✓	
BRIAN C MURFIN	✓	
ADOBE LLC		✓
ALE INVESTMENTS LLC		✓
A+ FEDERAL CREDIT UNION		✓
HD DEVELOPMENT PROPERTIES LP		✓
GATEWAY TO FALCONHEAD		✓
HENRY SPILLMAN, JR & NANCY SPILLMAN		✓
MADRONE CIELO APARTMENTS LLC		✓
REAL DEL LAGO LP		✓
CLUBCORP GOLF OF TEXAS L P		✓
LAKEWAY M U D		✓
JOAN HESTER		✓
JACOMIDES JENNY TRUST THE ETAL		✓
CITY OF BEE CAVE TEXAS		✓

Texas Department of Transportation

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

February 18, 2020

SAMAD REAL ESTATE INC
[redacted]
PARCEL NO.: 564037

Dear Property Owner:

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

We invite you to the public hearing on the project on Feb. 20, 2020 at the Lake Travis High School cafeteria. There will be an open house beginning at 5:30 p.m. and a formal presentation followed by public comment at 6:30 p.m. If you cannot attend the public hearing but would like to review the meeting materials and provide comments, please visit the TxDOT website at www.txdot.gov and enter "RM 620 South" in the search area. Comments must be received by March 6, 2020, to be included in the official public hearing record.

Thanks,

Randall Dillard
RM 620 South Team
[redacted]

Texas Department of Transportation

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

February 18, 2020

CIRCLE K STORES INC
% WALT MCMENNAMY
[redacted]
PARCEL NO.: 881707

Dear Property Owner:

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,

Randall Dillard
RM 620 South Team
[redacted]

Texas Department of Transportation

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

February 18, 2020

SHFC LAKEWAY LAND LLC
[redacted]
PARCEL NO.: 152335

Dear Property Owner:

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,

Randall Dillard
RM 620 South Team
[redacted]

Texas Department of Transportation

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

February 18, 2020

BRIAN C MURFIN
[redacted]
PARCEL NO.: 130715

Dear Property Owner:

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard [redacted] > on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 9:09 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 119010

Rick Beguelin
Property ID# 119010

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard <[redacted]> on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 11:12 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 134706

Dennis McWilliams - Hills of Lakeway/Club Corp
Property ID# 134706

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard <[redacted]> on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 11:14 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 142461

Earl Foster
Property ID# 142461

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard [redacted] > on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 11:03 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 521619

MICHAEL SQUIRES, BSR
Property ID# 521619

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard [redacted] > on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 11:08 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 521873

Roxana and Craig Plackis - Lago Management
Property ID# 521873

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard <[redacted]> on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 10:16 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond (541348)

Bob Gola
Property ID# 541348

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard <[redacted]> on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 3:11 PM
To: Clint Garza
Subject: RM 620 South - Water Detention Pond 541351

Clint Garza, City of Bee Cave
Property ID# 541351

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard <[redacted]> on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 10:08 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 541356

Marc and Andrea Van Orden
Property ID# 541356

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard <[redacted]> on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 10:35 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 541361

Blair Knox Property
ID# 541361

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard [redacted] > on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 11:17 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 542479

JOAN HESTER
Property ID# 542479

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard <[redacted]> on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 11:22 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 542681

Lucas Jacomides - Owner
Trent Lehmann - Owner
Property ID# 542681

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard [redacted] > on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 11:01 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 785173

HENRY SPILLMAN JR - Owner
NANCY SPILLMAN – Owner
Property ID# 785173

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

From: Randall Dillard <[redacted]> on behalf of Randall Dillard
Sent: Tuesday, February 18, 2020 10:51 AM
To: [redacted]
Subject: RM 620 South - Water Detention Pond 892287

Reed Boyd - CSMG
Ken Satterlee - Gateway to Falconhead (St. Croix)
Property ID# 892287

The RM 620 South team is continuing to look at ways to improve mobility and safety along RM 620 from SH 71 to Hudson Bend Road. As such, the team is still evaluating the proposed detention pond at your property along the corridor. Recent design refinements are pointing to a solution that would avoid the need for a detention pond at your location. However, those refinements are ongoing, and are not expected to be finalized until after an upcoming public hearing. As a result, possible refinements will not be reflected in the roll plot exhibits being presented at the public hearing.

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Thanks,
Randall

Randall Dillard
RM 620 South Team
[redacted]

C-11

RM 620 South E-Newsletter Advertisements

From: RM 620 South Project <RM620South@gmail.com> on behalf of RM 620 South Project
Sent: Friday, February 7, 2020 2:44 PM

Subject: NOTE THE DATE: RM 620 South - Save the Date February 20, 2020 Public Hearing

Having trouble viewing this email? Click here to view it in your browser.

RM 620 SOUTH - SAVE THE DATE

February 7, 2020

Please join us for a public hearing about RM 620 South

We want to hear from you.

The Texas Department of Transportation is conducting a public hearing on Feb. 20, 2020 to receive public comment on the Draft Environmental Assessment and its recommended Build Alternative for improving RM 620 from SH 71 to Hudson Bend Road.

Maps, drawings and other project information will be on display during an open house beginning at 5:30 p.m. Project team members will be present to answer questions.The hearing will begin at 6:30 p.m. and will include a public comment period.

Public Hearing details:
Thursday, Feb. 20, 2020
5:30 p.m. – Open House
6:30 p.m. – Public Hearing with formal presentation
Public comment session to follow

Lake Travis High School Cafeteria
3324 Ranch Road 620 South
Austin, TX 78738

Visit the project page for more information.

Proposed improvements include:

- Widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction
- Adding raised medians

- Adding continuous bicycle/pedestrian paths along both sides of the roadway

Can't Make the Meeting?
If you cannot attend the public hearing but would like to review the meeting materials and provide comments, please visit the TxDOT website at www.txdot.gov and enter "RM 620 South" in the search area.

Comments may also be mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, TX, 78761-5426, faxed to (512) 832-7157, or submitted by email to Matthew.Cho@txdot.gov.

Comments must be received by March 6, 2020, to be included in the official public hearing record.

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You are receiving this email because you were either identified as a potential stakeholder or you opted to receive information regarding this transportation project.

Our mailing address is:
TxDOT
P.O. Box 15426
Austin, TX 78761-5426

Add us to your address book

unsubscribe from this list update subscription preferences

From: RM 620 South Project <RM620South@gmail.com> on behalf of RM 620 South Project
Sent: Monday, February 17, 2020 2:44 PM

Subject: RM 620 South - Reminder - February 20, 2020 Public Hearing

Having trouble viewing this email? Click here to view it in your browser.

RM 620 SOUTH - REMINDER

February 17, 2020

Please join us for a public hearing Feb. 20 about RM 620 South

We want to hear from you.

The Texas Department of Transportation is conducting a public hearing on Feb. 20, 2020 to receive public comment on the Draft Environmental Assessment and its recommended Build Alternative for improving RM 620 from SH 71 to Hudson Bend Road.

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3324 Ranch Road 620 South
Austin, TX 78738

Visit the project page for more information.

Proposed improvements include:

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- Adding raised medians
- Adding continuous bicycle/pedestrian paths along both sides of the roadway

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

Add us to your address book

unsubscribe from this list update subscription preferences

From: RM 620 South Project <RM620South@gmail.com> on behalf of RM 620 South Project
Sent: Tuesday, March 3, 2020 1:14 PM

Subject: RM 620 South - Thank you for attending the February 20, 2020 Public Hearing

Having trouble viewing this email? Click here to view it in your browser.

RM 620 SOUTH – THANK YOU

March 3, 2020

Thank you for attending the RM 620 South Public Hearing!

Thank you to those that attended the RM 620 South Public Hearing on Thursday, Feb. 20, 2020. We appreciate your input! If you could not attend you still have until **Friday, March 6, 2020** to submit a comment.

More than 240 people attended the public hearing to review and comment on the Draft Environmental Assessment and its recommended Build Alternative for improving RM 620. At the end of the formal comment period, we will prepare a public hearing summary report that will include a summary of all comments received from this public hearing along with responses. This report will be available for public review and will be posted on the project website when complete.

We encourage you to visit the project page to review information displayed at the public hearing and submit comments.

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You are receiving this email because you were either identified as a potential stakeholder or you opted to receive information regarding this transportation project.

Our mailing address is:
TxDOT
P.O. Box 15426
Austin, TX 78761-5426

Add us to your address book

C-12

RM 620 South Articles

TxDOT to hold hearing, open house on RM 620 widening at Lake Travis High School

The Texas Department of Transportation is hosting a Feb. 20 open house and public hearing on the RM 620 widening project. (Brian Rash/Community Impact Newspaper)

By **Brian Rash** | 1:00 PM Feb. 6, 2020 CST | Updated 1:00 PM Feb. 6, 2020 CST

Going from four to six lanes, building raised medians, and adding a continuous path to accommodate bicycles and pedestrians are all issues stakeholders can address at an upcoming event on one of the largest upcoming transportation projects in western Travis County.

The Texas Department of Transportation is tackling these specific issues during a Feb. 20 open house and public hearing on the RM 620 widening project.

The event will take place at the Lake Travis High School cafeteria, 3324 S. RM 620, and will begin with an open house at 5:30 p.m. followed by a formal hearing at 6:30 p.m.

"The purpose of the public hearing is to receive public comment on the Draft Environmental Assessment and its recommended Build Alternative for improving RM 620 between SH 71 and Hudson Bend Road in Travis County," according to information from TxDOT, which adds the proposed project would require the use of roughly 0.4 acre from the Bee Cave Central Park, located along Bee Cave Parkway west of RM 620.

For more information on the event, click here.

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RM 620 South – PUBLIC HEARING
Lake Travis High School
Facebook Advertisements – Posted Feb. 18, 2020

Texas Department of Transportation
February 18 at 8:15 AM

TxDOT wants to hear from you! This week TxDOT will hold the following meetings:

Feb. 18, 2020
Amarillo - I-27 from Western Street to the US 60/US 87 Interchange in Randall County, Texas

Feb. 19, 2020
San Angelo - Ports-to-Plains Corridor Segment 2

Feb. 20, 2020
Orange - I-10 Widening from FM 3247 to the Sabine River Bridge in Orange County, Texas
Austin - RM 620 South (SH 71 to Hudson Bend Road)

Please visit our website: http://ow.ly/ZC6f50ylzWT for the full list of meetings and additional details.

RM 620 South – PUBLIC HEARING
Lake Travis High School
Twitter Advertisements – Posted Feb. 18 - 20, 2020

RM 620 South – PUBLIC HEARING
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Twitter Advertisements – Posted Feb. 18 - 20, 2020

RM 620 South – PUBLIC HEARING
Lake Travis High School
Twitter Advertisements – Posted Feb. 18 - 20, 2020

TxDOT Austin @TxDOTAustin · Feb 20

Great turnout at Lake Travis High School for the public hearing on the RM 620 South project. The project proposes to add a third travel lane in each direction from SH 71 to Oak Grove Blvd.

2 1 1

D.
Sign-in Sheets

D-1

Public & Elected Officials Sign-in Sheets

Texas Department of Transportation

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S, Austin, TX 78738

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	RISK BEGLELIN - OWNER 620 PROP.	78738
	BILL KAROTKIN - HAMPTON Inn	78734
	Mary Ann Hill - BRC Adventures LLC	78734
	Cathryn Jones - Burke Group	78734
	Shane Owenby	78734
	TED TARSA	78738
	Jon Penner	78734
	Eileen Kuchnisky	78738
	Rob McDonald ENGEL + VÖLKERS	78734
	Steve Knight - Hampton Inn	78734

Texas Department of Transportation

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

PUBLIC SIGN-IN SHEET

PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Karen Dodson	78738
	JOHN MADDOX	78738
	Gerald M. Kyghinsky	78738
	Robert C Faust	78734
	MARK ELL	78734
	Chip Freitag	78734
	[illegible]	78734
	Trent Lehmann	78734
	Kyle Baum	78701
	[illegible]	78734

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	DAVID DARR	78230
	Bonnie Doggett - Blanton & Associates, Inc.	78734
	Jacob Beneski	78734
	KEN & NANCY ALDRICH	78734
	Ben Eckermann	78738
	NANCY WOODBRIDGE	78738
	DON WOODBRIDGE	78738
	RUB RUCKER	78734
	DENNIS & JANET JAMES	78738
	Darien Schlegel	78738

Texas Department of Transportation

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Carrie Ell	78734
	Amelia Evans - Campa Investments, LLC	78734
	Jeff Benesh	78734
	Paul & Kim Nixon	78738
	Justin Bennett	78734
	Jonathan Candee	78734
	John Hoenig	78738
	Pete Mora	78734
	Brandon Majors (Sonic)	78738
	Jim Evans	78738

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Dustin Elliott	78633
	DAN SCHMIDT	78738
	James K. Poole MD	78734
	KIM + Casey Tisdale	78738
	Bob Pope	78734
	Sunshine Vanover ORC	78747
	David Marcum	78734
	Denise McDonald	78738
	Clyde Vance McDonald	78738
	SHAN CLELAND	78734

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Don McLaughlin Dawman	78734
	Rudolph Maier / Brusters Real Ice Cream	78734
	SANDY LAIRSEN	78734
	Tanner Taylor ORC	78747
	Bryan Anderson RE/MAX River City	78734
	Kathy Crusco Vineyard bay	78734
	Kyle Riley HNTB	75206
	Julie Oakley City of Lakeway	78734
	Adam Broughton - PBL Wealth Management	78738
	Chad McKeown - CAMPO	78705

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Meg & Douglas Kuehn	78734
	Bruce & Sara Schwaegel & Brian	78738
	Kim Hauser	78734
	Bruce Castner	78738
✓	Burnet County Judge James Oakley	78669
	Art Koenings, Jr	78738
	Mustafa Kamal	78734
	Keith + Diana Wagner	78734
	Darryl Zavodny, Chick-fil-A of Lake Travis	78738
	Alexis Vorzura, Cobb Fendley	78752

Texas Department of Transportation

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Marylynn Oberg	78734
	David Stratton	78717
✓	Kara King - City of Bee Cave	78738
	Jennifer Riechers - WTCPUA	78738
	Dana Nunn - 620 Dance Centre	78734
	Doug Struibar	78738
	Karen G. Skelton	78738
	Steve Pustelnyk	78738
	Jennifer Fleck	78669
	Doug Beeson	78734

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	JEFF MITTER	78734
	ANTHONY M. CAVAGNARO / BACKYARD Revelopment LLC	78738
	Susan Van Winkle	78738
	Bryan Hinton	78738
	JOHN FENLEY	78734
	Casey Hughes	78734
	Tracy Wang	78738
	TOM SORRI	78738
	Darlene McLane / Falcon head	78738
	Chris Simek	78669

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

Texas Department of Transportation

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Sharm Homoyer - Preserve at Lakeway HOA	78734
	Ron McCann - FALCON HEAD	
	Troy Schlicker	78730
	Lee Zimmerman	78738
	Mark Sumrall	78738
	Jeff Benne H	78734
	GERALD Mitchell	78734
	Sandra Kamstrat	78738
	Cary Kamstrat	78738
	Jimmy A Roquemore Bee Cave Baptist Church	78738

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	CARRELL KILLEBREW, citizen	78738
	Vince Martinez	78738
	JANE BUI	78734
	Garrett Pulse	78734
	Janet Wright	78734
	DENNIS HOGAN	78734
	JEFF O'Connell	78738
	William McCutcheon	78734
	Sherry Ellenbogen	78738
	Bruce Homoya, Lakeway View HOA	78734

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Christine Schoonmaker	78738
	Guy Oberg	78738
	Stephen Jones	78735
	Carol Dooley Falcon Head	78738
	KEN FRANCIS - SELF	78134
	Kristy Fisher Bella Montagna HOA	78734
	Theresa Thayer	78734
	MIKE McCONNELL	78734
	Marcos Mello	78738
	ART OLESZCZUK	78738

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Feb. 20, 2020
Lake Travis High School
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	Gilysa Garcia	78734
	Sarah Turbill	78734
	Rob Sawin	78734
	Larry Gordon	78738
	Will Hester	78734
	RICHARD LITSIS	78613
	ROGER DOOLEY	78738
	Art Losoya	78734
	[illegible]	78746

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

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	JUDITH SCHNEIDER - FALCON HEAD HOMEOWNER	78738
	Bonnie Beeson	78734
	Christi VanRite	78738
	Patty Mitchn	78734
	MIKE ENGLISH	78738
✓	BILL GOODWIN BEE CAVE MAYOR	78738
	RICHARD BARTH FALCON HEAD	78738
	Kent O'Brien	78734
	Clint Garza C.O.B.C	78738
	Theresa Willcox Falconhead	78738

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Bill Quincy	78738
	[illegible]	78762.
	James Provost	78734
	[illegible]	78784
	Erik Rumfield	
	William Gold - Cobb Fendley	78752
	Dennis Lozano - Murfee Engineering	78738
	Brian May - Urban Air Adventure Park	78738
	Steve Alber - Bee Cave EDC	78738
	Megan Will - City of Bee Cave Planning	78738

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	GREG EDGINGTON	78734
	HERBERT C. SCHNEIDER (FALCONHEAD)	78738
	KERZON R. NICKENS BEDROCK STONE	78734
	Frederick Werner Bella Montagna HOA	78734
	Kerri Wise Falconhead	78738
	ALIN Auto Parts	78734
	BEVERLY PRITCHETT	78734
	Bob Jefferies	78738
	Marcia Nieder	78734
	DONALD WALDEN / FALCONHEAD HOA	78738

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Will Hott	78734
	Randy Vance	78734
	Jeff Main	78734
	Isabel Vance	78734
	Ramzi Deeb	78734
	Louise Payne	78734
	Mike Deathe	78734
	Christopher R Hamm	78738
	James Nile	78738
	Danny Dodson	78738

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Chad Huff / LTFR	78734
	C Dunyon	78738
	Pamela Jones	78734
	Ted Freeman	78738
	Drew Calde / Oaks at Lakeway	78734
	Patty Miles	78738
	Ronald G. DeWitt	78738
	Uly Flores	78738
	Richard Black	78734
	Tom Crider	78734

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	CAROLINE & DARRAN ANDERSON	78738
	Willy Scott; Champions TX Gymnastics	78734
	Pete Peters	78619
	Al Killberg	78738
	Patrick Shelton	78746
	Glenn Hart	78734
	Jamee Yule	78734
	CAPT FRANK DUNKHAK	78734
	Janet P Scott - Champions Tx Gymnastics	78734
	David Millikan	78734

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	JACK ONeill -	78734
	[illegible]	78734
	Steve Vaughan	78734
	Kelly Madden	78738
	Mary Jane Madden	78738
	MARK VONBARGEN	78738
	CHUCK WERNER	78734
	PATRICK JOHNSTON (+ None)	78734
	Leslie Dolliver	78734
	Nancy Madden	78738

20 of 24

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RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
✓	SANJEEV KUMAR LAKEWAY CITY COUNCILMEMBER	78734
	Kerry Kellen - Austin Engineering Co., Inc	78734
	Travis Lairsen - Travis Real Estate	78734
	JERRY DIKE	78738
	J. STUART CHANEY	78723
	Joe Rollins - Randalls	79724
	Kelly Khoury	78734
	Adib Khoury	78734
	MARTIN Field	78738
	Guy L. Obeng III	78734

Texas Department of Transportation

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Linda Bergmann	78734
	Linda Oleszczuk	78738
	Stephanie Cusack	78701
	Sam Cooper	78738
✓	Mike O'Connor (Rep. Vikki Goodwin's office)	78721
	Jan Adams	78734
	HILDA [illegible]	78732
	Callie Speer	78734
	Alan Massey	78734
	Melan Cogburn	78746

Texas Department of Transportation

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Steve Matt	78734
	Lucas Jacomides	78734
	Michael Bevilacqua	78734
	Diane Steinhoff	78738
	David Steinhoff	78738
	Charles Riffert	78738
	Kevin Barnes	78738
	Bryan Goldsmith	78734
	[illegible]	78738
	Jamie Rossa	78738

23 of 24

Texas Department of Transportation

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

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PLEASE PRINT

ELECTED OFFICIAL ✓	NAME & ORGANIZATION	ZIP CODE
	Eric Olor Imagine Center	78734
	Kim Brown - Attorney	78759

D-2

Media Sign-in Sheets

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

MEDIA SIGN-IN SHEET

PLEASE PRINT

NAME	ORGANIZATION	PHONE NUMBER
Brian Rash	Community Impact	[redacted]
Leslee Bassman	Lake Travis View	
[illegible]		

D-3

Staff Sign-in Sheets

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

STAFF SIGN-IN SHEET

PLEASE PRINT

NAME	ORGANIZATION
Amy Redmond	TxDOT
RASHED ISCAM	HDR
Lucas Short	TxDOT
Michelle Romero-Chambers	TxDOT
Darren Dodson	CPE'g
CHRIS Bishop	TxDOT
Brad Wheelis	TxDOT
Seth Howard	TxDOT
Troy Olney	TxDOT
Epi Gonzalez	TxDOT

RM 620 SOUTH - PUBLIC HEARING

Feb. 20, 2020

Lake Travis High School

3324 Ranch Road 620 S, Austin, TX 78738

STAFF SIGN-IN SHEET

PLEASE PRINT

NAME	ORGANIZATION
Shirley Nichols	TxDOT
Heather Ashley-Nguyen	TxDOT
Matthew Cho	TxDOT
[illegible]	TxDOT
Bruce Ryan	TxDOT
Sonya Hernandez	TxDOT
Troy Olney	TxDOT
Lindsey Kimmitt	TxDOT
Kerry Neely	NLA
Heather Parscal	NLA
Randall Dillard	NLA
Lauren Canales	NLA

E.
Public Hearing Transcript

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TXDOT - PUBLIC HEARING

RM 620 SOUTH IMPROVEMENT PROJECT

****

Date: Thursday, February 20, 2020
At 5:30 p.m.

Location: Lake Travis High School
3324 Ranch Road, 620
Austin, Texas 78738

A P P E A R A N C E S:

Nancy Ledbetter & Associates:
Randall Dillard

TxDOT Public Information Officer:
Chris Bishop

CP&Y:
Darren Dodson

RTG Engineer Group:
Brock Miller

I N D E X

Speaker	Description	Page
Mr. Bishop	Slideshow Introduction	5
Mr. Miller	Project Design Presentation	12
Mr. Dodson	Environmental Presentation	15
Multiple Public Hearing Comments		34

- - -

(At this time, on the record.)

- - -

(Public Comment)

MR. KILLEBREW: This is Carrell Killebrew. I have a comment about the RR 620 Texas 71 intersection improvement. That is that I'm concerned that the westbound traffic prior to the intersection is not going to be realized as three lanes throughout the day. It will frequently be only two lanes because of stacking of the people making a right turn off of Texas 71 going west, on to RR620 going north.

They frequently stack up. In fact, twice last week, I drove past that intersection at just about 4:00 p.m. Well before peak traffic. And the right turn traffic going on to 620 was already stacked up almost to the entrance of the Galleria. And that's it.

(At this time, off the record.)

- - -

(At this time, on the record.)

MR. BISHOP: Good evening. My name is Chris Bishop and I am the Public Information Officer for the Austin District of the Texas Department of Transportation.

As you are aware, it is Thursday, February 20. The official time is 6:31 p.m. We are going to begin the public hearing for the proposed RM 620 South Improvement Project. The project limits are along RM 620 from State Highway 71 to Hudson Bend Road.

Tonight, I will be functioning as your Official Public Hearing Officer. On behalf of TxDOT, I want to welcome you to tonight's hearing. I want to thank you for your attendance. We know there are other places that you could be.

We look forward to receiving your comments. We do want to have a record of everybody's attendance tonight. So, if you have not yet had a

chance to sign in, please do so at the registration tables around the corner.

A note from the fire department, in case of an emergency, please use doors here (indicating) and over there (indicating), exit the building this way (indicating) unless this area is blocked. If for some reason they are blocked, find an exit. There is a hallway down here (indicating), but it is partially blocked by some tables and equipment. So, that's why the fire department is recommending that we exit this way (indicating) in case of an emergency. But we are not going to have that; right? Okay.

At this time, I would like to recognize any local governmental officials who are here tonight.

Do you have anybody here who is a selected official? And, if you would, please identify yourself, and tell everybody who you are.

MR. GOODWIN: I'm Bill Goodwin,

Mayor of Bee Cave.

MS. KANE: I am Sharon Kane (ph). I work with Mr. Goodwin.

MR. O'CONNOR: Mike O'Connor. I work for State Representative District 47.

MR. BISHOP: Thank you. We would also like to recognize the personnel from TxDOT and from our consulting firms that are assisting us. If you'll raise your hand in the back, and over on the side and to the right, you can face -- here's your chance to turn around and see them while they have their hands raised. They're going to be wearing the white name plaques. Those are going to be important for you, if you haven't already done that, when we get to the break that is going to be coming up after the presentation.

We also want to thank the Lake Travis School District and to thank Lake Travis High School for allowing us to use this very fine facility tonight.

All right. The purpose of

this public hearing is to provide an update of the RM 620 South project to present the draft of environmental assessment, or EA, and the recommended alternative that resulted from those studies, and to receive public input on the process, the EA, and the recommended alternatives.

Now this presentation hearing only focuses on the RM 620 South Project from State Highway 71 to Hudson Bend Road. If you happen to be here, and you want to talk about a different project or something on a different highway, you're not in the right place. But please see a member of out TxDOT staff. And, again, name places. They are in the back of the room, and they'll be happy to help you.

The format of the hearing is shown on the agenda located in your information packet that you may have received, including the agenda, when you checked in. If you didn't get one when you entered, they are back at the

sign-in table. There should be one available for you there.

In a few minutes, Brock Miller with RTG is going to present the engineering of this project. Then Darren Dodson with CP&Y will present a summary of the environmental process and related studies. Then I'm going to present information about right of way for this project.

Following this technical presentation, we are going to take a 15-minute break before taking your verbal comments. Please feel free at that time to go back to the tables, review the exhibits, the staff will be available at that time to answer your questions.

After the break, the hearing will be called back to order for the public comment session. The verbal comments are limited to three minutes. We will be taking the order speaker cards are received.

I want to tell you that your

comments are important to us. As you may have noticed, we have a court reporter here to record your comments and to prepare a transcript of this hearing. The comment portion of this hearing is solely intended for receiving verbal public comment. For this reason, we will not be answering questions during that formal period. However, the project team, again, will be available during the break to answer your questions one-on-one and available as well right at the end of the hearing tonight.

If you wish to submit verbal comment for tonight, please fill out a speaker registration card. They're located back at the sign-in table. You can leave them with the staff there. And, again, speakers will be called in the order that they were signed up.

If you want to comment, but don't wish to comment verbally tonight, or if you want to comment in more detail, you can submit comments in

writing. In your information packet, there's a written comment form for your convenience. Written comments can be placed on the boxes on the comment tables and sign-in table. They can also be mailed, e-mailed, or faxed to the project team. You can find all the different ways you can submit comments in that handout package.

All comments to be included in the public hearing, comment record must be postmarked by Friday, March 6. Comments will be reviewed and taken into consideration during future project development. The comment and response report will be included in the summary of this public hearing posted and on the TxDOT website when it's completed.

I want to take one more moment before we begin the rest of the presentation. Some of which you already have heard and what you're going to hear may be a little bit formalized language. It may be a little sculptured to you. Unfortunately, some of that is required

based upon the way the projects are presented under the law.

Please bear with us. All right. I'm going to ask Brock Miller with RTG to discuss the technical aspects of this project.

- - -

PROJECT DESIGN PRESENTATION

- - -

MR. MILLER: Thank you, Chris. The proposed RM 620 South project in Travis County is 9.2 miles in total, which includes approximately 8 miles of improvements on RM 620 from State Highway 71 to Hudson Bend Road, 0.8 miles of improvements along State Highway 71, and 0.4 miles of improvements on Bee Cave Parkway.

The portion of the project between State Highway 71 and Oak Grove Boulevard has been funded for construction. The portion of the project is from Oak Grove Boulevard to Hudson Bend Road is also included in the schematic and the environmental study.

However, it is not currently funded for construction, and so it will not be part of the initial construction phase.

The project is needed because the existing roadway capacity is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and safety issues along the corridor.

The purpose of the project is to improve safety, improve mobility, and accommodate existing and future traffic demand throughout the corridor.

The existing RM 620 corridor is a four-lane roadway, consisting of two 11-foot mainlanes, and a 10-foot shoulder in each direction, separated by a 14-foot continuous center turn lane. There are no bicycle or pedestrian paths along the existing project corridor.

The project would add an addition 11-foot mainlane in each direction, and replaces the continuous center turn lane with an 18-foot raised

median, with breaks for side streets and driveway access. Bicycle and pedestrian paths would be provided by a 10-foot shared-use path, where feasible. In constrained areas along the roadway, either an 8-foot shared-use path or a six-foot sidewalk would be added.

Runoff from the roadway will be captured with curb inlets and conveyed to outfalls using various buried storm drain pipes and culverts. Detention ponds are proposed at locations shown on the roll plot exhibits to ensure no adverse impact due to increased stormwater runoff from the additional pavement area.

The known utilities have been identified and mapped. Conflicting utilities within the corridor that require relocation would be adjusted prior to roadway construction to accommodate the proposed improvements.

The funded portion of the RM 620 South Improvement Project from State Highway 71 to Oak Grove Boulevard has an

anticipated construction start date of late 2022. The total estimated cost for the project, including the funded and unfunded section, is approximately $75 million.

This concludes the project information and design portion of the presentation. I will now turn the hearing over to Darren Dodson, who will provide an overview for the environmental evaluation for the proposed RM 620 South Improvement Project.

- - -

ENVIRONMENTAL PRESENTATION

- - -

MR. DODSON: Thank you, Brock. Environmental studies were conducted for the proposed RM 620 South Improvement Project to support environmental clearance in accordance with the National Environmental Policy Act. These environmental analyses are necessary to identify, avoid, and minimize effects to Human and Natural

Environments.

Technical environmental documentation was approved for further processing by TxDOT, and was coordinated with other public agencies. Notices for this public hearing were advertised in the Austin American-Statesman, the Lake Travis View, and on the TxDOT.gov website under Hearings and Meetings Schedule.

The TxDOT Public Information Office also prepared a news media release to advertise for the public hearing.

A draft environmental assessment, or EA, and a series of technical reports have been prepared for this project to determine the anticipated impacts to the human, natural, and cultural environment.

The EA and the associated technical reports are available here tonight at the environmental table and online at TxDOT.gov for your review.

This slide shows a list of all

resources that were evaluated during the environmental process. The following slides include some of the potential impacts that were identified in the draft EA.

The proposed project would require the use of a minor amount of property within the City of Bee Cave Central Park, which is a resource covered by Section 4(f) of the U.S. Department of Transportation Act and Chapter 26 of the Texas Parks and Wildlife Code.

Section 4(f) protects publicly owned and accessible parks, recreation areas, and wildlife and waterfowl refuges and historic sites. Chapter 26 includes provisions similar to the federal Section 4(f) regulation, including requiring a finding that there is no feasible and prudent alternative to the use, or taking of the public land, that the project includes all reasonable planning to minimize harm, and that the public hearing be held

prior to the approval of use of the protected land.

The project would require the use of approximately 0.4 acre from the park in order to accommodate the addition of turn lanes on Bee Cave Parkway. These improvements, which are needed to facilitate traffic flow would result in impacts to the existing 5-foot bicycle/pedestrian path on the park property.

Coordination with the City of Bee Cave Parks Department, which is the official with jurisdiction over the park, has occurred, and mitigation for impacts to the park have been incorporated into the project design. These mitigation measures include replacing the impacted 5-foot path with the 6-foot path, as well as providing a connection of the proposed 10-foot shared-use path to the existing Bee Cave Hike and Bike Trail located on the north side of Bee Cave Parkway.

It is not anticipated that

impacts to Bee Cave Central Park as a result of the project would adversely affect the activities, features, or attributes that make the park eligible for Section 4(f) protection. Therefore, TxDOT has determined that project activities meet the requirements of a de minimis finding under Section 4(f). Coordination with the Parks Department has concurred with the Section 4(f) de minimis finding.

Parts belonging to the Balcones Canyonlands and preserve, also in Section 4(f) and Chapter 26 recourse, occur adjacent to the project area. No right-of-way, easements, or improvements would be required in any parcels that are part of the Balcones Canyonlands Preserve. Therefore, no impacts to this resource would occur.

The proposed project would impact habitat for the federally endangered Golden-cheeked Warbler. TxDOT has determined that the Project may affect, but is not likely to

adversely affect the species.

A biological evaluation has been prepared and informal consultation is in progress with U.S. Fish and Wildlife Service under Section 7 of the Endangered Species Act.

A traffic noise analysis was conducted in accordance with TxDOT's FHWA-approved 2011 Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the analysis, 23 representative receivers are expected to be impacted by noise. Noise abatement options were considered for these receivers in accordance with TxDOT and FHWA criteria.

It was those determined that noise barriers would be feasible and reasonable for three of the impacted noise receivers representing the Falconhead Apartment Complex, and the north and south sections of Villas on Travis Residential Apartment Complex.

The final decision to construct the proposed noise barriers

would not be made until completion of the project design, utility evaluation, and polling of adjacent property owners. The proposed noise barriers shown on the schematic roll plots shown at tonight's meeting. We can assist you with any questions regarding the noise study during the recess.

Portions of the project corridor are situated within FEMA designated 100-year flood hazard areas. These flood hazard areas are associated with an unnamed tributary to Little Barton Creek. The hydraulic design for this project would be in accordance with current TxDOT policies.

The southern portion of the project corridor is situated within the Edwards Aquifer Contributing Zone. Therefore, a contributing zone plan and coordination with the Texas Commission of Environmental Quality would be required.

Permanent best management practices, including water quality ponds

after, have been included in the project design. These ponds are needed to provide water quality treatment within the contributing zone in accordance with the Edwards Rules.

The proposed project would result in the permanent fill of approximately 0.04 acre of streams that would be considered waters of the U.S. No impacts to wetlands or other special aquatic sites would occur.

Regulated activities would be authorized under a Clean Water Act Section 404 Nationwide Permit 14. A pre-construction notification to the U.S. Army Corps of Engineers, and compensatory mitigation would not be required.

In conclusion, the studies, analyses, and evaluations performed indicate the proposed project would cause no significant environmental impacts.

This concludes the environmental evaluation portion of the

presentation. We will now turn the hearing to Chris.

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MR. BISHOP: All right. Thank you, Darren. Following this hearing, and at the end of the public comment period on March 6, all of the documentation collectively reviewed by TxDOT for final environmental decision and design approval. If there are no major issues arising from this hearing and those comments cannot be addressed at a reasonable time frame, a final environmental decision is expected this Spring.

As mentioned earlier, the funded portion of the project from State Highway 71 to Oak Grove Boulevard is anticipated to begin construction in late 2022, and it will take approximately two-and-a-half to three years to complete.

Let me kind of briefly discuss right-of-way information for the project. This is where some of that.

Bear with me. The proposed project, as you heard, will require approximately 34.3 acres of additional right-of-way. No required displacements are anticipated. TxDOT will be responsible for acquisition of necessary right-of-way and for any and all relocation services.

Acquisitions would be made in accordance with federal and state statutes and guidelines. The primary federal law that sets the guidelines for right-of-way acquisitions, and relocation assistance is found in what is called the Uniform Act. This law sets the standard for appraisal, negotiations, and relocations. It has also been incorporated in the State law as set out in the Texas Transportation Code and the Texas Property Code.

For a basic review of your rights and TxDOT's obligations, I would recommend that you pick up one of the brochures entitled State Purchase of Right-of-Way, as well as Landowner's

Bill of Rights, both of which are available at our tables over here (indicating), or electronically on the TxDOT web page. Directions to the department's website are available at the sign-in table.

Now, TxDOT is going to contract with a consultant to coordinate acquisition and relocation activities. Independent fee appraisers will be contracted to appraise all necessary property. Affected property owners would receive written notification of the pending appraisal inspection. Appraisers would request permission to enter a property for inspection, and offer the property owner or their representative, the right to accompany them on the inspection. The appraiser would be asked to determine the value of the land to be acquired, real property improvements within the area to be acquired, and damages, if any, to the property. The written appraisal will be provided to the landowner at the time an

offer is made.

If the project receives environmental clearance and it's fully authorized, TxDOT's acquiring agent would commence the acquisition of the process. This agent would send each property owner an offer letter, along with a copy of the appraisal. That letter, together with the appraisal, would advise each affected owner as to the value of land to be acquired, the value of any improvements within the acquisition area, and any damages, if any, to the remaining property.

Now, each property owner could accept the offer based on the appraisal or make a counteroffer based upon additional information that may affect the value of the land under consideration.

If no agreement can be reached, the State would obtain authorization to begin eminent domain proceedings. The initial stage of an eminent domain proceeding is what is

called a special commissioner's hearing. In a special commissioner's hearing, a judge with jurisdiction over such proceedings would appoint three special commissioners to hear evidence of both the landowner, and the state and county. The special commissioners hearing is generally informal. It's not usually in a courtroom. It's rather in a public meeting room.

A property owner may hire an attorney to represent them in this proceeding or appear on their own behalf. Based upon the testimony given, the special commissioner will issue an award, which is their determination of value. Once the State has deposited the amount of the award in the registry of that court, it would have a right of possession to the property. Either the landowner or the State can appeal the award of special commissioners, and a court proceeding would then be scheduled to resolve the issue of value.

In all cases, the property

owners would be reimbursed for reasonable, incidental expenses necessarily incurred in transferring title of the acquired property to the State. Expenses eligible for reimbursement generally include recording fees, and similar required expenses to convey the real property along with any penalties that might be required for prepayment of any preexisting recorded mortgages entered into in good faith that encumber the property.

TxDOT, on behalf of the State of Texas, is required through federal and state laws that were previously mentioned, to assist for persons being displaced from their homes and businesses because of highway projects. TxDOT has available relocation assistance booklets. They provide a general overview of the relocation assistance program. Those booklets outlines services offered, and any payments for which displaced

individuals, families, businesses, and nonprofit organizations may be eligible to receive.

If you have an interest and you feel that you may be affected by this proposed project, I encourage you to pick up one of those brochures before leaving tonight. And if you have any questions, feel free to visit David Harrah, who is our right-of-way agent, during the break. He'll be happy to provide you with any additional information or details that you might need. David is located in the table over here.

Again, the comments received, as well as any other written comments submitted by the end of the comment period on March 6, will be summarized, analyzed, and responded to in the report. This final public hearing report, including responses to the comments, will be made available to the public on TxDOT's website, and will be addresses in the Final Environmental

Assessment or EA.

As just a remainder, if you wish to make verbal comments during tonight's formal public comment period, please fill out a speaker registration card located at the sign-in table. We welcome your verbal comments, or your written comments, or a combination of both. All comments received will be part of the official public hearing record.

After a 15-minute recess, we will reconvene to receive those verbal comments. Again, let me reiterate that public hearings follow a formulized process where the formal public comment is solely intended for receiving your comments. We will not be answering questions during that time.

So, please ask your questions with the project team now during the recess. They're wearing the nametags. And they're going to be back by the exhibits. We are going to take a brief recess and allow you the opportunity to

view the exhibits and have discussions with the project team.

The time is 6:57. We will reconvene at 7:13. We are now recessed.

- - -

(At this time, off the record at 6:57 p.m.)

(At this time, back on the record at 7:13 p.m.)

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MR. BISHOP: All right. It is 7:13. If everyone would please have a seat, we are going to begin the public comment portion of the hearing.

One point that I would like to make is that nothing that has been presented here tonight is final. It is all subject to change based on the written and the verbal comments that we are going to receive.

And a reminder again, if you wish to present a verbal comment tonight, but have not turned in a speaker card yet, and you have the card, please give it to somebody at the

sign-in table. We also have team members with the cards holding them up at either end there in the back, just in case you decided that you would like one. Hold your hand up right now and we will get one to you.

If you do not wish to stand, come up, and speak tonight, you can use the comment form in your information packet. Written comments can be placed in the comment box at the sign-in tables. They can also be mailed, e-mailed, and faxed to the project team. And that information is located on the comment form.

One final reminder, we will not be answering questions now during the comment period. This is designed to receive your comments. In order to ensure that everybody who wants to make a formal comment this evening has an opportunity to do so, we limit each comment to three minutes. A timer will be located on the screen. It indicates the start and stop of your three

minutes. And there is no time-sharing.

As I mentioned earlier, we have a court reporter here to create a transcript of the hearing, and she'll take your comments for the public hearing. Those comments will, again, be available online.

When you come up, please come up to the microphone, make sure that you're facing me and the court reporter so that you cannot only see the screen, but so that your comments can be accurately recorded. And a reminder again, if you have additional comments, please complete the written comment form provided to you.

Okay. I am now going to call out the names of people who signed up to speak. We ask you to please use the microphone located here (indicating). Please state and spell out your full name, provide your address as well, and then provide your comment here on the projects so that the court reporter can document it for the record.

The first speaker that we have is Shane Overbeam (ph). And after Shane will be followed by Rudolph Maier. Shane? Okay. Shane has declined to speak. Mr. Maier? And following Mr. Maier, we'll have Jennifer Rikers (ph).

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PUBLIC COMMENT

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MR. RUDOLPH: Hello. My name is Rudolph Maier. I'm the owner of Bruster's Real Ice Cream. Rudolph Maier, M-A-I-E-R. I come here tonight in protest of the expansion, especially the unfunded part, between the fire station and Williamson Drive.

And when you talk about the community association economic impact, my business every day, I get to see the road right there at the 620. I monitor it. I'm very interested in what the traffic does there. And we don't really have traffic at that point.

Everybody knows that the people that are on (inaudible) Ranch go

1 north, and that the people of Lakeway go
2 south. In order to expand this road the
3 way you want to do it, you're creating a
4 median divider of 18 feet, an additional
5 lane, and bike line which will go
6 straight through the first foot of my
7 porch. Thusly, killing my business.
8 Killing the business of the person next
9 to me, who is going to be opening up
10 Lake Travis Pizza Place soon, and
11 killing the businesses that are also are
12 affected within that area.
13 When you talk to the
14 aesthetics impact of such a move, we
15 have a lake community here. It is
16 somewhat a sleepy community. Basically
17 what is being proposed is a highway that
18 would run through this entire community
19 for no general purpose that many of us
20 can see.
21 Everybody knows that the
22 traffic buildup is at the high school.
23 It's at the end of the day, and if
24 there's a vehicle accident.
25 When we talk to the aesthetics

in general, killing small businesses like mine, or Sammy's Burger Hut, or the upcoming Lake Travis Pizza Place, we will sterilize the area, turn everything into a giant shopping center type of looking area that has no businesses that could survive in the high rated locations.

Evidences of this was at the Randall's across from the HEB. There are multiple spots that nobody is taking up because of the highway. Although you figure because those are their prime locations. The community is here. The fluency is here. The money is here, but nobody is renting those locations. The rent is too high, and there's no reason -- and it's too sterile. You can't draw in businesses into a sterile location.

Falconhead has a shopping center with an empty lot. Why is half of it empty? Half of it is empty because it's sterile, it's boring, and nobody wants to go there. Right next to High Five, there used to be a creamery.

1 One of my competitors. It couldn't make
2 business. It was sterile, boring, and
3 looks like everything else.
4 I moved to this area because
5 Lake Travis, Apache Shores, also known
6 as the hood, Hudson Bend, and Snyder
7 (ph) are a sleepier Lakeway --
8 lake-access type of community, and we
9 enjoy just community just the way it is
10 now.
11 I would not like to see a
12 large highway with a giant median come
13 in, and destroy the aesthetics of the
14 community that we have built. That's
15 not what I came here for. And I don't
16 think that that's what many of us are
17 about.
18 Thank you for your time.
19 MR. BISHOP: Jennifer Rikers?
20 Richards? I'm sorry if I'm butchering
21 your name. Okay.
22 Ben Eckermann?
23 - - -
24 MR. ECKERMANN: Hi. I am Ben
25 Eckermann, E-C-K-E-R-M-A-N-N. So, first

of all what I would like to say is that I'm a resident of Falconhead with a family, a four-year-old and a seven-year-old. We enjoy spending time as a family walks, cycling, scootering, and all of those sorts of things.

During the day, I commute on the affected areas by car. And on the weekend, I'm a habitat cyclist. And no matter where I go, I always try and avoid 620 as much as possible. But, in reality, you have to rely a small amount on 620 in order to get anywhere around here. And so, that's what the background from my comments here.

So, what I would like to say is that, even though, yes, we absolutely need the three lanes in each direction on 620. We need to get the traffic moving. We need to have the divided center turn lanes, or otherwise we will continue to have Russian roulette on accidents, and near accidents every few minutes on 620.

One of the things that really

jumped out at me is that what's being proposed here is not really cyclist safe. By that, I mean cyclists like myself are not necessarily professionals. Maybe you're riding on -- especially in the downhill sections 20 or 30 miles an hour. Today, you're able to safely ride back on weekends where traffic isn't so heavy in the shoulder, and all of that is fine.

However, when you move to a shared-use path, which is what's proposed, which is essentially a glorified, wide sidewalk, there's no safe way for cyclists to ride along there.

Consider the section right near Caviler Drive from the high school down at Falconhead Boulevard. It's a steep downhill. Cyclists are easily riding 30 miles an hour on that section. If you're coming on and off a shared-use path for a sidewalk for every single driveway in businesses, it's not at all safe. You might be bumping into

multiple intersections with some pedestrians. You might also have a lot of cars turning in and out of those driveways, who will definitely not be paying attention to cyclists.

So, wherever possible, I would much rather see bike lanes rather than shared-use paths, whether they're a bike lane in isolation, or a bike lane in combination with a very -- with a much narrower pedestrian sidewalk. I think that either of these solutions could work. And that's really what, to me, seems to make more sense.

So, I would just like for you to consider that. And again, I'm not speaking on behalf of myself alone. Anyone who drives along 620, as well as the nearby roads, you'll see a lot of cyclists, especially on Sunday and Sunday mornings. And they need to think out -- think both of what makes sense to keep them safe, as well as making sense to keeping all of the cars safe and moving, too.

Thank you.

MR. BISHOP: Okay. David Peppard? And following Mr. Peppard is Doug Strubar.

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MR. PEPPARD: Hello. My name is David Peppard, P-E-P-P-A-R-D. I live at [redacted], Austin, Texas 76738. I haven't lived here very long, but I lived here long enough to realize that the egress outside of our neighborhood, Falconhead and 620, does not require four lanes. It doesn't require four lanes. It doesn't require three lanes that it has.

I have never sat at that light and actually missed when it turned green. Never missed turning left or right, and having to wait for another light. I have never been beyond car three at the light.

In 26 years, unless they started knocking down the homes and building apartment complexes, or mid-rises and high rises, which I doubt

that you could do in our area, we will never need four lanes leaving Falconhead. So, I think our entrance as far as traffic to the neighborhood is one of the actual prettiest entrances on 620. I also think Vineyard Vase (ph) is nice as well. But I love the aesthetics. I love the beauty. And adding a fourth lane is going to rip out the nice landscaping that we have, and I really encourage you. And Brock, thank you for your time today. I appreciate that. I think you should go spend some time looking at that entrance. It's a beautiful entrance.

And I also think that you should redo a traffic study. I think you should also assess how much capacity is left to be built in that neighborhood. It's very small. There's no way four lanes will ever be needed. And if you look probably 10 times a day, someone goes across through the light, goes across the street into those apartment complexes across the road.

And there's a dedicated lane for that. It is certainly not needed.

So, my comments are really geared towards just that entranceway at Falconhead. Although this gentleman right here (indicating), I didn't get to hear his name, thank you for being a small business owner in our community. I would like to get the name of your business.

I kind of feel some of his sediment as well. And I think what he is saying should be weighed as well. I just haven't lived here long enough to know the whole spam of 620. My main concern is my neighborhood. But I do also share some of the sediments that he has expressed.

Thank you.

MR. BISHOP: Okay. And then Doug Strubar and followed by Patrick Johnston.

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MR. STRUBAR: Doug Strubar. My property is [redacted].

I've been out here for 35 years. When I came down here, 620 was two lanes with marked exits on either side. So I've seen some progress. Progress is inevitable.

Y'all have drawn a really nice plan here. It's got sidewalks, and bike lanes, and medians. And we have seen a lot of predevelopment planning like that. We will also agree that we are passed the predevelopment stage here. Our main focus is moving traffic off of 620.

So, I would say, you know, the bikes -- the recreational bicycle people at -- you know, they may have to step aside. My biggest problem with y'all's plan is there's no way to get onto 620 except maybe three or four spots between the dam and 71 to left onto 620.

So, only -- you may move traffic through this area. You know, we live here. We are going to be coming and going. And we need to turn left to get onto 620.

So, I would propose a quick nay or yea vote here to say if we could widen the median where we could have multiple left-hand turns onto 620 -- you got 10 people on each side. And that would leave 30 extra feet of a median that allow you to turn left onto 620, and have a merge lane; okay? Not just big lots. And they come back later for, like, the recreational walkers.

When you come for rush hour and see how many cars are on the road, and how many bicycles, or how many people are walking. Tere's not too many. So, we are not going to be inconveniencing too many people.

So, I would like to just take a quick vote of would you give up the sidewalks to be able to make left-hand turns onto 620 with a yea or nay vote. Everybody that would like to turn left off 620, say yea.

(Public says "yea.")

MR. STRUBAR: And everybody that would like to ride their bicycle and

walk on 620, say nay. Well, I would let the record show that pretty much everybody here disagrees with your plan in the way it's set up now without any left hand access onto 620.

And I sure appreciate your time.

MR. BISHOP: Okay. Patrick Johnston?

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MR. JOHNSTON: My name is Patrick Johnston. I live on Lands End in Hudson Bend.

First topic I would like to discuss is civilization fundamentals, life and death. Hudson Bend Road, the light has a well-designed U-turn to get onto a street called Eck Lane, a cute, little road.

But when it comes to life and death, there's some sincere concerns down in that area and in principal. A, wildfire potential, EMS fire rescue response. Well, cedars and the slopes area.

1 Number two, water company is
2 down there with the chemistry potential
3 issues for fire rescue and response time
4 also.
5 And the third, of course,
6 another first responders. In this area,
7 first responders show up in a big, long
8 fire truck. Not ambulances. So, these
9 are three realistic concerns for EMS and
10 firemen to get down onto Eck Lane
11 quickly.
12 Why do I mention that?
13 Because that U-turn does not appear to
14 be well designed and clearly adequate
15 for a quick responses down through
16 there. So that needs to be addressed.
17 I'm an amateur, but I have a reason to
18 believe that the fire department will
19 raise their concerns, and I certainly
20 hope they consider it with you.
21 So, that is the Hudson Bend
22 traffic light well designed,
23 well-planned U-turn, which is probably
24 not good enough. Dig into it, please.
25 Secondly, at the other end of

the construction, Ranch Road 620, 71, and Bee Cave Parkway bypass along that. More than likely, inadequate for future growth. Why? Because that is the history of Austin. Always misforecasting the growth potential.

And why do I say that? Well, I've been here almost 30 years. Came here in the early '90s. Read the Statesman Editorial in that time frame. We said back in 1930s, the two biggest issues in Austin were how to get traffic east across town and where to get an airport.

So, guess what? Going on almost 100 years now, Austin is still having a history of not getting ahead of the game. So we encourage you to get ahead of the game with that intersection, as I mentioned, that is going to be outgrowing.

We all know Bee Cave 15 to 20 years ago was a cute, little population of 400. Now, it's 15 times bigger or so. And the next Bee Cave out west

somewhere is going to do the same thing. Probably. I'm just guessing. I'm the amateur. So, I'll urge you to be experts. I know you guys here are dependent upon some forecasters in the back room somewhere. A long history of forecasting.

So, something has got to be done to forecast bigger and budget bigger. In the context of the movie Jaws, you're going to need a bigger boat. And by that movie, I mean you're going to need a bigger budget because you're somewhat well designed now within your budget.

But, for goodness sake, knowing the history of going on 100 years, please tell the people upstairs, whoever they are, politicians, or experts, or professionals to plan ahead, and get ahead of the game for a change.

Thank you very much.

- - -

MR. BISHOP: Well, that was our final speaker for the evening. And,

again, additional questions and comments could be mailed or e-mailed to TxDOT.

Do we have the -- I'm not going to have it on the screen, but you've got it in your information packet. It's also back at the sign-in table. Matthew Cho is going to be the project engineer for that.

And a reminder that written comments must be postmarked by Friday, March 6, and project information will be available on the TxDOT website at www.txDOT.gov. You can search public hearings and meetings schedule.

Since that concludes the verbal comments, we are going to close this hearing. I want to thank you for coming out here tonight. Again, as I had said before, I know that you have other things that you could have been doing. We appreciate you being here and providing comments.

The time is now 7:33. This hearing is officially adjourned. Thank you.

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2 (Public Hearing concluded at
3 7:33 p.m.)
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REPORTER'S CERTIFICATION

I, NOELLE R. NEVIUS, hereby certify to the following:

That the transcript is a true record of the proceedings;

I further certify that I am neither counsel for, related to, nor employed by any of the parties or attorneys in this action in which this proceeding was taken, and further that I am not financially or otherwise interested in the outcome of the action.

Certified to by me this February 20, 2020.

NOELLE R. NEVIUS

F.
Comments Received

F-1

Written Comment Forms

**Received at Feb. 20, 2020 Public Hearing*

Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Adam Broughton

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

It's concerning that the 620/71 intersection proposal seems to employ a similar strategy as Oak Hill. Oak Hill is a traffic nightmare and is very confusing to navigate. I don't foresee the current proposal for 620/71 intersection being any better. I do like the rest of the proposal and believe it will help w/ safety and flow of traffic. I run a business on 620 and am concerned this kind of construction could make it challenging for clients to reach me. That's a short term issue though. Good ideas w/a few possible tweaks to how the major intersections will work. More simple is better!

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Ben Eckermann

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

The section of 620 heading south from Cavalier Drive to Fallwood Blvd appears extremely unsafe for cyclists. (This may be true for other section too, but especially here). This section has a significant elevation change, so cyclists riding south here are generally riding about 30 mph. Riding on a shared use path has several dangers:

- Cyclists at this speed is not safe if pedestrians are also using the shared use path
- The schematics show 4 driveways in this short section from Cavalier Dr to Fallwood Blvd heading south. At any of these driveways cars may come and go, and the will NOT be watching for cyclists at 30 mph, on a shared use path. It looks very dangerous

Proposed solution: Rather than a shared use path, have a traditional bike lane on as much of 620 as possible - especially where it is downhill and/or there is limited foot traffic. Specifically, the bike lane on 360 east bound between Burton Creek Blvd and 360 is recommended, as it also has a small paved gap between cyclists and cars/trucks.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: BOB & PAULETTE JEFFERIES

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Comments:

THE ENTRY AT FALCONHEAD IS A MAJOR ISSUE FROM AN AESTHETIC AND PROPERTY VALUE PERSPECTIVE. The entry To Falconhead & the Falcon Golf course IS UNIQUE AND Therefore ANY SUBSTANTIAL CHANGE impacts all The SUBDIVISION homes

1) The detention pool if properly piped can easily be moved out of the formal entry land

2) The current plans add a lane by moving toward the road center & that removes the center ~~entry~~ entry landscaping. - The extra lane (which is doubtfully needed) could be moved south. This would require more utility work but it would not ~~[illegible]~~ remove the landscaping esplanade at the road center.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Casey + Kim Tisdale

Address: "The Heights" in Falconhead - [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

⊙ Please remove the designated lane that is proposed to go straight. - there is NO issues in flow of traffic at our entrance OR the Madrone exit. By keeping the lanes how they are, it eliminates construction cutting into Falconhead property.

⊙ NOT SUPPORTING THE DETENTION POND! With the creek & water flow already addressed & in place, there is zero reason for this.

⊙ IF ANY structure should change, it should be TXDOT that will be responsible for ALL cost to preserve the front of FH.

PRO'S: The proposed expansion plan should help with the flow of traffic. Thank you for all considerations in which our neighbors & residents have expressed

2/21/2020

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Dana Nunn-Director/Owner 620 Dance Centre

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

This plan does not allow for access to businesses along the 620 coorodor

Plan will directly impact businesses along the entire stretch of roadway

This plan strictly "Moves" traffic but does not allow for the daily use of access.

Revisions for left turn options need to be seriously considered

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: Darlene McLane

Address:

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

What are the plans for the Falconhead proper entrance? There is a lot of concern that the main gated structure will be affected.
Please let us know as we would like to keep as much of our entrance as possible.
Thank you.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: David Millikan

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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Comments:

Widening the roadway to 3+ lanes in each direction and elimating the 2-way left turn lane with raised medians if very important and should not be delayed. Keep this moving forward

A couple of items to be sure are considered in final design.

- There are very few connecting streets in a ~~grid~~ grid pattern to allow garbage trucks and semis to go off the main road (RM 620) to turn around to go the opposite direction. They cannot make U-turns because they are too large. Need to figure out how to have an adequate number of locations to accommodate large trucks that need to go opposite direction to access some properties
- Need to ask some property owners about consolidating driveways to reduce conflict points (ie Sandee's Hamburgers)

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: DAVID PORTMAN

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Sorte with Brad Melton. Please reconsider changing egress coming from Hood at 620. There is NEVER a traffic problem coming and only a handful of buildable residential lots available.
4 lanes exiting will NEVER be needed.

Please reconsider knocking one of the prettiest entrances in BBB CNTY and on 620.

Please reconsider or spend a day there watching traffic patterns

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: DAVID STEINHOFF

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

THE 620 EXPANSION IS MUCH NEEDED. AS A FALCONHEAD RESIDENT I AM VERY PROUD OF THE APPEARANCE OF OUR ENTRANCE TO OUR AREA PLEASE CONSIDER ADJUSTING THE FALCONHEAD BLVD ADDITIONAL LANES (IF NEEDED) NOT TO effect OR REQUIRE REMOVING OUR CENTER STONE PLANT AREA. LANES MAY BE INCREASE TO THE SOUTH & NORTH OF MEDIAN.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: Denise McDonald

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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Comments:

Our main concerns are in regards to the intersection of RM 620 and Falcon Head Blvd. There have been many fatal accidents at this intersection so increased safety is our focus. We would like to see a reduction of the speed limit, a protected left-turn-only "on green" arrow and a raised center median.

Lastly, regarding aesthetics, we strongly oppose a detention pond in front of Falcon Head. We have a huge investment in the appearance of the entry and we feel the detention pond would detract from the existing entry.

Thank you.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Diane Steinhoff

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

(1) Please remove detention pond in front of our entrance

(2) Please expand our turn lanes to the side (toward Galleria) if necessary & leave the planter + median into our subdivision alone as much as possible

(3) We do not need a dedicated lane going straight ahead toward apartments at all.

(4) We do not want the beauty of our entrance disturbed as much as possible

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: DOUG STRUBAR

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

THE ~~[illegible]~~ 620 Crossover @ Cavalier Canyon Dr
Has Been left off proposal
2ND crossover @ L.T. Elementary School NOT
NEEDED Because of entry @ off Cavalier Canyon Dr
where School Has Been moved Back off of
620

No left turn onto 620 will NOT work
forcing a U-turn at rush HR 8AM 12pm 5pm

to Fix traffic Problem make the median wider
to accumadate LH turn onto 620 Leave Bike
& Pedestrian lanes off.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: DOUG STRUBAR

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments: Propose w/no Lft turn possible onto 620 except @ lights will not work @ rush hr times 8 AM 12pm 5pm or when Schools lets out

MAIN problem traffic movement focus on that NOT Bikes & walkers use width of Right Away to widen medium to accomodate Lft turn on to 620

focus on main problem NOT making everybody Happy - Bikes & pedestrians

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Burnet County Judge James Oakley

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

This project will help w/ the substantial congestion that affects Burnet County citizens in their commutes as well as other travels into the Austin-metroplex. Sooner than later, please.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: JANE BUI

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

ECK LN –

under the current plan, Eck Lane would only be accessible on northbound 620 via a uturn @ hudson bend rd. with the construction and boats coming through the ~~neighbor~~ street, we'd be forcing 18 wheelers and ~~boats~~ towed boats into doing uturns and making the Hudson Bend intersection more congested. this and going from 3 lanes to 2 lanes at the bridge will make hudson bend a choke point

agreed that shared use lanes are dangerous for cyclists

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Janet Wright

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
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Comments:

The City of Lakeway city limit signs on the north and south end of 620 fall into an easement area outside (beyond) any bicycle or pedestrian pathway or shoulder. We are in hope that these structures will not need to be reconstructed. We were deeded very limited land from neighboring property owners to construct these structures. I assisted in the negotiations for those properties and oversaw the projects for the City of Lakeway with the contractor, who is no longer living. We would appreciate consideration for preserving these artistically designed gateway sculptures. at/near RR 620 S & Oak Grove Blvd and RR 620 S & Aria Drive (near P-Terrys)."

Thank you
Janet Wright

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: Jeff Bennett

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Lowering speed limit in Hudson Bend Rd will be dangerous. People will approach from dam downhill at 60 mph then hit traffic going 45 past the Hudson Bend light

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Jeff Main

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Timing of traffic lights on 620 all the way to Hwy 71. Left turn lights that activate for no traffic, side street stopping the flow of 620 for 1 vehicle. 620 is a river and should not stop for a creek. Keep it moving.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Jeff Main

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Adding unprotected shared use space (bikes/pedestrians) is a recipe for disaster. People lack of attention both driving, biking, & walking will lead to accidents.

Please rethink the purpose of the road and don't let the ridiculous City of Austin ways influence you.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: Jennifer Fleck

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments: The proposed 10 ft walk/bike lane along 620 are not necessary.

There needs to be a raised walkway across 620 at LTHS for student safety.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Jim Evans

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- [x] I am employed by TxDOT
- [ ] I do business with TxDOT
- [ ] I could benefit monetarily from the project or other item about which I am commenting

Comments:

THERE IS AN AREA BETWEEN LAKEWAY SPUR & FLINT ROCK ROAD HEADING SOUTH THAT HAS A STEEP DROP OFF. HAS THIS BEEN TAKEN INTO CONSIDERATION

WILL TEMPORARY BIKE/PEDESTRIAN LANES BE PROVIDED DURING CONSTRUCTION. MANY CYCLISTS FROM THE AREA & DOWNTOWN USE 620 DAILY

THE BIKE/PEDESTRIAN PATHS SHOWN ON PLANS MUST BE MAINTAINED DUE TO THE ACCIDENTS THAT HAVE OCCURED.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Joe Rollins - Randalls Supermarkets

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

* medians cut off access to our store for southbound traffic on RR 620
* expansion will cause us the loss of our fuel station which is vital to our stores operation. ~~Loss of the fuel station~~
* Loss of the fuel station and access could cause us to close our store which would result in million(s) of dollars in losses.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: JONATHAN CANDES

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

N/A

Comments:

CITY OF LAKEWAY COMPLETED A $127,550 STUDY OF TRANSPORTATION PROJECTS & ENDED WITH FIVE (5) OF SO RECOMMENDED ROAD CHANGES

ONE OF THESE: CLARA VAN EXTEND TO MEADOWLARK SHOULD BE CONSIDERED AS IT MAY CHANGE TRAFFIC PATTERNS FROM FLAMINGO ETC ONTO 620.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: JON PENNER

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

The left turn Lane at Hudson Bend Road as proposed is much shorter than is needed considering you are planning on removing the possibility of a left turn on Eck Lane. The drawing shows that there is considerable median space available to extend the Left turn Lane to accomodate the additional traffic that will have to turn at Hudson Bend Road to Access Eck Lane Consider using this available space to Lengthen the Left Turn Lane.

Also consider the turning Radius of Fire Trucks and semi's coming from Lakeway that need to turn on Eck Lane. The current plan looks too narrow to U-Turn.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: JUDITH SCHNEIDER

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

WHAT IS YOUR RATIONALE- YOU JUST ADDED A CENTER TURN LANE TO BEE CAVE RD AND ARE ELIMINATING IT ON RT 620?

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Tara King

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Falconhead Blvd does not need a dedicated lane going straight, across 620, into the apartments.

Also 620 needs a left turn only into FH, not a green yield light.

Please preserve the integrity of the Falconhead entrance.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Kristy Fisher

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I do business with TxDOT
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Comments:

We need a Stoplight at Flamingo/Palaza Alto to facilitate safe northbound access for the residents of Belmont Senior Center and the residents of Bella Montagna. The residents of the neighborhoods that have access to Flamingo Road will face the same difficulty as the above residents but going South. The LTISD have agreed with the necessity to have a stoplight at Flamingo/Palaza Alto in order to facilitate timely and safe transportation for school buses.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Larry Harlan

Address: Lakeway

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

My concern with the present plan is that it does not route pass-through traffic around Lakeway and Bee Cave. That is the only long-term solution that would keep 620-5 traffic returning to its congested level in the future. This requires the political courage to build an elevated through-way across the preserve lands east of RM 620. This could be done that would leave the land below the road undeveloped and suitable for wildlife. Every piece of land has a best use value and the preserve land needs to be used to best use. This will require revisiting old agreements with conservation groups that are no longer viable. Both uses can be accomplished.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: Mike Carey (23 yrs resident

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Lets do it right & get it done with MC?
Elevated 620 all the way thru
Lakeway !!!!!!!!!!!

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: MIKE ENGLISH

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Comments:

MY SUGGESTIONS RELATE TO THE PORTION OF RR620 @ THE FALCONHEAD BLVD. INTERSECTION:

1. ELIMINATE ADDED OUTBOUND LANE SHOWN ON FH BLVD. NO NEED FOR TRAFFIC EXITING FALCONHEAD CROSSING 620 TO MADRONE APTS.
2. CONSIDER REDUCING SPEED LIMIT ON 620 BTW LT HIGH SCHOOL AND FH BLVD.
3. CHANGE STOP LIGHT AT FH BLVD. TO ENSURE 620 TRAFFIC, SOUTH AND NORTHBOUND, ARE STOPPED LONGER ALLOWING SAFE EXIT/ ENTRY TO FALCONHEAD AND MADRONE APTS.
4. IF POSSIBLE, ELIMINATE WATER QUALITY LOF/RETENTION POND JUST SOUTH OF FH BLVD INTERSECTION.
5. SUP IN/AROUND FH BLVD. INTERSECTION SEEM TO ADD LITTLE/NO VALUE OR SAFETY IMPROVEMENT. VERY LITTLE PEDESTRIAN TRAFFIC OR BICYCLES IN THIS AREA.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: PAMELA JONES

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Comments:

I would prefer an expressway for 620 and SH 71. By the time this project is completed it will be obsolete. Also traffic speed on the new project should be reduced for improved safety. Businesses will be adversely affected if U-turns are not permitted at lights.

In the future, an elevated expressway (like Hwy 183 from Mopac to I.H. 35) would be a better option. By then I will be gone but its a thought. Providing a monorail or fast light rail service in the middle of these roadways would be a far-reaching idea. Very efficient use of land once you have already acquired it.

Why is "unfunded" section even identified if its not going to be part of this construction project?

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Paul Jacobs

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Concerns about no center Turn lane.
Concerns about only 1 light for
Preserve of Lakeway / at Dave Dr. / if emergency / fire etc
Only can turn right out of Gebron Dr.
Suspect bike / walk won't be utilized
much / wasted cost & road space.
Most people in the area won't be walking
along FM 620.
Use of "zippers"? / before project is
completed will increase traffic congestion
i.e. more traffic if zippers (barriers) used prematurely.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Randy Vance

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Blanchard Drive is a gravel/dirt neighborhood street. At one point currently trees and tree growth has overtaken half the street. The deep ruts, channels and yes ditches must be driven over. Having called for an ambulance at least twice the EMS personnel complained about the conditions and impact on safe response times and the lack of the ability to turn around.

Safety, indeed lives (survival) is at highest risk.

Thank you.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: RICHARD BARTH

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

STRONGLY SUPPORT ELIMINATING CENTER TURN LANE. EXISTING TURN LANE IS UNSAFE. MEDIAN DIVIDER WILL BE BIG IMPROVEMENT.
ADDITIONAL TRAVEL LANES WILL HELP WITH FUTURE INCREASES IN TRAFFIC.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: ROGER DOOLEY

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

(1) THANK YOU FOR WORKING ON SOLVING 620 TRAFFIC PROBLEMS!

(2) PRIMARY CONCERN IS IMPACT ON THE ENTRANCE TO FALCONHEAD:

- THE EXPANSIVE, LANDSCAPED ENTRANCE IS A DEFINING FEATURE OF OUR NEIGHBORHOOD.
- CHANGES THAT REDUCE THE APPEAL OF THE ENTRANCE WILL AFFECT THE PROPERTY VALUES OF HUNDREDS OF HOMES

(3) IT IS TOO EARLY TO COMMENT WITHOUT MORE DETAILED PLANS, BUT WIDENING THE FALCONHEAD BLVD EXIT TO FOUR LANES TO CREATE A STRAIGHT AHEAD LANE MAKES NO SENSE. TRAFFIC FROM F.H. TO UELO APARTMENTS IS NEAR ZERO, AND THE CURRENT 3 LANES ARE NEVER BACKED UP.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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(4) NO RETENTION POND IS NEEDED - BIG APPEARANCE IMPACT

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Steve Pustelnyk

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT → I work for the Central Texas Regional Mobility Authority
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

I am in full support of the plan. Closing up the median and adding a third lane is critical to improving traffic flow and enhancing safety. I favor the intersection design as presented for the intersection at RM 620 & SH 71. I do question whether one left turn lane is adequate at NB 620 and Main Street in front of HEB. Given future development and road extension plans that seems inadequate. Please proceed as quickly as possible with this project. Wish we could get a limited-access facility into Austin - but realize that is unrealistic at this time.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: Theresa Willcox

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Eliminate the retention pond @ Falconhead/620

Do not add an additional lane exiting Falconhead to go straight into the apartments. It is not necessary at all. Keep it as is. Traffic is minimal going into the apartments.

Please keep our beautiful entrance @ Falconhead. Our home values will decrease if you take away our entrance.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: Travis Larsen

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Regarding [redacted] Sandeez Hamburger Hut

Between Clara Van & Stewart Rd. the roadway and ROW should be pushed North toward the vacant property across the street. There is no need to mess with our side of the street with all the available vacant land on the other side.

There should be a two-way turn in for our business. I feel limiting the access for my customers is unexcusable. My business will no doubt be affected during and after construction. I have been in Lakeway 38 years. I don't like the way things have been going lately.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: ULYSSES FLORES

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

WE STRONGLY oppose placing a concrete water detention and water quality structure at the main entrance to Falconhead subdivision from RR 620. We were told by RTG Julian that because proposed structure drawn has a "red dot" it is 90% chance it will NOT be located there and we will follow design development to ensure it does not.
The median at the entrance to Falconhead subdivision is planned to be reduced. We request reduction of width is minimal and restored to it's current design.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: Vance McDonald

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

I am opposed to the detention pond at the front of Falcon Head subdivison.

Protected left turn arrow at Falcon Head Blvd. Currently you can turn left on a green light (or an arrow) but there have been too many fatal accidents. It should be left on arrow only!

Speed limit should be reduced on FM 620 to 45 instead of 55 due to the dangerous nature of the bend in the road (620) at Falcon Head Blvd.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: _____

Address:

_____

_____

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

Can we have 12 foot travels lanes instead of 11 foot? 11 foot is hard for trucks + trailers.

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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: _____

Address: _____

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ❒ I am employed by TxDOT
- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

The potential loss of Business is huge for most small Businesses. People need to be compensated.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

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F-2

Emailed Comments

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

From: [redacted]]
Sent: Tuesday, March 03, 2020 5:07 PM
To: AUSINFO <AUSINFO@txdot.gov>
Subject: TxDOT Internet E-Mail

Name: Mr. Al Schuele<[redacted]>
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: The proposed 620 project does not appear to allow reasonable access to Eck Lane when traveling north on 620 from Lakeway. Please explain how we are expected to turn into Eck Lane when traveling north on 620.

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

-----Original Message-----
From: Al Schuele [[redacted]]
Sent: Wednesday, March 04, 2020 12:23 PM
To: AUSINFO <AUSINFO@txdot.gov>
Subject: Re: TxDOT Internet E-Mail

Thank you for your response. Please pass the following input to the project team.

The proposed drawing promoting a U-turn on 620 at the Hudson Bend Road light followed by an immediate right turn into Eck Lane will require crossing 3 lanes of traffic to make the right turn. This can only be done safely if the lights on 620 are red, the left turn light on 620 at Hudson Bend Road is a green arrow, and a right turns from traffic exiting Hudson Bend Road are prohibited by a red arrow. This added complexity in traffic light sequencing would seem to create significant delays on all roads especially 620. During times of light southbound traffic on 620 any northbound traffic turning left into Hudson Bend Road would be able to turn into Hudson Bend if they had a yellow left turn arrow. But a U-turn, then crossing 3 lanes, followed by a right turn into Eck Lane would be much more difficult meaning durin a yellow left turn arrow most left turn traffic for Eck Lane would most likely hold up any traffic behind them intended for Hudson Bend Road.

A simpler solution would seem to be adding an opening in the proposed barrier across from Eck Lane so that Eck Lane traffic can turn left directly into Eck Lane as currently is possible. This would assist in not restricting traffic needing to turn into Hudson Bend. This is the current scenario. Currently traffic turning left into both Eck Lane and Hudson Bend Road seem to reasonably self manage their separation in the left turn lane. In other words, today northbound traffic on 620 turning into Eck Lane pulls into the left lane early and stops adjacent to Eck Lane while Hudson Bend traffic continues around them further north and pulls into the left turn lane to line up at the light. I believe this could still work as well as it does today if there was an opening in the barrier across from Eck Lane. I also believe that the proposed solution promoted by the preliminary drawing will worsen traffic flow on 620 at the Hudson Bend intersection without any improvement in safety.

Thank you for your consideration.

Al Schuele

Sent from my iPad

> On Mar 4, 2020, at 8:56 AM, AUSINFO <AUSINFO@txdot.gov> wrote:
>
> Mr. Schuele:
>
> The recent RM 620 public hearing did not deal specifically with this area, since has not yet been funded for construction.
>
> Preliminary drawings appear to promote a U-turn at Hudson Bend Rd. (https://nam02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fftp.dot.state.tx.us%2Fpub%2Ftxdot%2Fget-involved%2Faus%2Frm-620-hudson-bend-sh-71%2F022020-schematic-4.pdf&data=01%7C01%7CAschuele%40srfunds.com%7C312c9e8655f9464af28808d7c04c30ac%7C0e06d356393a43868d8c25661d6eebd9%7C0&sdata=DUmiY4qYz5%2Fr6zY%2BG2R5rcrQNHtTv%2FgJbCiIt1ZjeII%3D&reserved=0)
>
> I am forwarded your comments to the project team so they can review it before this section of RM 620 comes up for approval.
>
> Thank you for writing.
>
> Regards,
>
> Austin District Information
> Texas Department of Transportation
> ausinfo@txdot.gov
>
>
>
>

> -----Original Message-----
> From: Aschuele@srfunds.com [mailto[redacted]]
> Sent: Tuesday, March 03, 2020 5:07 PM
> To: AUSINFO <AUSINFO@txdot.gov>

> Subject: TxDOT Internet E-Mail
>
> Name: Mr. Al Schuele<[redacted]>
> Address:
> [redacted]
>
> Phone:
> [redacted]
>
> Requested Contact Method: Email
>
> Reason for Contact: Customer Service
> Complaint: No
>
>
> Comment: The proposed 620 project does not appear to allow reasonable access to Eck Lane when traveling north on 620 from Lakeway. Please explain how we are expected to turn into Eck Lane when traveling north on 620.
>
>
> [A Texas Department of Transportation (TxDOT) message]<https://nam02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=01%7C01%7CAschuele%40srfunds.com%7C312c9e8655f9464af28808d7c04c30ac%7C0e06d356393a43868d8c25661d6eebd9%7C0&sdata=ELovjq7Aoaif0TJi%2BODGwzAlbiXrtpSqxryQdaYlRw0%3D&reserved=0>

From: Amelia Evans <[redacted]>
Sent: Thursday, February 20, 2020 9:08 PM
To: Matthew Cho
Subject: RM 620 Comments

As a resident of Bee Cave and someone who drives on 620 on a daily basis I can see the benefits of the proposed road widening. However, I believe there are several pitfalls to the design. Adding another lane on each side is a good idea, especially for future growth, but taking away the middle turn is a detriment for small business and flow of traffic. Some of the businesses can only be accessed by turning left from the middle lane without doing a complicated and dangerous u-turn at a light or some other area. Also, I have observed that when an accident has occurred and emergency vehicles need to navigate through the traffic, they frequently have to use the middle lane as there are too many cars for the cars to go anywhere to get out of the way of the emergency vehicles. If there is no middle lane but instead a raised median, how are they supposed to get where they need to go? Drive on the proposed sidewalk? That could work since there won't ever be any pedestrians using it.

Lastly, there is no need to widen the exit lanes from Falconhead from 3 to 4. As a resident, there is hardly any back up, even during morning "rush hour". The light changes frequently enough to diminish any build up. And there is absolutely no reason to have a dedicated straight lane that leads to the apartments across the street, in my 5 years of living here I can count on one hand how many people I have seen go straight. I understand this is a plan for the future but the subdivision is already built out other than a handful of houses so there will not be any increase in residents to justify the need for a 4 lane exit. And nothing will ever justify the need for a dedicated straight exit lane.

Thank you for your time,
Amelia Evans

From: [redacted]
Sent: Friday, February 21, 2020 9:50 PM
To: Matthew Cho
Subject: Re: RM 620 improvements

To whom it may concern,

I am a resident in Falconhead and was unable to attend the open house on 2/20 but wanted to share my opinion for consideration. I am in favor of adding sidewalks and curbs to the 620 on both sides of the road. I have children attending Lake Travis High school and would never allow them to walk to school along 620 as it is too dangerous for pedestrians and bicyclists to walk along the road side. Additional lanes and medians are also helpful as 620 is congested around the high school. With respect to the entrance to Falconhead itself from the 620, I feel there is no change needed. I use this entrance daily and do not have any trouble with the volume of cars with the current layout.

Thank you for reviewing my comments.

Ammie Gormley
[redacted]

Sent from my iPad

From: Brittany Hammer Kent [mailto:[redacted]]
Sent: Wednesday, March 04, 2020 7:25 PM
To: Hector Tamez <[redacted]
Subject: TXDOT Planning

Hi Hector,

I am emailing regarding the TXDOT plans for a median on HWY 620 in front of Lake Hills Montessori school. I have two young toddlers who attend that school, and I am fearful this median is going to impact their safety.

Please consider the children when you continue your planning process.

Kind regards,

Brittany
[redacted]

From: Castner, Bruce <[redacted]>
Sent: Thursday, March 5, 2020 1:51:39 PM
To: Matthew Cho [redacted]
Subject: TxDOT RM 620 South Project Comments

Dear Matthew Cho,
I attended the recent meeting at Lake Travis High School, and I want to say thanks for providing an informative meeting. It helped provide perspective and cut through many of the assumptions people tend to make.

My comments are as follows:

1. As a resident of Falconhead West (living at [redacted]), my wife and I are very concerned with increased traffic flow on Vail Divide through our subdivision as our house backs to that road. And even though we recognize that the "shortcut" from FM620 to SR71 is fraught with stop signs and turns, many people still opt to use this as a through pathway to get from 620 to 71. So, anything that can be done to minimize the attractiveness of the entrance to Falconhead on 620 would be helpful.
    a. For this reason, we are not in favor of increasing the outflow lanes to four, preferring to keep the current three lanes. We believe that if people notice a four lane outflow, they will think the roads going through to 71 are for more through traffic instead of those roads really being neighborhood roads for homeowners. We also believe as do others that the lane that provides a straight through route should be modified to be both straight and another direction, either right or left.

2. In regards to the outflow from Falconhead to 620, since it is on a curve for cars heading south on 620, and because there is increased danger of people making right turns on red if they misjudge the speed of cars coming from their left down 620, I would propose that perhaps a No Turn on Red be instituted, especially when the road goes to 3 lanes. I've sat at that light many times, wondering if I can get out on red, but not knowing if someone will be coming down 620 at the designated 50 mph speed limit. I think there is a potential danger that not allowing right on red would help prevent.
3. Lastly, in terms of speed. Even with the widening, and perhaps because of it, cars will think that they are safer and want to travel at a high rate of speed. We would suggest an overall lowering of the speed limit to 40 mph from 620/71 interchange at least until Lakeway BLVD. Reduced speed will also help minimize accidents along with the reconfigurations the project proposes.

Thanks so much for allowing public comments.

Bruce A. Castner, PhD
[redacted]

-----Original Message-----
From: Bruce Morton [mailto:[redacted]]
Sent: Thursday, February 6, 2020 2:29 PM
To: Matthew Cho [redacted]
Cc: Sandy Cox [redacted]>
Subject: Proposed Hwy 620 upgrades and Feb 20 Meeting at Lake Travis HS

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

Hello Matthew,

Your plan to meet with the public on Feb 20 is much appreciated. I will attend if I can. Just in case I can't, I have a concern I would like to bring to your attention with this message. It relates to timely completion of projects.

As a very long-term resident of the Austin area, I have become sensitized to the fact that roadway construction snarls traffic, making it much worse than it may already be. To some extent, that may be unavoidable. However, dragging out a project in time, compounding the problem, is avoidable with appropriate managerial focus and concentration of construction resources.

In my experience, there is the example of Hwy 71 through the Bastrop area. I'm aware of it because I routinely travel between Austin and Houston. Over my decades of doing that, there have been only relatively brief periods of time when efficient traffic flow was not substantially impeded by one roadway construction project or another somewhere in the vicinity of Bastrop. My observation is that, over the years, more of my delays through Bastrop were due to impediments caused by construction than any inherent pre-construction limitation of highway capacity. In other words, over a period of many years, construction caused a bigger problem than it solved.

In contrast, and I observed this on those same trips between Austin and Houston, an extraordinary lane expansion of I-10 through Houston was undertaken a number of years ago. The segment I witnessed was a stretch maybe 15 miles long, through the commercially busy, densely populated west side of the Houston metro-area. The high quality of work and rapid completion of all aspects, over the full length, was remarkable by comparison to 71 through Bastrop. Planning, permitting and design must have been impeccable. Execution was remarkable. I'm told this was accomplished with the help of Federal funding and with a primary contractor that was not only highly competent, but also was working under a pay-for-performance contract.

Beyond funding sources, incentives and political sponsorship, I think the above contrast illustrates at least one key point that relates to the strategy for 620. That is that "phased" improvements can be counterproductive. Work on one phase, at one point on a route, often has the effect of constricting traffic flow along the whole route. I presume such phasing is generally an expedient related to political pressure to "do something," while working with finite resources. However, it fails to provide the timely, practical result the public requires.

My message to the 620 strategists is:
- Avoid phased construction. Phasing can be politically convenient, but it too often works against the public's practical needs.
- Condition the timing of the start of construction on first having the resources and authority to rapidly complete all improvements along the whole route.
- Consider outsourcing, with incentives to get the project done quickly and completely.

Best Regards,
Bruce Morton

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

From: Bryan Anderson <[redacted]>
Sent: Friday, February 21, 2020 1:03 PM
To: Matthew Cho
Subject: RM 620 So

Hello,

This is my comment for the RM 620 South project that will impact both my business and a building that I own on RM 620 South.

My building location is [redacted] So, the RE/MAX building on the NE corner of RM 620 and Dave Drive.

I would like to strongly suggest that the RM 620 expansion be moved farther to the West in the area to the North and South of Dave Drive to alleviate the negative impact on my Business and my Property and other properties near me on the East side.

As currently proposed the expansion would impact my business and property very much and would cost the State much more than moving it farther to the west. Some of the effects on my property of the current design are listed below.

1. Right of way property will have to be purchased from me.
2. The State will have to compensate me for a loss of my Pylon sign.
3. The state will have to compensate me for loss of building value due to loss of sign
4. The state will have to compensate me to rebuild a sign
5. The state will have to compensate me to abandon my septic field and sewer installation costs
6. The state will have to compensate me for loss of access and parking
7. The state will have to compensate me for landscaping and sprinkler

Additional savings would be realized by moving RM 620 to the West.

1. The properties on the west side of 620 have more land available.
2. One large tract is vacant.
3. Another tract has a large parking area that would be far less impacted than my building
4. By moving RM 620 farther West only 2 property entrances on the West side are affected and would reduce the negative impact on 6 property entrances on the East side.
5. Many of the costs associated with my property would be averted by moving the road to the West
6. Other properties on the East side would realize similar savings
7. Moving to the West would actually make the roadway path more of a constant arc

I would like to have a meeting with engineers and or roadway planners to review these ideas and discuss the options.

Thank you,

Bryan Anderson

[redacted]

From: Cindy Ryan <[redacted]>
Sent: Friday, March 6, 2020 10:01 AM
To: Matthew Cho; Cindy Ryan; Bob Moore; epi.gonzales[redacted]; Robert Ryan
Subject: Fw: RM 620 upgrades

See below information that has been "forwarded" , due to an email address error. Thanks in advance for your full consideration of the below information. Cynthia Ryan (512-771-4475)

From: Cindy Ryan <[redacted]>
Sent: Friday, March 6, 2020 9:46 AM
To: mathew.chou@txdot.gov <[redacted]>; Cindy Ryan <[redacted]>; Bob Moore <[redacted]>; Robert Ryan <[redacted]>
Subject: RM 620 upgrades

Howdy! I spoke with Epi Gonzales about the wonderful Deliminator Project Epi and Bob Moore of Commissioner Daugherty Office made happen last year. We who live on or adjacent to Murfin Road and 620 feel so much more safe. I would hope that your project regarding RM 620 Upgrades will in no way take away these protective deliminators, unless the change- over would substitute a signal (light) at Murfin Road and 620. I understand that today is the final day for comments and should you want to speak with me, my phone number is [redacted] and it has a voice-mail feature to leave a message. Thank you for your full consideration of this matter.

Cynthia Maduro Ryan
[redacted]

From: corina stancey <[redacted]>
Sent: Thursday, February 20, 2020 3:16 PM
To: Matthew Cho
Subject: Public Hearing on 620 South
Attachments: letter to TxDOT.doc

Matthew,
I unfortunately will not be able to attend tonight's meeting secondary to a prior commitment, but I wanted to get my comments in to you. Attached, please find my letter.

Thank you!

Corina A. Stancey, MD
Jocovi Investments, LLC
[redacted]

Jocovi Investments, LLC
Corina A. Stancey, MD
[redacted]

February 20, 2020

To Whom it May Concern,

My name is Corina Stancey and I am a property owner along 620 in Lakeway were the proposed improvements to 620 are being considered. I am, unfortunately, unable to attend the public hearing/meeting but want to voice my concerns. As the population has grown in the surrounding area, traffic along the 620 corridor has become an issue. I have worked and lived in Lakeway for over 15 years and have seen the traffic problems grow tremendously over this time. It is unreasonable to assume that adding a third lane in each direction will help the traffic and accident situation. In fact, it can make it worse. There are a high number of traffic lights along this corridor and it is my understanding that they will remain. By having three lanes in each direction, drivers will have the opportunity to jump back and forth between the lanes even more, which in this community of elderly drivers could lead to more accidents. The biggest problem facing 620, at least through Lakeway, is the center turn lane – or the suicide lane as people call it. Eliminating the center turn lane and adding a center median with intermittent U-turn lanes at stop lights to reverse direction would mitigate the accident and traffic issues. This would NOT require a third lane in each direction. This corridor is heavily populated with businesses on both sides. By adding a third lane, vehicles will be jumping more lanes to turn where they need to go, leading to unnecessary accidents.

There is no reason to have a sidewalk/bike lane. If your intention is to turn 620 into a six-lane highway, there is no need for a bike lane as it would not be safe for bikers. If you keep it to two lanes in each direction, then a bike lane would be reasonable, but not a sidewalk. The number of pedestrians in Lakeway is extremely limited. No one walks along 620 in Lakeway. This is a waste of taxpayer dollars!

In addition, adding two more lanes to 620 will adversely affect the local businesses. By taking the additional land needed to do this, it would greatly affect or eliminate parking spaces, signage for many of the businesses and in some instances, encroach on the actual buildings

themselves. You can not put a price tag to the amount of business revenue lost to all of this! Many of us have no where to add more parking spaces or to move our signs to. What will Tx DOT do about this?

Furthermore, you are ruining the natural beauty and small town feel of Lakeway with this proposed project. There are many large heritage Oaks along this corridor that will be in danger of being destroyed. Having such a wide "highway" going through town will destroy Lakeway's charm.

I vehemently oppose a third lane in each direction on 620 and feel it should be kept to two lanes with a center median and intermittent U-turns at stop lights.

Sincerely,

Corina A. Stancey, MD

From: [redacted]
Sent: Thursday, February 20, 2020 8:59 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Dana Nunn<[redacted]>
Address:
[redacted]
Austin, TX 78734

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: This comment is in reference to the RM 620 South project. As a business owner, I am greatly concerned not only for my own business but for everyone in this corridor. This plan does not allow for access to businesses without huge public safety concerns. The limited left turn access should be deemed unacceptable.An study of accessibility is required.

From: 620 Dance Centre [mailto:[redacted]]
Sent: Thursday, February 20, 2020 9:41 PM
To: Hector Tamez <[redacted]>
Subject: FM 620 South Project
Importance: High

Good Evening Mr Taamez,

I am a business owner of 34 years and landowner in the Lakeway community. I was in attendance this evening for the public hearing on the proposed FM 620 South Project.

I have great concerns regarding public safety and local business impact of this project.

My business is located at [redacted]. I would greatly appreciate my business name, 620 Dance Centre, being added to the current project boards.

The proposed changes to the 620 South corridor, in my opinion, will create an extreme public safety concern for local families who use businesses along this thoroughfare. The limited amount of left turns entering 620 from businesses along the route will force drivers to use limited left turn options and make illegal U-turns to access the destinations they are trying to reach. This will pose an extreme safety hazard to everyone using this proposed route. While discussing my concerns with TxDOT officials tonight I was repeatedly told that the solution for my customers and anyone needing to make a left turn onto 620, other than from a major intersection, is to make these illegal U-turns. This cannot be a logical solution to such an important traffic flow concern.

It is my understanding that these proposed changes are supposed to improve the overall traffic flow between Hwy 71 to Hudson Bend, but at what cost to public safety and local business impact. Aa a business owner of 34 years I would hope that TxDOT would add a business impact study to their current process to determine the overall impact a "parkway" style roadway will have on the local businesses and the local economy. The current proposal will definitely move traffic through this area but will not allow for easy access to businesses, nor will it give adequate access for emergency vehicles.

Your attention to my concerns are greatly appreciated. I hope that there will be more study done on these topics before final plans move forward. While this is a great traffic flow solution, it cannot be the best proposal for this community, it's residents and it's business owners.

Sincerely,
Dana Nunn

Director & landowner
620 Dance Centre
[redacted]

From: Darien Schlegel <[redacted]
Sent: Friday, February 21, 2020 10:41 AM
To: Matthew Cho
Subject: RM 620 South Project Comments

Name: Darien Schlegel
Address: [redacted]

I am NOT an employee of TxDot.
I do NOT do business with TxDot.
I will NOT benefit monetarily from the project or other item about which I a commenting.

COMMENTS:

I attended the RM 620 South Public hearing on February 20, 2020. Below are my comments that I would like to have submitted:

I live in Falconhead and I am concerned about some of the proposals to the front entrance to our subdivision. We currently have a beautiful, large landscaped entrance. In my opinion, it is one of the key features that makes our subdivision unique and stand out. The proposed plan, as currently draw, would have a major negative impact to the aesthetics of our front entry, which I believe would impact our property values.

I would like for the following revisions to be considered:

1. Remove the retention pond. There is no need for this to be placed at our entrance. I believe TXDot can find other alternatives if a retention pond is needed that wouldn't impact so many homeowners.

2. Remove the additional outbound lane on Falconhead Blvd. By adding this lane it will destroy our center landscaped median and there is no need for the extra lane. I have lived here for 6 years and the traffic is NEVER backed up. Also, there are so few people that actually go straight since it just leads to an apartment complex. It is also important to note that Falconhead is almost completely built out so there is not going to be additional growth. There are 42 small garden size homes currently being built, but after those homes are completed, there will be no additional land to build on within Falconhead.

I would appreciate you taking my comments into consideration.

Sincerely,
Darien Schlegel

Sent from Mail for Windows 10

From: Nicole Davis <[redacted]>
Sent: Friday, February 21, 2020 9:45 AM
To: Matthew Cho
Subject: RM 620 South

Hi Mathew,

We live in the Falconhead Neighborhood in Bee Cave. I writing about our entrance and exit. They already absolutely meet our needs. When exiting, having the two lanes that turn left with the center one you can also go straight is already perfect... rarely backs up for than 3-4 cars. Please don't alter our entrance any more than absolutely necessary.

Regards,
Darrell & Nicole Davis
[redacted]

From: [redacted]
Sent: Sunday, February 23, 2020 10:55 AM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Mr. Delmar Nordstrom[redacted]
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Re: FM 620 South Project
I am opposed to the proposed changes to the intersection of FM 620 S and Falconhead Blvd.
As a resident of Falconhead I see no need for adding a dedicated straight lane and removing the center island at the entrance to our neighborhood

From: [redacted]
Sent: Sunday, February 23, 2020 10:58 AM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Diane Nordstrom<[redacted]>
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Re: FM 620 South Project
I am opposed to the proposed changes to the entrance of Falconhead.
There is no need for an additional lane and I do not want the center island entrance to our neighborhood removed.

From: [redacted]
Sent: Thursday, February 20, 2020 7:16 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Mr. Fred Herdman<[redacted]
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: In regards to the RM620 South improvements I strongly recommend against spending budget to add an additional turning lane at Falconhead Blvd. The subdivision has been 99% complete for the past 24 months and traffic flow even at heavy hours does not pose an issue for the residents. I suggest to use the funds to put the power lines under ground.

---------- Original Message ----------
From: FREDERICK WERNER <[redacted]
To: mathew.cho[redacted]
Date: March 6, 2020 at 5:00 PM
Subject: Comments on RM 620 Widening Concerning A stoplight Need at South Flamingo/Palazza Alto

Attached is an issue paper that Bella Montagna HOA and Belmont Senior Village developed making a case for a new stoplight to be added to the widening project at the front entrance to Bella Montagna Estates. This was presented to your planning team earlier this year and we thought you should be given it directly.

We are working on a Letter of Understanding between BME and Belmont allowing them access through the closed gates at the south entrance so they can travel north and enter RM 620 at the new stoplight. I will forward this to you in a few days. We will also be revising the access easement with Belmont once we know the stoplight has been approved. This will provide automatic gates at the back entrance and entry controllers for residents and staff at Belmont.

If there is any more information I can provide, please let me know.

Frederick Werner, Bella Montagna BOD

RECOMMENDATIONS FROM BELLA MONTAGNA HOA/BELMONT VILLAGE SENIOR LIVING FOR MODIFICATION OF RM 620 TO SAFELY HANDLE TRAFFIC

On the 24 of July, representatives from the Bella Montagna Estates HOA and Belmont Village Senior Living met with the TXDOT design team to discuss the expansion of RM 620 in front of the north (front) entrance to Bella Montagna Estates. We want to document our recommendations for consideration in refining the traffic model.

The principal issue for us is for safe and smooth ingress and egress from our subdivision and Belmont Village. We foresee serious safety issues if this is not done correctly.

Bella Montagna is the last undeveloped residential area along RM 620 in Lakeway, and we will have continued new home construction over the next 20 years. This means that there will be a continuous flow of large trucks carrying supplies and equipment into the subdivision.

Our back entrance on the south side of the subdivision is presently required to be used by construction trucks entering and leaving and by personnel and families from Belmont Village Senior Living. Our front entrance on the north side is for family use as well as school buses and delivery trucks. We have a significant problem with turning right to head south from both exits. Making a right turn onto RM 620 to go south is hazardous. Traffic headed south picks up high speed after passing the Clara Van light, and most of this traffic travels in the right lane at high speeds exacerbating any attempt for our residents to safely make a right turn and reach a safe travelling speed. Soon there will be a new office park on Clara Van which will dump southbound traffic onto RM 620 when the light if red which will create a continuous flow of traffic with no breaks for Bella Montagna and Belmont Village residents to safely make a right turn onto RM 620.

The problem gets worse. For any residents planning to go north, they will have to not only enter the highway but negotiate three lanes to get into the u-turn lane at Lakeway Blvd. Belmont residents and senior residents leaving by the south entrance will have an even more difficult time because they are closer to Lakeway Blvd and will have just a quarter of a mile to enter the highway and move over 3 lanes along with traffic from other entrances onto RM 620 trying to do the same thing.

When coming from the south, Bella Montagna traffic cannot turn into the subdivision except at the collection lane to be placed at our north entrance. Cars entering the subdivision will have to cross in front of 3 lanes of traffic coming from Clara Van to make a safe crossing and enter our subdivision. The most dangerous problem is with trailer trucks which must block these 3 lanes while crossing to enter, or block the highway while making a u-turn to go down to the back gate to enter. Please visualize 30 cars travelling south from Clara Van at high speeds and running into an 18-wheeler trying to enter the front exit or making a u-turn to go to the south exit to get in. ESD and EMT vehicles headed to Belmont Village for a fire or life-threatening emergency will have the same problems with delays in getting to our community.

The solution is a stop light on RM 620 either at the south entrance at Bella Montagna Circle or at the intersection with Palazza Alto/South Flamingo. This would stop traffic from Clara Van and allow a safe right turn onto RM 620. A light at either entrance would give residents of Belmont Village a chance to safely enter the highway and move over to the u-turn lane when planning to head north. I believe a stop light for Bella Montagna Estates would have at least as much utility as the lights at Dave St. and Lohman's Spur which don't have cross traffic. This light would also

be located at the top of a curve and hill where visibility is extremely limited.

A left turn storage lane for such a light has already been incorporated into the development plan. The board of directors is considering traffic movement options within Bella Montagna Estates to allow large trucks to enter without having to attempt a u-turn once inside our entrance plaza which is not possible without damaging our entry box and landscaping at the access gate.

We recognize that stoplights slow traffic movement, but they will be necessary to implement the separation of travelling lanes for safety, and allow for a series of closely spaced safe u-turns. By coupling this with stoplight timing, the project will be a great asset to the Lakeway community. Without a stoplight at one of our entrances, we fear the safety design of this project will be severely compromised and accidents at our entryways will be assured.

Kristy Fisher
President, Board of Directors, BME HOA

Clint Strickland
Executive Director, Belmont Village

From: Hala Ballouz <[redacted]>
Sent: Friday, March 6, 2020 11:58 PM
To: Matthew Cho
Subject: RM 620 S/W HWY 71,

Please consider the following major concerns we have with this project, affecting our building, particularly issues with entering the building from the highway, as follows:

1. Loss of Westbound 71 Left Turn Access (U Turn capability) @ 620/71 Interchange
2.Hazardous Property Access from 71, which now becomes at 90 degree angle from a fast highway
4.Impossible Property Egress /Access to Lower Property Parking
5.Concerns with Water Drainage

Hala N. Ballouz
[redacted]

From: James Provost [redacted] >
Sent: Monday, March 2, 2020 8:19 AM
To: Matthew Cho
Subject: RM620 SOUTH PUBLIC HEARING COMMENT FORM
Attachments: RM620 SOUTH PUBLIC HEARING LOHMANS CROSSING COMMENT FORM.pdf

Good morning Mr. Cho.
I am the Managing Member of the Lohman's Crossing Shopping Center located at 2300 Lohman's Spur in Lakeway and am adversely affected by the proposed changes to the intersection of RM 620 and Lohman's Spur.
My comments are on the attached form, please call if you would like to discuss further.
Best,

James Provost
[redacted]

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: LOHMANS CROSSING SHOPPING CENTER | JAMES PROJOST

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Comments:

WE OBJECT TO THE CHANGES TO THE INTERSECTION AT LOHMANS SPUR AND 620 AS PROPOSED (1) THE CLOSURE OF NORTHBOUND LOHMANS SPUR WILL DIVERT TRAFFIC THROUGH THE SHOPPING CENTER WHERE SEVERAL BUSINESSES THAT CATER TO CHILDREN ARE LOCATED. (2) THE REALIGNMENT OF THE SHOPPING CENTER DRIVEWAY MAKES THE ACCESS VERY DANGEROUS AS A LEFT TURN ACROSS TRAFFIC IS NOW REQUIRED. (3) THE MODIFICATIONS AS PROPOSED WILL RESULT IN REDUCED ACCESSIBILITY TO THE SHOPPING CENTER AND REDUCED VALUE AS A RESULT.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

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

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Case Subject	RM 620 South project comments
ID	252782
Origin	Web
Owner	Christopher Bishop
Description	I attended the meeting on the RR 620 S project at Lake Travis high school tonite. I live in Falconhead subdivision and I disagree with the proposal to add another lane to turn left on RR 620 S. Our subdivision is built out and I don't foresee traffic increasing so don't see a need for another lane. There are currently already 2 lanes that can turn left. I don't see traffic backed up there and I never see anyone go straight into the apartments across the street. We also have no need for a detention pond at the entrance to our neighborhood. If one is needed it could be placed in front of the shopping center but I believe there is already one there that could be used.
Date of Occurrence	2/20/2020 6:00 AM
Complaint Location Notes	Lake Travis High School meeting with TX DOT
Contact	janet james
Issue Type	Public Awareness/Involvement
Case Type	Complaint
Disable Auto Emails	No
Service Level	10
Resolving DD	AUSTIN

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Cases

Case Number	Issue Type	Subject	Date Open
252782	Public Awareness/Involvement	RM 620 South project comments	2020-02-21T12:00

<< < > >>

From: Jan Gentry <[redacted]>
Sent: Friday, February 21, 2020 8:17 AM
To: Matthew Cho
Subject: Re Proposed changes to the Falconhead entrance off 620

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

Unfortunately, I was not able to attend the meeting last evening about the proposed changes to the Falconhead entrance off of 620. My husband and I oppose adding the "go straight" 4th lane out of the neighborhood and any changes to the median. We both believe it is totally unnecessary. The neighborhood is almost completely built out, so projections about future growth do not make sense to us.

Respectfully, we request that the spectacular entrance/exit from Falconhead to 620 NOT be changed.

Thank you for your consideration.

Regards,

Jan Gentry-Dunn
[redacted]

From: Linda Sandlin [mailto:[redacted]]
Sent: Tuesday, March 3, 2020 9:38 AM
To: Matthew Cho [redacted]
Cc: Jason F. Homan [redacted]
Subject: RM620 South Project - Public Comment

Submitted on behalf of Jason Homan (Travis County Water Control)

Good Morning

Please find a letter attached from the Travis County Water Control and Improvement District No. 17' General Manager regarding the RM 620 South Project's effect on vehicle access to an existing water storage tank.

Thank you,

Linda

Linda Sandlin
Executive Assistant
to the General Manager
Travis County WC & ID 17
3812 Eck Lane
Austin, TX 78734

512.266.1111 x115
www.wcid17.org

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TRAVIS COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT 17

3812 Eck Lane • Austin, Texas 78734
• Phone (512) 266-1111 • Fax (512) 266-2790

March 3, 2020

Matthew Cho, P.E.
Transportation Engineer
TX DOT Austin District
PO Box 15426
Austin, Texas 78761

Delivery via Email: [redacted]
and U.S. Mail

Re: RM 620 South Project
SH 71 to Hudson Bend Road
Public Comments

Mr. Cho,

Travis County Water Control and Improvement District No. 17 (the District) is a public municipality that provides water and wastewater to the Lake Travis area from Highway 71 to RM 2222. The District has an existing water storage tank (Big Daves Tank) located behind the Imagine Center/Lakeway Floors at 911 N. Ranch Road 620, Lakeway, TX 78734 (between Debba Dr. and Kollmeyer Dr.). Access to this site is taken from an existing driveway on RM 620 across from Stewart Road. Large cranes, equipment, and delivery trucks are required to access this site for routine maintenance and repairs.

According to Schematic Drawings, on display at the open house held on 2/20/2020 and available online, a left turn exiting this site (to head south on RM 620) will be prohibited due to raised medians. It also appears that the proposed left turn into the site via the designated turn lane and raised median does not account for the large turning radius required for these types of vehicles. We request that a light be added at this intersection to allow large equipment and delivery trucks to safely and properly enter and exit the site. If a red light is not feasible, we request that left turns for entering and exiting the site be available to provide adequate accessibility since U-turns at lights or other designated areas will not be a viable option for vehicles and delivery trucks of this size.

Proper and safe accessibility to this site is imperative for the continuation of reliable water service. If you have any questions, or need additional information, please do not hesitate to contact me.

Sincerely,

Jason F. Homan
General Manager, Travis County WCID No. 17

From: Jennifer Riechers <[redacted]>
Sent: Monday, February 24, 2020 9:32 AM
To: Matthew Cho
Cc: Don Walden; Bill Goodwin; Clint Garza; [redacted]
Subject: WTCPUA Resolution
Attachments: 202002201419.pdf

Mr. Cho,

Please accept the attached resolution from the West Travis County Public Utility Agency (WTCPUA) Board of Directors as public comment against the RM 620 South Project. The project as presented would negatively impact a WTCPUA treated effluent irrigation easement at Falconhead Boulevard by making a portion of the easement unusable for treated effluent irrigation. This area is included in the WTCPUA's Texas Land Application Permit and any reduction of treated effluent irrigation area will cause the WTCPUA to be out of compliance with the TLAP permit.

The WTCPUA opposes any portion of the 620 expansion that will impair its ability to maintain permit compliance.

Thank you,

JENNIFER RIECHERS
GENERAL MANAGER

WEST TRAVIS COUNTY PUBLIC UTILITY AGENCY
13215 BEE CAVE PARKWAY
BLDG B, SUITE 110
BEE CAVE, TX 78738
DIRECT: (512) 501-8086

RESOLUTION OF THE WEST TRAVIS COUNTY PUBLIC UTILITY AGENCY REGARDING EXPANSION OF RM 620 BY THE TEXAS DEPARTMENT OF TRANSPORTATION

THE STATE OF TEXAS	§
	§
COUNTIES OF TRAVIS	§
AND HAYS	§

WHEREAS, West Travis County Public Utility Agency (the "WTCPUA") is a public utility agency governed by Chapter 572 of the Texas Local Government Code; and

WHEREAS, the WTCPUA is a public regional water and wastewater utility in West Travis County and Hays County that currently serves approximately 3,000 retail and wholesale wastewater customers; and

WHEREAS, the Texas Department of Transportation ("TxDOT") is undertaking a project to expand Ranch to Market Road 620 between Hudson Bend Road and State Highway 71 (the "620 Expansion"); and

WHEREAS, the 620 Expansion includes plans to expand TxDOT facilities that would negatively impact a WTCPUA treated effluent irrigation easement at Falconhead Boulevard by making portion of this easement unusable for treated effluent irrigation; and

WHEREAS, this treated effluent irrigation area is included in WTCPUA's Texas Land Application Permit No. WQ0013594001 (the "WTCPUA TLAP Permit"), and any reduction of treated effluent irrigation area will cause the WTCPUA to be out of compliance with the WTCPUA TLAP Permit; and

WHEREAS, the WTCPUA has identified alternative locations for TxDOT facilities needed in conjunction with the 620 Expansion that will not interfere with the WTCPUA TLAP Permit; and

WHEREAS, the WTCPUA urges TxDOT to consider these alternatives to ensure that it does not lose any treated effluent irrigation area and maintains compliance with the WTCPUA TLAP Permit; and

WHEREAS, the WTCPUA opposes any portion of the 620 Expansion that will impair its ability to maintain permit compliance;

NOW THEREFORE, it is resolved by the Board of Directors of the West Travis County Public Utility Agency as follows:

Section 1. The above recitals are true and correct and are incorporated into this Resolution for all purposes.

Section 2. The WTCPUA Board of Directors opposes any plans for the 620 Expansion that would impact its treated effluent disposal area or its compliance with the WTCPUA TLAP Permit.

Section 3. The WTCPUA Board of Directors urges TxDOT to consider alternate locations for 620 Expansion facilities that would not impact WTCPUA easements or permit compliance.

PASSED AND APPROVED this 20th day of February 2020.

Don Walden

Don Walden, Vice President
Board of Directors

From: Jim Evans [redacted] >
Sent: Wednesday, February 26, 2020 12:13 PM
To: Matthew Cho
Subject: Additional comment on 620 Widening

Matthew,

I attended last weeks presentation of the widening of 620 and wanted to add one more comment and that was to confirm that ramps would be included at all curb cuts for cyclists on the pedestrian/cyclist path.

Thank you.

Jim Evans
[redacted]

From: Lucas Short
Sent: Monday, February 24, 2020 8:09 AM
To: Matthew Cho
Cc: Eduardo Garcia
Subject: FW: Austin Engineering Co., Inc. - 3317 Hwy 620 North - Median Cut

Matthew,
This is the gentlemen I spoke with on Thursday night at the public hearing. He made mention that they had commented on the lack of access every time they saw the schematics. I told him that I would look into any meeting minutes or summary of open house to see if we had received the comment. It'd be a good idea for the team to look into this and reach out to him.

Lucas J. Short, P.E.
[redacted]

From: John Fenley [mailto[redacted]
Sent: Friday, February 21, 2020 3:03 PM
To: Lucas Short <[redacted]>
Cc: Kerry Keller [redacted]>; Buddy Keller [redacted]>; John Fenley [redacted]>
Subject: Austin Engineering Co., Inc. - [redacted] - Median Cut
Importance: High

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

Mr. Short:

As discussed last night our firm is a heavy civil contractor with a truck fleet that requires daily ingress and egress via our yard and shop onto Hwy 620 with a median cut, that despite our previous outreach at your public forums, has not been accounted for in any of your exhibits known to us. It is imperative that TxDOT recognize our needs and operational requirements in your design for Hwy 620. Failure to provide an adequate design that then adversely affects our daily operation of trucks would result in unacceptable lost time and costs to this aspect of our business. TxDot has a duty not to damage Austin Engineering Co., Inc. and as such we are relying on you to convey this information to your design team and others. I am also relying on your statement that the Hwy 620 Project Manager would review the status of our comments to submitted to your department at previous outreach forums. Please forward this email to him as well.

I have provided a conservative rough estimate of potential damages to convey the very serious nature of an unacceptable design and a short video clip, see dropbox link, taken just this morning.

https://www.dropbox.com/s/9c6x3z0fzxlqht1/Austin%20Engineering%20Haul%20Truck%20Exiting%20Yard%202.21.20.MOV?dl=0

Austin Engineering Co., Inc.

Hwy 620 - Lost Time Due to Lack of Median Cut and Restricted Ingress and Egress

Trucking types: Haul truck & trailer, Trailer Truck, Bobtail Truck, Fuel & Service Truck, current 16 ea.
Hourly Operating rates: $55.00 to $250.00

Estimated Lost Time per day per truck, 1 trip out & 1 trip in = 2 hours

Daily Cost =	16 ea. x	$95.00	x	2	=	$3,040.00
Weekly Cost (6 days per week)					=	$18,240.00
Annual Cost (51 work weeks)					=	$930,240.00
30 Year Cost w/ NO Cost or Truck Trip Escalation assumed					=	$27,907,200.00

A timely response from TxDOT is expected.

Regards,

John Fenley

John C. Fenley
Vice President of Sales
[redacted]

Austin Engineering Co., Inc.
[redacted]

www.aecoi.net

From: John Hull <[redacted]>
Sent: Thursday, February 20, 2020 8:20 PM
To: Matthew Cho
Subject: Comments re RM 620 South Project

Mr. Cho:

I am emailing this brief comment pursuant to the instructions (LINK) provided for those who were unable to attend the Feb 20 meeting in person. Thank you for providing this means to offer comments.

I am a resident of Falconhead West. I often use the Falconhead Blvd entrance from & exit to FM 620. The monuments, landscaping & divider at this location are an important part of the aesthetic of the Falconhead neighborhoods. Please consider adjusting the RM 620 South Project to enable our neighborhood to keep these assets.

I would greatly appreciate serious consideration being given to comments offered by my neighbor, David Peppard. Both Falconhead & Falconhead West are completely built out when it comes to standard lot single family homes. Falconhead West is built out. In Falconhead, only modest acreage remains at Spillman Ranch Loop & Falconhead Blvd; that acreage is being developed for smaller zero lot-line style bungalows, and will soon be built out. Any sizing of the ingress & egress at Falconhead Blvd and FM 620 should be determined with those facts in mind . . . not some 26-year projection based on faulty reasoning regarding additional build-out in the Falconhead neighborhoods – Falconhead West is completely built out already and, within the next couple years, Falconhead will be completely built out.

One final point I might add, Falconhead West contains a sizable number of single story plans, proportionately higher than most similarly-sized developments. These plans have attracted a considerable retiree & empty nest demographic – roughly 25% of Falconhead West homes are owned by retirees. I mention that only for one purpose . . . a significant demographic has only two drivers in the home and is highly unlikely to have more drivers as the next “26 years” progress - if anything, those homes will likely see their vehicle count decline from two to one, unlike other homes where, as children attain driving, the vehicle count may increase.

Thanks you for providing the means to provide comments for those unable to be present at the meeting, and for taking time to review my comments.

John S. Hull (Kathy)
[redacted]
Falconhead West
[redacted]

From: Jon Penner <[redacted]>
Sent: Friday, March 6, 2020 4:08:51 AM
To: Matthew Cho <[redacted]>
Subject: RM 620 South Public Comments

Hi Matthew,
There were a few items I omitted from my written comments submitted at the Public Hearing Feb 20, 2020 at Lake Travis High School.
Please include these.

With regard to Traffic Signals during the construction Phase. Many of these detect traffic using a Camera and trigger Forward and Left Hand Turn lights. I have noticed that the current 2222 widening where these lights existed before and during the current work are not functioning properly and cause massive backups.

I would like assurance that when you start construction on the Lakeway area segment of RM 620 from Hwy 71 to Hudson Bend Road that TxDot will insure that these cameras are re-positioned to properly detect traffic flow as the lanes are shifted. This seems like a small request that can be handled easily given the thousands of motorists that it affects daily. Please do not repeat your previous and current mistakes that impede the flow of traffic like you have and are currently are doing on RM 2222.

Improperly maintained Traffic Signals and sensors are one of the biggest traffic flow problems we currently have that can be easily corrected.
Thanks,
Jon Penner
78734

From: Karen Skelton <[redacted]>
Sent: Tuesday, February 25, 2020 3:44 PM
To: Matthew Cho; Skelton Woody
Subject: RM 620 South Project
Attachments: TOSK Aerial 1.pdf

Dear Mr. Cho:

My husband and I own two tracts located in the SW quadrant of the intersection of RM 620 and SH 71. I have attached an aerial. The Tax ID numbers of our properties, owned in the name of TOSK, Inc, are 706790 and 706791.

I attended the meeting last week but I still have questions as follows:

1. How long from project start to project finish will the improvements **at this intersection** take? Projected Start date? Projected completion date? I understand that this is an estimate.
2. Assuming that the project will be phased, how long from project start to project finish will the improvements directly in front of our property on SH 71 take? Projected completion date?
3. No hydrology reports were available at the meeting and I was told that this information had been delayed but would be available in the next few weeks. Please let us know when this information will be available to us for review.
4. While there are new detention/water quality ponds shown in various locations along RM 620 South in your schematic drawings, I do not see any along SH 71. Are any planned for the SW quadrant of the intersection of 71/620?
5. Has an appraiser been selected? Who is it? Our office number is 512.651.7000. Very roughly, when should we expect to hear from an appraiser?
6. The schematic covering the area to the north of our two tracts appears to indicate that in general the pavement will be expanded south to the existing right of way line. It would be helpful to our planning if the schematic layers were made opaque so that we could see the existing configuration through the proposed configuration.
7. Along RM 620 the TxDOT schematic indicates sidewalks but this is not indicated along 71. Is there a plan to add sidewalks in the new ROW?

Karen G. Skelton
Texas Realty Partners, LLC
[redacted]

-----Original Message-----
From: AUSINFO
Sent: Friday, February 28, 2020 9:57 AM
To: Sonya Hernandez <S[redacted]>
Subject: FW: TxDOT Internet E-Mail RM 620 comments

-----Original Message-----
From: hillratrods@yahoo.com [mailto[redacted]
Sent: Friday, February 28, 2020 8:55 AM
To: AUSINFO <AUSINFO@txdot.gov>
Subject: TxDOT Internet E-Mail

Name: Ms. Linda Goodale[redacted]>
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: hudsonbend 620 will be affected worse by the proposed changes. I think this is a waste of money,and going up like 183 would be better for 620. at least change hudson bend plan or keep the same. this will add more traffic to hb and 620 at that light. making a uturn to get to eck will back traffic to 620, and routing to hb for turning left will also.

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

From: Lucas Jacomides [mailto:[redacted]
Sent: Friday, March 06, 2020 7:56 PM
To: Sonya Hernandez <[redacted]>
Subject: Fwd: RM 620 South Comment Form

Mrs. Hernandez,

Sending to you instead, as Mr. Cho is out of office. Please confirm receipt.

Thanks,
Lucas Jacomides

Sent from my iPhone

Begin forwarded message:

> **From:** Lucas Jacomides <[redacted]
> **Date:** March 6, 2020 at 7:03:03 PM CST
> **To:** matthew.cho[redacted]
> **Subject: RM 620 South Comment Form**
>
> Mr. Cho,
>
> Please submit my comments (attached) as part of the official hearing record regarding the RM 620 South project.
>
> Thanks,
> Lucas Jacomides

Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: LUCAS JACOMIDES

Address:

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Comments:

I am writing to reiterate a concern raised at the Public Hearing, namely that First Responders (e.g. Fire Engines, Ambulances) coming from Lakeway will not be able to make a U-turn at the 620 - Hudson Bend intersection to get to Eck Lane. This is what has been proposed, since the connector between Eck and Hudson Bend, currently a 2-way street, is now being converted to a one-way street, and the proposed median will block direct access from 620 to Eck Lane. Besides the obvious unacceptable risk that ~~delayed~~ delays may cost precious minutes that would save a house or a life, this would disrupt traffic at an already busy intersection on a day-to-day basis. Either expand the road on the other side of 620 to leave the two-way connector as is, or else eliminate the median blocking access to Eck Lane.

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

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

From: Luke [mailto:[redacted]]
Sent: Wednesday, March 04, 2020 3:58 PM
To: Hector Tamez <[redacted]>
Subject: I support this message on the proposed project

I have many concerns, here is an excerpt from the letter I sent:

- We have over 120 parents dropping off children and picking up children twice a day around the same time each day. If they are forced to make a U-turn this would cause a high volume of cars being backed up waiting on cars traveling on RR 620 North as they pass by the U-turn. This would be potentially hazardous to the young children we serve.
- The times of day that parents are dropping off/picking are during highly concentrated traffic volumes compared to diluted volumes throughout the day.
- Should EMS/Fire/Police department need to reach our school it would be an emergency and this median would make it necessary for them to make a U-turn or even pass the school and turn around at the light. This endangers the lives of all the children we serve due to slower response time.
- There are several high-volume generators; Lake Hills Montessori, Discount Tire, Septic Supply, Austin Shoe Hospital, and Massage & Chiro using our drive. High volumes of vehicles are turning onto our drive around the same time each day.
- I believe there are more cars in and out of our entrance daily than are accessing either of the two shopping strip centers on either side of the proposed median.

--

Luke Darling

Your Insurance Pro

([redacted]
[redacted]
[redacted]

To: Matthew Cho <[redacted]
Subject: RM 620 changes

Mr. Cho,
I saw the attachments for your presentation about the improvements to RM 620. It was very helpful to see the illustrations and explanation of the proposed changes.
My concern stems from the fact that I live on Eck Lane, and I see that the improvements would require me to make a U turn to reach Eck Lane if I'm going north on 620.
To leave Eck Lane, if I wish to go north on 620, I would travel on the little road (which would then be one-way) in front of the Sheriff's building. This is an approach that I often try now, and it is usually difficult, at best, to reach the left turn lane, due to traffic on Hudson Bend Road.
Beyond "difficult", it looks as if it will be impossible to travel north on Hudson Bend Road from Eck Lane. It appears there will be a median blocking access.
Can you tell me how folks on Eck would be able to get to the great places on Hudson Bend Road?
Thank you for giving people a chance to comment.
Margaret Keedy
[redacted]

From: c[redacted]
Sent: Thursday, February 20, 2020 12:42 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Maryann Carmichael<c[redacted]>
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Intersection safety
Complaint: No

Nearest Major City: Lakeway

Comment: Rm 620 south project
Please reconsider raised medians through lakeway. Left turners will overflow into left travel lane causing sudden stops and more wrecks. Let's lower the speed limit to 35 or 40 and ENFORCE IT WITH saturation campaigns! Overwhelm all traffic by being present on both sides to retrain everybody (think Ellinger on 71

From: [redacted]
Sent: Thursday, February 20, 2020 12:38 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Maryann Carmichael<[redacted]
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method:

Reason for Contact: Traffic signal
Complaint: No

Nearest Major City: Lakeway

Comment: Rm 620 South project
Need light for Cardinal Hills 1, 2 and 3.
Perhaps flamingo to palazzo alto, serving 4 neighborhoods. We have no through roads anywhere to get to a light to turn left. Light at Clara van not red long enough. Almost impossible to get out.

From: ma carmichael <[redacted]>
Sent: Thursday, February 20, 2020 2:03 PM
To: Matthew Cho
Subject: Rm 620 south project

Hello Matthew. Thank you for accepting remarks from residents about this project. I hope to be helpful! I live just north of Lakeway blvd, off 620 at Nightingale Lane and we have a concern about adding raised medians to the lakeway corridor.
It seems like a great idea until I realize the reality of it. With too many driveways for all the businesses along that corridor, we see crazy left turners facing off in the center lane and it is dangerous.
With raised medians decreasing available left turns I see the overflow of turners waiting overflowing into the leftmost travel lane, causing sudden stops and more wrecks (if that is even possible). This should be reconsidered as the overflow will be continual, rarely ebbing because the left turn lanes are chronically short as they are now (see frequent 2-3 light cycle back up of left turn lane coming out of main street/HEB to northbound 620).

We must consider dropping the speed limit through the corridor dramatically and have a 2-3 week blitz of enforcement presence on both sides of 620 to "retrain people" and let them know you are serious! Like Elgin off 290 and Ellinger off 71...both areas drop the speed limit by 20-25 mph through their main corridors and a huge percentage of drivers through there seems to comply.
What we see happening now is dri ers pulling into the far right lane at the Lehman's crossing light so they can speed ahead to the school and beyond. This causes a reverse speed lane situation which is dangerous (we call that new lane to the right the fast lane) and it prohibits any right turn on red onto Lohman's Crossing, which is a completely huge inconvenience and it just does not make sense that it is NOT a right turn only lane right there (southbound 620 at LC). Perhaps it would keep people from focusing on the super speedy departure from the green light that we see now.
The problem that we see most is excessive speeding. If there are medians and overflowed stopped traffic in the travel lanes waiting to turn left, then there will be so many rear end wrecks it will surely become more dangerous and lethal for those stopped and waiting to turn left. The prospect of this literally frightens us...
We have seen exactly zero speeders pulled over in that corridor. They are usually caught out further...EXCESSIVE SPEED IS THE PROBLEM.
I still think a blitz law enforcement presence for a time would go a long way to solving the issues of so many deadly wrecks and congestion.
Next, in the spirit of the study that is ongoing, I would like to contribute a suggestion for a light at S. Flamingo and Palazza Alto (serving residents on BOTH the north and south side of 620, so we could get to a light to turn left out of Cardinal Hills sections 1, 2 and 3 on the south side and out of Bella Montana on the north side.

The light at Clara Van only helps Lexus and North Lakeway because it does not give left turn access to those of us on the south side of 620. The red is not long enough for any of us to turn left upstream here at Nightingale. When CV turns green, those people go 0-60 so quickly, we can't even take advantage of the oh-so-slight hesitation in speeding Northbound traffic. It is getting so dangerous, we literally fear for our lives every time we attempt a left. (I would like to add how ridiculous it is that the Texaco at Nightingale has two driveways, adjacent to Nightingale, onto 620 and it is a literal mess during high traffic. People going left, right, and turning into each other, jockeying for their slot... every which way...I invite you to have some sit there at 8am or 5pm to witness the madness that is going on.)
There is currently no road in here that would take us to a light...the Kollmeyer light is blocked off from us by the school property so from S. Flamingo north to Cavalier Canyon, we cannot get to a light. We are hemmed in and it affects alot of households! I have tried going through Meadowlark northbound to get to Kollmeyer and the roads do not go through.

We are frustrated and intimidated by the utter lack of enforcement out here.
Excessive speeding is taking lives and changing lives forever and IS mostly fixable! Let's start by lowering and enforcing the speed limit immediately from Debba drive down to Falconhead!
Please consider these issues and I would be happy to volunteer to help anyway I can!
Many thanks for your time and attention and I look forward to learning from meeting outcome!
Best regards
Maryann Carmichael

Sent from Yahoo Mail on Android

From: Pollard, Melissa L <a[redacted]>
Sent: Wednesday, February 26, 2020 11:23 AM
To: Matthew Cho
Subject: RM 620 South Comments

We don't need bicycle lanes! Thank you!

Melissa Pollard
Financial Analyst
Center for Water and the Environment
University of Texas at Austin
[redacted]

From: Michelle Smallwood <[redacted]>
Sent: Sunday, February 23, 2020 10:28 AM
To: Matthew Cho
Subject: Attn: RM 620 South

Hello,
I am a resident of Falconhead West. I would like to object the proposal of widening the entrance at 71/Vail divide. I understand that the proposal was part of a long term plan, however this neighborhood is built out and there will not be significant additional traffic from the residents.
What I hope instead is a safe walking overpass for my kids to cross 71 to get to the middle school. Right now parents are not encouraged to have their kids walk or ride bikes to school because that crossing is dangerous. If there was a safe way for children to get across the traffic could be reduced since parents from my neighborhood wouldn't have to drive across the street to drop their kids at school. I love all the paths that the city has built to allow people to bike or walk around. We should continue to encourage the build out of these paths.

Thank you,
Michelle Smallwood
[redacted]

From: Schofield, Mike [mailto:[redacted]
Sent: Thursday, February 6, 2020 5:23 PM
To: Matthew Cho <[redacted]>
Subject: RM 620 from SH 71 to Hudson Bend - City of Austin comments

Hi Matthew,
Paul Terranova and Bruce let me know that you would be the best contact to send comments related to the RM 620 project.

These are Austin Transportation Departments comments specifically about the shared use path elements, as I've been asked to look at that. We are interested since 620 is a major recreational cycling route and we'd like to ensure that this great connection to CoA cycling routes is as safe and comfortable as possible. Overall, we believe that your plan of having cyclists on shared use paths instead of using the shoulders will be a great improvement and aligns with our Austin Strategic Mobility Plan.

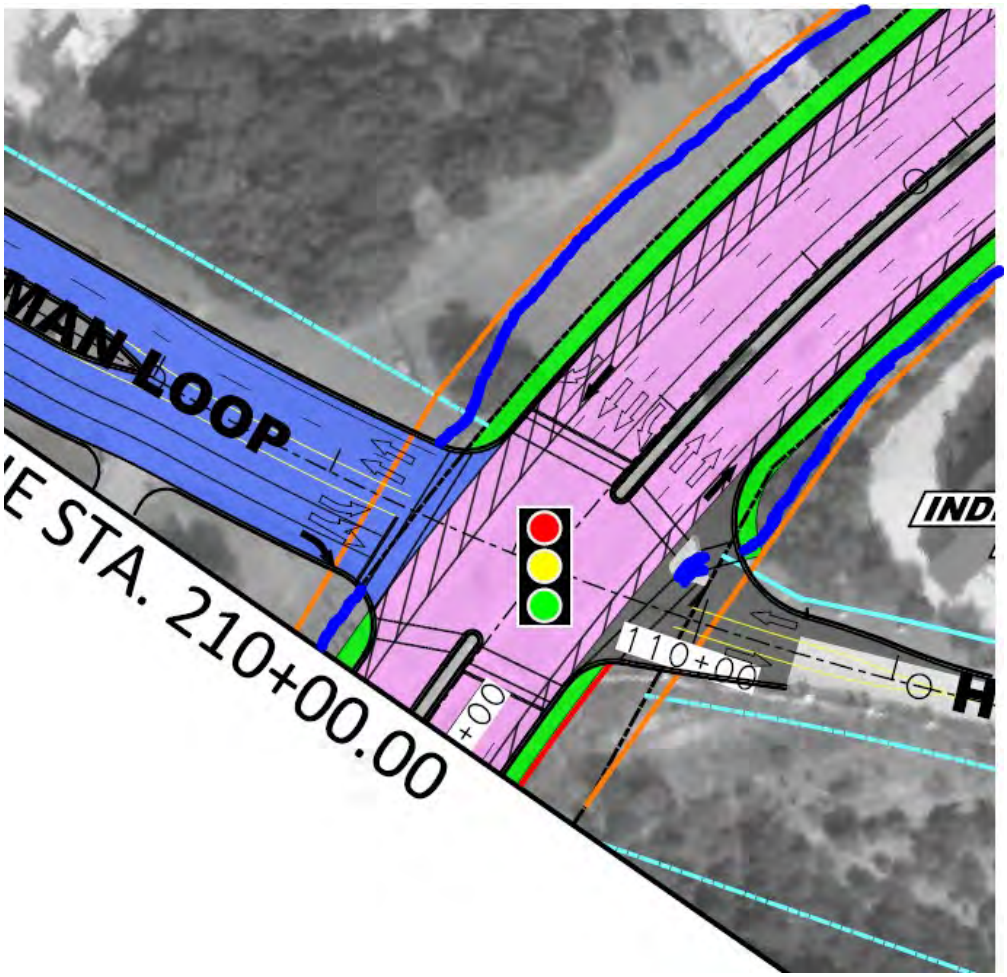
Thank you for the consideration and let me know if there's anything else we can provide,
Mike

Mike Schofield, P.E.
Active Transportation and Street Design Division
City of Austin Transportation Department
[redacted]

RM 620 (SH 71 to Hudson Bend) CoA comments:

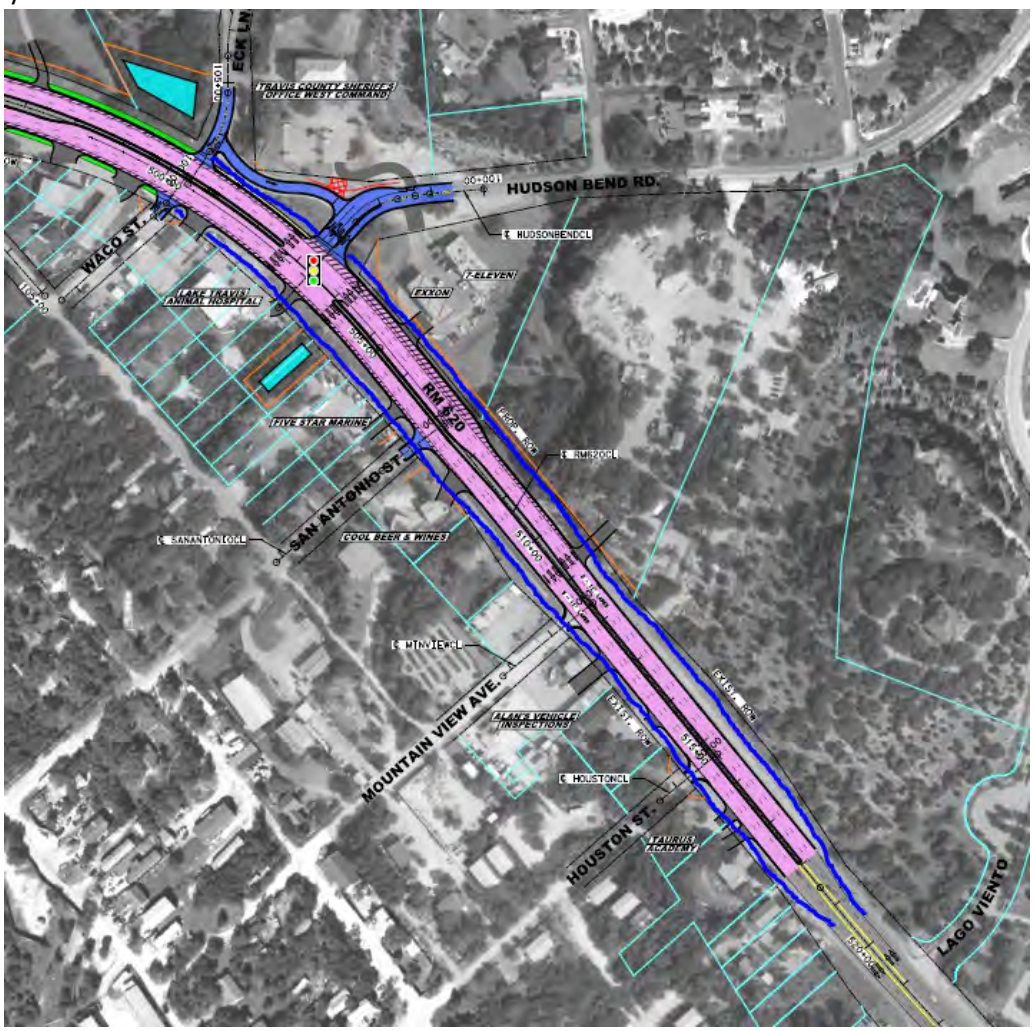
Feb. 6th, 2020

- Although only a portion of this project is within City of Austin ETJ, these comments reflect the regional cycling importance of RM 620. This project also connects to several streets identified as proposed All Ages and Abilities Bikeway in the Austin Strategic Mobility Plan: RM 620, Bee Caves Road, and SH 71. For these reasons, ATD is supportive of adding shared use paths on each side of RM 620 as part of this project.
- Throughout the corridor, ATD recommends using the design guidance in AASHTO's Guide for the Development of Bicycle Facilities to inform the shared use path design. This includes recommended minimum width of 10' as well as maximizing the setback from roadway within proposed ROW, 5' minimum recommended. This also includes avoiding sharp angled turns of the path; AASHTO recommends design speed for cyclists of 15-20mph and using the table for determining minimum radii based on design speed. Below is an example of desired larger radii turns and setbacks in order to meet these criteria. It is ATD's experience that the more safe and comfortable the path can be designed, the more likely it is that the existing cyclists will use the paths rather than taking a travel lane.

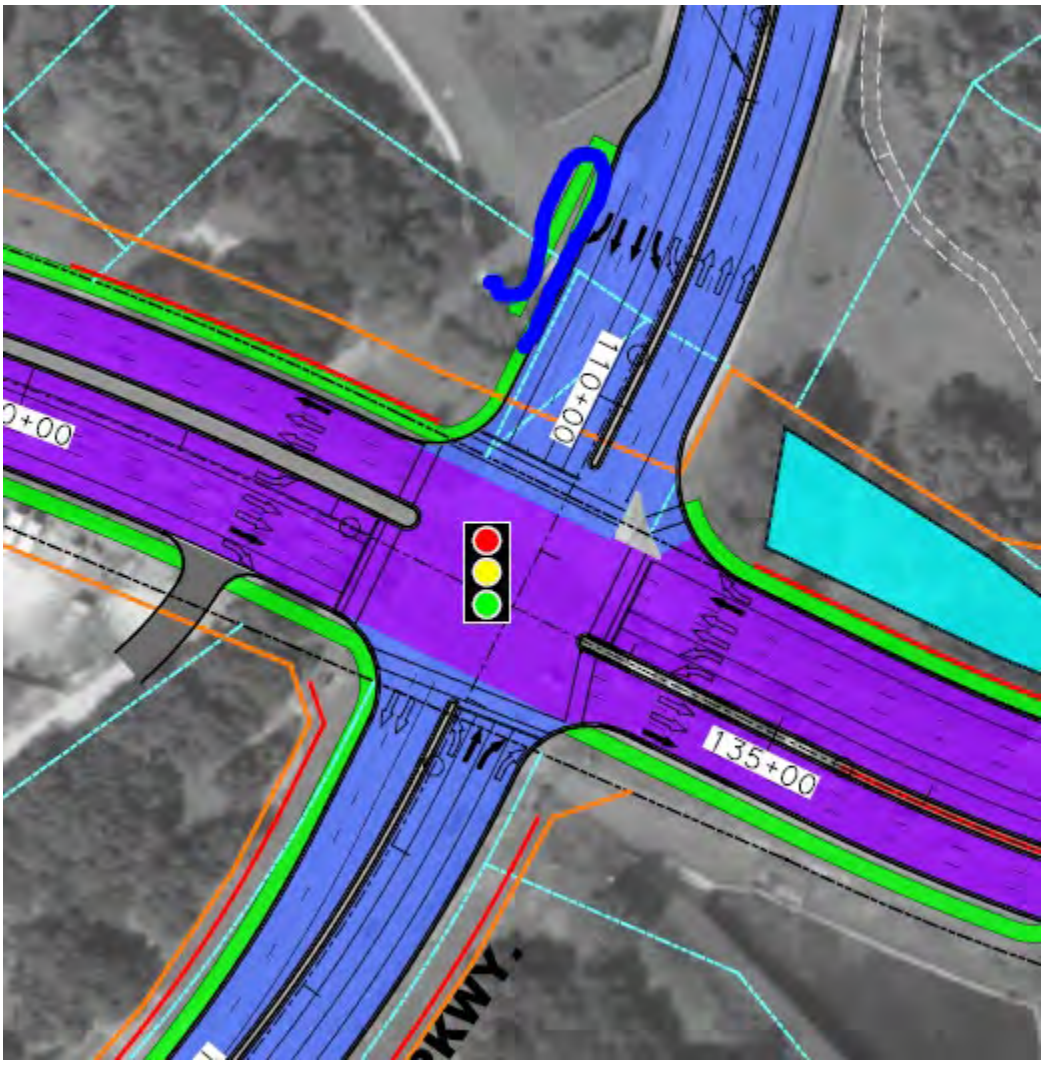


- ATD recommends that the shared use path would always cross side streets set back outside of the flare of the intersection curb return to shorten the crossing as shown below in blue. This is particularly important where we can achieve 20' setback so that one vehicle can be fully outside of the SUP as they wait for a gap to merge onto the street from a driveway.

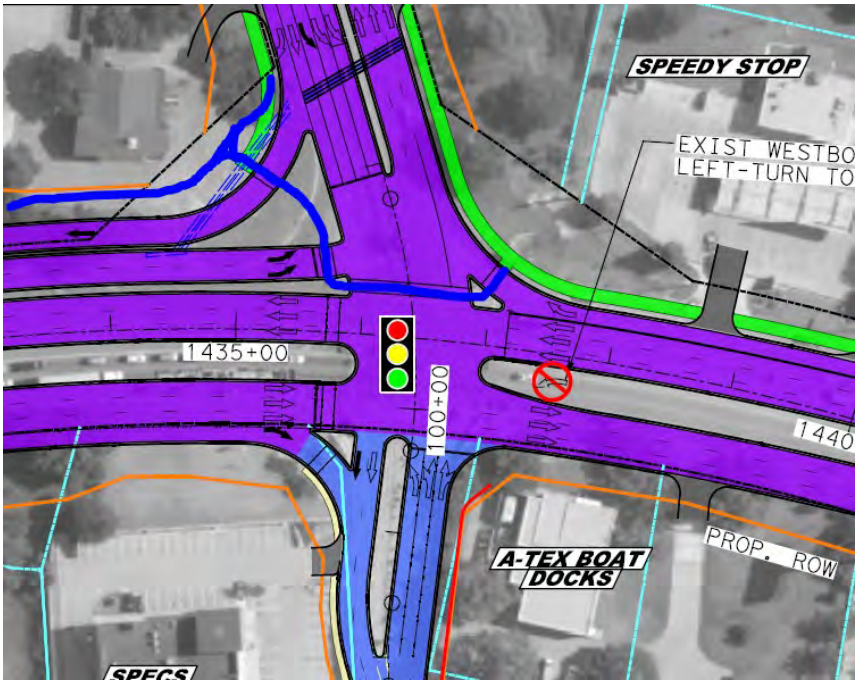
- East of Hudson Bend, in the City of Austin ETJ section, there are existing wide shoulders used by cyclists. This project proposes removing those shoulders without constructing shared use paths in that segment. It is ATD's preference that the shared use paths continue to the full limit of construction and tie into the shoulders with ramps so that cyclists can access the paths from the shoulders without having to ride in a travel lane. This is shown in blue below. In our experience, this is essential to promote the use of the path over the travel lanes for recreational cyclists.



- As shown below at Bee Cave Parkway, ATD recommends not using sharp angled switchbacks on the path or ramps, as they cause cyclists to lose balance and create conflicts between passing cyclists and pedestrians. In our experience using path centerline radii of minimum 10-20' is effective. We often use 30-40' radius where there is space available.



- ATD recommends connecting the two shared use paths on each side of RM 620 with shared use path width crossings at the SH 71 intersection, as shown below in blue. Sharp angles should be avoided at all turns per AASHTO.



- Since the work along SH 71 to the west of RM 620 is eliminating an existing westbound bikeable shoulder up to Spanish Oaks that connects to a marked bike lane, our preference would be to construct a shared use path on the north side of this section of SH 71 that connects to the existing shoulder, shown in green below.

From: Mustafa Kamal <[redacted]>
Sent: Friday, March 6, 2020 9:40 PM
To: Matthew Cho
Subject: RM 620 South Public Hearing Comments

There are a few comments/observations I would like to make about the RM 620 South Corridor and the proposed improvements:

- Being a resident of the area for last ten years, it seems evident to me that TxDOT has not spent any real effort to optimize signal timing along the corridor or even install state-of-art signal technology that would provide coordinated and connected signals which would aid in the flow of traffic without causing unnecessary delay to the travelers along RM 620.
- The traffic lights are so poorly timed (and completely uncoordinated) that often the vehicles are made to stop on almost every signal instead of providing good progression and keep the traffic flowing.
- Before investing millions of dollars on roadway expansion (which is absolutely also needed) it would be good to spend a fraction of that cost on installing state-of-the-art traffic signals that are fully-actuated and well-coordinated to minimize delays and do not waste the limited capacity by giving more green time to minor streets and causing miles of queuing on the RM 620.
- TxDOT needs to get serious about installing state-of-the-art coordinated/connected signals on all major corridors in Austin including RM 620 and get away from this mentality that the only way to improve the capacity of a corridor is through addition of more lanes which take years to build due to lack of funding while the traffic congestion continues to get worse. We are 20 years into the 21st century and most signals in Austin are based on over 50 years old technology and methodology to time them. Improving traffic signals can reduce delays by 40% or more at a fraction of the cost of adding lanes and it would not have the detrimental impact and traffic disruption for years due to construction.
- More specifically, the approach to RM 620 traffic signal at Main Street (exit from the HEB store) is very poorly designed with wasted space that should be used as a second left-turn lane to northbound RM 620. Sometimes (in fact quite often) the left turning traffic at this approach back-up all the way to the actual HEB store building, while the rest of the three lanes are completely empty. This is the result of poor and thoughtless design without any understanding of traffic patterns. But it seems that according to the new proposed design the second left turn lane will in fact be added/striped at this location. The question is why the public should be made to continue to suffer and waste time at this light for another 5 years or more until the RM 620 project is completed. Something that should cost maybe a $100k or so and can be done in about a week should be done right away and we the public should not have to wait for this improvement for another 5 years. It makes no sense!!!

Thank you for your consideration of these issues.

Regards,

M Kamal

Lakeway, Texas

-----Original Message-----
From: njschuele@me.com [mailto:[redacted]]
Sent: Tuesday, March 3, 2020 5:02 PM
To: TPP_PublicInvolvement <Public.Involvement@txdot.gov>; Susan Howard <Susan.Howard@txdot.gov>

Subject: TxDOT Internet E-Mail

Name: Ms. Nancy Schuele<[redacted]>
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Concern for the residents on Eck Ln - public hearing regarding the widening of 620. From what I can tell from the schematic for Storm Rd-Hudson Bend light, that there is no way for residents to turn left off of R620 when traveling from Lakeway towards RR2222. Only way onto Eck Ln is by a U-turn at the light and turn right from 620. Dangerous!

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

From: Nancy Schuele <[redacted]>
Sent: Tuesday, March 3, 2020 5:19:15 PM
To: Matthew Cho <[redacted]>
Subject: Proposal for widening of rr620 at Hudson Bend Road

I'm not sure this is the correct place to comment. I did send an email to the TxDot email I received regarding the public forum in February.

I'm really concerned for all the residents of Eck Ln (and Vintage Village wedding venue) that we do not have a way to turn left off of 620 onto Eck Lane. If heading from Lakeway towards RR2222, it appears that we would have to make a U-turn at the Hudson Bend light (and avoid anyone turning right off of Hudson Bend from the two right hand turn lanes) in order to take a right turn onto Eck. This is not a good nor safe alternative to any of the traffic pattern we have right now. Please let me know if I am reading this wrong and that we will be able to turn left onto Eck Ln from RR620.

Thanks,
Nancy Schuele

From: Nancy Stokes Hearn <[redacted]>
Sent: Thursday, February 20, 2020 5:58 PM
To: Matthew Cho; Steve Hearn
Subject: Stokes Sign Company Business Park / 620 Expansion

Matthew,
I am the owner of the property located across from the HEB, [redacted]. I am concerned about the expansion and how it will affect my business. According to Schematic 2 (attached), the project will be taking the front corner of my property, my sign as well as a good portion of the land between my building and GlenHeather drive. It is difficult to see exactly how close to the building this will be from this schematic. Can you provide me with a more detailed schematic?
I have a few concerns, mainly the widening of Glenn Heather will impede my employees and customers safe passage from the parking lot to our front door. It has become increasingly dangerous since the city turned this road into two lanes. I have almost been hit several times while trying to walk to my car. Why is TXDot leaving such a large median on Glen Heather, making it more dangerous for us to access our parking area? The sign that is on that median is for the community behind our property. Why not move that sign closer to their entrance? Utilize the median space for traffic, moving it farther away from pedestrian traffic? This would allow our property to remain as it is, leaving a safer path for customers and employees to reach our parking lot. Please don't make it any worse. Feel free to come to this site I would be happy to show you what I am talking about.
I am also concerned with how much of my corner will be removed. It is unclear how many parking spaces will be taken. What is clear is that in addition to the loss of parking spaces, this expansion will render my dumpster inaccessible to the trucks that service it.
This corner is the low spot on my property, thus responsible for water run off. There is a drain there now. Does TxDot have any plans for the water run off, should I pave my lot?
Do you have any time to meet, show me a more detailed schematic and explain what my options are?
I look forward to hearing from you,

Nancy Stokes Hearn

Stokes Sign Company

[redacted]

From: Nicole S <[redacted]>
Sent: Monday, February 24, 2020 4:12 PM
To: Matthew Cho
Cc: Kerry Berman
Subject: Re: 620 Widening / Falconhead Entrance

Hi Matthew,

We were unable to attend the meeting last Thursday regarding the widening of 620. I know a lot of residents have expressed their concerns for the entrance of our neighborhood, Falconhead. Upon reviewing the drawings, we strongly feel the existing 3 lanes exiting both Falconhead Blvd. and exiting the Madrones Apts. should remain how they are. We've owned our home here in Falconhead since 2005, and have never had issues with any traffic exiting our neighborhood. Adding a lane to go straight into the Madrones Apartments is unnecessary, as the second left hand lane already allows traffic to choose the option of going straight. Furthermore, the median on Falconhead Blvd. with landscaping is an absolute MUST. If you lived here you would understand that traffic turning in and out of our neighborhood needs that median for safety. Not just aesthetics.
The other concern we have is the appearance of our entrance. We would not want the general appearance of our entrance to drastically change. (Landscaping, stones with signs, lighting, median). So anything to minimize change is ideal. We want the median at the front with plants and our stone signs to remain for both appearance and safety.
Last thought, if there was a way to have a left turn lane for Falconhead that started after Ladera Blvd., possibly right after the entrance to the Estates of Bee Cave Apartments, I think that would allow Falconhead residents to get off 620 to turn into the neighborhood (going Northbound on 620) to alleviate traffic further.

Those are my thoughts, thank you for your time.

Nicole Sadjadi
[redacted]

From: Paul Jacobs <[redacted]>
Sent: Tuesday, March 3, 2020 6:42:16 PM
To: Matthew Cho [redacted]
Cc: Susan Howard [redacted]>; Seth Howard <[redacted]>; Amy Redmond <[redacted]>; Bradley Wheelis <[redacted]>
Subject: Re: TxDOT Internet E-Mail

March 3 , 2020

Re: RM 620 Project

Thanks for the open house at the Lake Travis High School.

A few comments:

1. As one commenter presented, the bulk of traffic appears to be at the intersection of Hwy 17 and RM620 (and Lake Travis High School). Two major roads intersecting in Bee Cave. Traffic will only increase over the next 10-30 years. Even if more lanes are constructed, as long as traffic lights are there, traffic will back up. One answer may be elevated or depressed roadways or other bypass roads with minimal traffic lights. Adding one lane each way & beautifying the area won't solve the traffic problem.
2. When considering 10 ft walk & bike lanes, it doesn't seem to be the best use of the roadway area. I doubt many people will use RM620 to walk for recreation or commuting. I understand the need for bikers safety, but hopefully bikers find other safer areas than RM620 for their exercise.

3. Concerning the 18 foot median, it seems to be a waste of space except for turn lane use. Obviously, this will cause more encroachment on businesses along RM620. Basically that means 9 feet less open space/drainage/parking lots etc in front of businesses.

4. Access to local businesses will be affected. Even though the current center turn lanes can be dangerous, they provide access. If a median reduces access to commercial shopping centers (less left turns), more traffic will have to use more U-turns for access. There will be backups at the U-turns.

5. One commenter mentioned how changes to the roads will affect the local neighborhoods and local businesses. Small businesses will definitely be challenged by the changes and reduced business during the construction. I can emphasize with them, I had to deal with the same concerns with my last business. Larger commercial rental spaces will only go up in costs/rents to the small merchant, besides the inevitable tax increases.

6. Emergency access/fire evacuation needs to provide adequate roadways/egress for areas like the Preserve of Lakeway which is locked-in due to the Balcones Preserve on the east. Other neighbors may have similar concerns.

Thanks for your time in accepting this comment.

Dr. Paul Jacobs [redacted]

[redacted]

On Mon, Feb 24, 2020 at 12:43 PM Matthew Cho <[redacted]> wrote:

> Mr. Jacobs,
>
> You can send me your comments via email regarding the RM 620 South project. It will be included in the public hearing record.
>
> Thank you,
>
> Matthew Cho, P.E. | Transportation Engineer
> Austin District Headquarters
> 7901 N IH 35, Austin, TX 78753
> Phone: (512) 832-7210 | Email: [redacted]
>
> -----Original Message-----
> From: Amy Redmond
> Sent: Monday, February 24, 2020 11:30 AM
> To: Matthew Cho <[redacted]>; Bradley Wheelis <[redacted]>
> Cc: Susan Howard [redacted]>; Seth Howard <S[redacted]>

Subject: FW: TxDOT Internet E-Mail

Hello Matthew,

We received the following inquiry for your handling. For quick I reviewed your meeting page and there is not a link to give comment. Although, per the notice you are the contact for email comments.
http://ftp.dot.state.tx.us/pub/txdot/get-involved/aus/rm-620-hudson-bend-sh-71/022020-display-ad.pdf

Please respond to Mr. Jacobs and keep us posted as to when inquiry is closed.

Thank you,
Amy

Amy Redmond
Public Involvement Specialist
Transportation Planning and Programming Division TPP | Public Involvement Section (PI Team) Texas Department of Transportation Mailing Address: 125 E. 11th Street, Austin, TX 78701 Physical Address: 200 E. Riverside Dr., Austin, TX 78704 Tel (512) 416-3096 | Mobile (512) 431-6094 | Fax (512) 416-3099 TxDOT Website Mission of the Public Involvement Section/TPP: To foster a culture where TxDOT makes decisions that are transparent and that consider and value public input.

-----Original Message-----
From: p[redacted] [mailto:p[redacted]
Sent: Saturday, February 22, 2020 6:01 AM
To: TPP_PublicInvolvement <Public.Involvement@txdot.gov>; Susan Howard <[redacted]
Subject: TxDOT Internet E-Mail

Name: Mr. Paul Jacobs<p[redacted]
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Phone

Reason for Contact: Customer Service
Complaint: No

Comment: Concerning the Public Hearing - RM 620 South (SH 71 to Hudson Bend Road)at the Lake Travis HS on Feb 20,2020, I would like to make some written comments but was unable to locate the website location to post it. Please advise the best way to do this. Thanks!

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

From: Edna and Cody Black <[redacted]>
Sent: Thursday, February 20, 2020 10:37 PM
To: Matthew Cho
Subject: RM620 south project

Hello

I live on nightingale lane along rm620. Currently we have several roads that exit our neighborhood. I reviewed the plan tonight at the public hearing and disappointed that there are no left turns. Our neighborhood is not that large but probably around 100 houses with the neighborhoods beside us.

It seems like Pheasant Ln, or N. Flamingo should have a traffic light so we can take a left and get out of the neighborhood. It could be tied into Clara van which is very close.

All people coming out of our neighborhoods will go into traffic, cross three lanes to do a U-turn to get back into Lakeway. That seems worse to me. There could easily put a light in there that wouldn't cause any more delays if it was tied into the Clara Van light.

Thank you
Richard Black
[redacted]

Sent from Mail for Windows 10

From: Shane Owenby [redacted]
Sent: Wednesday, February 26, 2020 9:22 AM
To: Matthew Cho
Subject: Owenby - RM 620 South Project

Note: I do NOT want my email address published in the public records...I get enough SPAM as it is. Thx, Shane

This feedback was sent to: Matthew.Cho[redacted]

This email is in relation to public feedback on the RM 620 South project.

My wife and I own both of these properties:
3110 Ranch Road 620 N
3304 Ranch Road 620 N

We have multiple concerns with the project:

1 -- Another U-turn location needs to be added between the Lake Travis Fire and Rescue station and Texas Street (e.g. from Hudson Bend Middle School toward Mansfield dam). The concern here is to access either of our properties when coming home from Hudson Bend Middle School or Lakeway (where we mainly shop/eat/have kid activities) would add an additional 4 minutes for each trip. We are constantly in and out of our property each day. We estimate the additional time to go all the way to the stoplight at Eck Lane to do a U-turn (and that light often has more cars than can go through it in a single light) and come back would add 4 minutes per trip, 6 trips on average for family members per day = 720 minutes per month. If an additional U-turn location is added halfway between General Williamson Dr and Eck Lane then we could at least cut the additional travel time in half.

Note: We are supportive of the raised barrier in the middle of the road in the name of safety.

2 – We are concerned with the increased noise from the additional traffic volume. One of the homes (built in the late 1800's, but recently renovated) on the "3110 RR 620 N" property is quite close to the 620 and will require a sound barrier/wall to be constructed. I spoke at length with the TxDOT representative at the public feedback session, but wanted to put this concern in writing to TxDOT. The Villas on Travis condos next door have a sound barrier planned, but for some reason my two properties were not marked as needing the sound barrier/wall.

3) The schematic on the website indicates that a small number of cars will fit into the Left turning lane into General Williamson Drive from 620. The middle-of-the-road barrier needs to be thinner which would allow the number of cars that fit into the left turning lane to be larger. There are often 10+ cars in the current middle lane (for the current light that is there) that are waiting to turn left, so that turning lane needs more capacity.

Thanks, Shane Owenby

From: Shawn Toler <[redacted]>
Sent: Thursday, February 20, 2020 8:10 PM
To: Matthew Cho
Subject: Falcon Head 620 Expansion

Follow Up Flag: Follow up
Flag Status: Completed

We are writing to ask you to reconsider the plan to add an additional lane to the Falcon head entrance . Specifically we would like to point out the unlikely scenario of a car exiting the Falconhead subdivision and going straight into the apartment community across the street.
We applaud the efforts to address traffic on 620 with a long range plan ; however these specifically proposed lanes would be a worthless expenditure . (Please note our subdivision is 15+ years old/ mostly built out with merely a few buildable lots left . I've never been more than 2- 3 cars back from the light the entire time I've lived in the area .) Thank you for your considerations .
Shawn & Jeff Toler
Chelsea & Daniel Hoffmann

Sent from my iPhone

From: [redacted]
Sent: Wednesday, March 4, 2020 4:39 PM
To: [redacted]
Cc: Clint J. Garza; Lindsey A. Oskoui
Subject: RM 620 South Public Hearing Comment Form

RM **620 South Public Hearing Comments**

Submitted to: Mr. Matthew Cho, PE Transportation Engineer, Advanced Project Development, TxDot Austin District

Name: Steven F. Albert
Address: [redacted]

Comments:

As a former Fire Commissioner with Lake Travis Fire Rescue (2009-2013) and as a current member of the City of Bee Cave Economic Development Corp. (2014-Present) I am very much in favor of this needed improvement. The safety and mobility enhancements are critically necessary to the residents and employees of Bee Cave who travel on FM620 daily.

I do take exception to one aspect of the proposed design however. The 10 foot wide shared use path (SUP) along both sides of the road for the entire length of the project is a great cause of concern. This design adds considerable expense in terms of construction and ROW acquisition. It also is totally redundant and unnecessary to have a 10 foot wide path along both sides of the road. Furthermore, the City of Bee Cave EDC has recently spent over $700,000 to fund an existing 10 foot wide multi-use trail that runs parallel to 620 from Falconhead Blvd. to Central Park and along Bee Cave Parkway from Central Park to the Hill Country Galleria. I view our design standards to be superior in several respects:

1. **Our trail has a vegetative buffer of, in some instances, 100+ feet separating it from the road**
2. **Our trail uses concrete and wherever possible decomposed granite and StaLock to minimize impervious cover.**
3. **We have incorporated rest areas with trash cans and benches along the path**

The proposed SUP's adjacent to the road are inferior in several respects:

1. **They do not reflect the fact that existing foot traffic consists primarily of folks going from adjacent Apartment Complexes and Subdivisions to Commercial Establishments or the High School.**
2. **They do not reflect the fact that much of the foot traffic is interior to several shopping centers.**
3. **Existing bicycle travel consists almost exclusively of road bikes on long rides. These bikes prefer a wide shoulder along the road, preferably a buffered shoulder.**
4. **The TXDot SUP's will be underutilized simply because as road noise and traffic continues to increase the aesthetics will be undesirable.**

Let me be clear, the Bee Cave EDC has allocated $2,500,000 towards this project. If TxDot continues to insist on this unnecessary, redundant component to the project, I will be a NO vote when it comes to committing funds.

Sincerely Yours,

Steven F. Albert
Vice President
City of Bee Cave Economic Development Corp.

Sent from Mail for Windows 10

From: Ted Freemon <[redacted]>
Sent: Tuesday, February 25, 2020 11:13 AM
To: Matthew Cho
Subject: RM 620 South improvements...@ intersection w/Falconhead Blvd.

Matthew,

I would like to express my opinion regarding the intersection of RM 620 South at Falconhead Blvd. For point of reference, I live in the Wildwood section of Falconhead. The intersection in question is my primary ingress/egress to the neighborhood and I use it several times per day.

The idea of widening this road is a good one – and very timely. The real needs are for additional traffic lanes and for a central median to control turns across the road– and the plan allows for both of these.

Overall, I like the plan except for where it interfaces with Falconhead Blvd. I don't see a need add a 4th lane for egress from the Falconhead development. The neighborhood is almost completely built out, we don't currently have issues with traffic backing up at that light and the proposed additional lane seems to be designed to go straight across into the Cielo/Madrone apartment development…not something that requires it's own lane.

The only issue, as I see it, is the potential for the Gateway to Falconhead commercial development to impact traffic at this intersection (for those who need to go north on RM 620) as its occupancy rates increase. But, that issue could be controlled with adjustments to the signal light timing.

I'm also not sure of the need for a collection pond in the southwest corner of that intersection.

So, that's my input. Thanks for providing this option for comments.

Terrell (Ted) Freemon
[redacted]

Sent from Mail for Windows 10

From: Terrence Irion <t[redacted]>
Sent: Thursday, February 20, 2020 7:04 PM
To: Matthew Cho
Cc: Don Walden
Subject: FM 620 South

Mr. Cho,
I live at [redacted] in the Falconhead Subdivision. I have two concerns with the design.
First, the detention pond on the reuse irrigation field, also know as the subdivision's signature front lawn would destroy that lawn. I met with several of Txdot's outside engineers along with spokesperson Randall Dillard, a member of the WTCPUA, a Board member of the Spillman Ranch Property Owners Association, and the civil engineer for the WTCPUA last summer.

An alternate location was suggested by the Board member and an offer to work with the title holder to have it donated to the State. It appeared the alternate location was feasible and we left the meeting thinking the TxDOT engineers would seriously consider it. It appears however the alternate suggestion as been dismissed or ignored without explanation.
What is the point of having public hearings if the comments and suggestions are summarily dismissed?
The alternate location suggested last summer should be put back on the table with a challenge to the TxDot outside engineers to make it work if at all possible. The alternative will require condemnation and an evaluation of the financial impact of finding replacement reuse irrigation land acceptable to the TCEQ.

Second, I am concerned about the plan for the relocated overhead power lines. I know the City of Bee Cave is interested in seeing the lines buried and would likely pay the delta between the cost of relocating the overhead lines and the added cost of burying them.
I know there is some concern with the determination of available room to bury the lines along with the other utilities that need to go in the utility easements.
One possibility would be to locate the power lines in the raised median. If that is not a feasible option, TxDOT should work with the City to consider burying the lines on one side of the street with sleeves under the road to tie to overhead lines on the other side.
Please note that the City of Bee Cave is planning to link it's Central Park to the Galleria with a pedestrian bridge over FM 620. This will require the power lines to either be buried or run under such bridge.
We invest a lot of money into building the highway corridors that run through our communities. The City of Bee Cave and Lakeway value their partnership with TxDOT in improving our FM 620 corridor and have put their taxpayer money where their mouths are. We should not shy away from spending a little more money to maintain the aesthetic beauty of our communities and not hide the architecture and landscaping of the private properties that are located along the corridor with a sea of ugly wires and poles that obscure what property owners have tried so hard to beautify.

Terry Irion

Sent from my iPad

From: t[redacted]
Sent: Friday, February 21, 2020 10:03 AM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Theresa Hernandez<[redacted]>
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: please preserve our entrance at Falconhead on 620. I live in Falconhead and commute down 620. widening 620 will not prevent accidents from occuring. perhaps just lowering the speed limit will suffice. falconhead property should not be destroyed, we pay for this entryway. thankyou

From: [redacted]
Sent: Friday, February 21, 2020 9:07 AM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Mr. Thomas Barney<[redacted]>
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: In regard rm 620 south project, I exit on to 620 from Falconhead blvd and rarely see any significant backup on Falconhead to warrant tearing up the entrance for another turn lane. I feel a traffic count on that road would warrant no changes at that intersection .

From: Vicki Bradshaw [mailto:b[redacted]
Sent: Tuesday, February 18, 2020 8:49 AM
To: Matthew Cho <[redacted]v>
Subject: The 620 entrance to Falconhead

I do feel 620 needs improvement but it shouldn't take an entrance away from residents in Falconhead.
It seems bicycle lanes are more important than the home owners would built there retirement home here. We will be at the meeting but usually your minds are already made up. We recently had a college that wanted to go in at our entrance...if that had happen...what would they have done with you taking our turn in lane.
Please think of the residents and find an alternative as our HOA has said... there are different solutions.

F-3

U.S. Postal Mail Comments

DocuSign Envelope ID: CBD98F8A-051B-4302-B338-32DA66CA6383

Falconhead

SPILLMAN RANCH COMMUNITY
Homeowners Association

TXDOT
RECEIVED
MAR 04 2020
AUSTIN DISTRICT ENGINEER
AUSTIN, TEXAS

Mr. Matthew Cho, P.E.
Transportation Engineer
Advanced Project Development
TXDOT Austin District
P.O. Box 15426

RE: RM 620 South Proposal Improvements/Reconstruction
at Falconhead Boulevard and RM 620

Dear Mr. Cho:

The Spillman Ranch Community Homeowners Association ("Falconhead") Board of Directors attended the February 20, 2020, public hearing regarding the widening and reconstruction of RM 620 South. The purpose of this letter is to inform TXDOT and R.T.G. of our serious concerns with the "preferred design" presented at the meeting.

Falconhead has over 500 single family homes and Falconhead West, adjacent to Falconhead, has a similar number. Both communities identify with the iconic entryway at the intersection of RM 620 and Falconhead Boulevard. Other communities have tried to copy it because of its distinctive beauty, uniqueness, and singular character. The Homeowners Association maintains this entryway by virtue of an existing landscape, lighting, and signage easement. The entryway is also encumbered by a wastewater affluent disposal easement for surface irrigation of turf grass.

The detention pond, RM 620 R.O.W. expansion, and the Falconhead Boulevard grading and additional lanes will significantly damage the iconic appeal and value of this special entry.

There are alternatives which should be seriously considered:

1) If a detention pond is in fact absolutely necessary, move it to the north side of RM 620 where it would discharge to Lake Austin instead of a tributary to Little Barton Creek. There are suitable locations on the north side.

2) The expansion of the outbound lanes at the Falconhead/620 intersection is unnecessary, wasteful of project funds, and damaging to existing entryway features. Currently there are three lanes on the outbound side: left only, left or straight, and right only. Both

DocuSign Envelope ID: CBD98F8A-051B-4302-B338-32DA66CA6383

Falconhead communities are built out and these lanes serve the needs very well at all times. A dedicated straight only lane to apartments on the North side of RM 620 will not be used by more than 10-15 vehicles, at most, in any 24-hour period. We request that this lane be deleted from the plan.

The Homeowners Association has a fiduciary duty to its members to defend its easement and property rights that directly effect the value of its members properties. We assert that the property values of all residents of Falconhead will be damaged if the current plan remains unchanged.

Hopefully we can meet with TXDOT and R.T.G. representatives and arrive at a mutually agreeable solution soon.

Thank you for your consideration in advance. Please add our comments to the Public Record of the February 20, 2020, hearing.

DocuSigned by:
WJ Cook 2/28/2020
05514DC850C14B8...
Joe Cook, Falconhead Board President

DocuSigned by:
Jim Miles 2/28/2020
8782A44BBB3B467...
James Miles, Falconhead Board Secretary

DocuSigned by:
2/28/2020
63284DA347304EE...
Don Walden, Falconhead Developer

CC: Tucker Ferguson, District Engineer
7901 N Interstate Hwy 35
Austin, Texas 78753

Eppie Gonzales, Area Engineer
9725 So. IH 35
Austin, Texas 78744

DocuSign Envelope ID: CBD98F8A-051B-4302-B338-32DA66CA6383

Falconhead

Brock Miller, R.T.G.
1211 Draper Lane
Austin, Texas 78759

Vicki Goodwin, State Representative
PO Box 2910
Austin, Texas 78768

Dr. Dawn Buckingham, State Senator
P.O. Box 12068
Capital Station
Austin, Texas 78711

Clint Garza, City Manager, Bee Cave
4000 Galleria Parkway
Bee Cave, Texas 78738

BEDROCK
STONE & DESIGN

[redacted]

AUSTIN TX 787
RIO GRANDE DISTRICT
22 FEB 2020 PM 5 L

Matthew Cho, P.E. Transportation Engineer
Advance Project Development
TxDOT Austin District
PO Box 15426
Austin Tx 78761-5426

78761-542626

Received at TxDOT by US Mail on 2/22/2020

Texas Department of Transportation

RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin. TX 78738

COMMENT FORM

(optional contact information)

Name: KERZON R. NICKENS (BEDROCK STONE

Address: [redacted]

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

Comments:

WE ARE VERY PLEASED ON THE CHANGES YOU HAVE MADE ESPECIALLY THE ITEMS WE DISCUSSED IN THE PREVIOUS MEETING. THE CHANGES YOU PROPOSED AT THE END (HUDSON BEND) AND ESPECIALLY THE CONCERNS WE HAD FOR NOT PLACING THE MEDIAN IN FRONT OF OUR DRIVEWAY. I HAVE NO FURTHER RECOMMENDATIONS. SHOULD YOU NEED ANY ASSISTANCE WE WOULD BE HAPPY TO ACCOMODATE YOU.

WE CONGRATULATE YOU FOR THE EFFORTS TO IMPROVE HIGHWAY 620 AND THE PROFESSIONAL MANNER IN WHICH IT IS BEING HANDLED.

THANK YOU

Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

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

F-4

Verbal Comments

**Reference Official Public Hearing Transcript in Attachment E*

Verbal Commenters
Carrell Killebrew
Rudolph Maier
Ben Eckermann
David Peppard
Doug Strubar
Patrick Johnston

RM 620 South Public Hearing – February 20, 2020
Verbal Comments from Official Hearing Transcript

CARRELL KILLEBREW: I have a comment about the RR 620 Texas 71 intersection improvement. That is that I'm concerned that the westbound traffic prior to the intersection is not going to be realized as three lanes throughout the day. It will frequently be only two lanes because of stacking of the people making a right turn off of Texas 71 going west, on to RR 620 going north. They frequently stack up. In fact, twice last week, I drove past that intersection at just about 4:00 p.m. Well before peak traffic. And, the right turn traffic going onto 620 was already stacked up, almost to the entrance of the Galleria. And, that's it.

RUDOLPH MAIER: Hello, my name is Rudolph Maier. I'm the owner of Bruster's Real Ice Cream. Rudolph Maier, M-A-I-E-R. I come here tonight in protest of the expansion. Especially, the unfunded part between the fire station and Williamson Drive. And, when you talk about the community association economic impact, my business every day, I get to see the road right there at the 620. I monitor it. I'm very interested in what the traffic does there. And, we don't really have traffic at that point. Everybody knows that the people that are on (inaudible) Ranch go north, and that the people of Lakeway go south. In order to expand this road, the way you want to do it, you're creating a median divider of 18 feet, an additional lane, and bike line which will go straight through the first foot of my porch. Thusly, killing my business. Killing the business of the person next to me, who is going to be opening up Lake Travis Pizza Place soon and killing the businesses that are also are affected within that area.

When you talk to the aesthetics impact of such a move, we have a lake community here. It is somewhat a sleepy community. Basically, what is being proposed is a highway that would run through this entire community for no general purpose that many of us can see. Everybody knows that the traffic buildup is at the high school. It's at the end of the day, and if there's a vehicle accident.

When we talk to the aesthetics in general, killing small businesses like mine, or Sammy's Burger Hut, or the upcoming Lake Travis Pizza Place, we will sterilize the area, turn everything into a giant shopping center type of looking area that has no businesses that could survive in the high rated locations.

Evidence of this was at the Randall's across from the HEB. There are multiple spots that nobody is taking up because of the highway. Although you figure because those are their prime locations. The community is here. The fluency is here. The money is here, but nobody is renting those locations. The rent is too high, and there's no reason and it's too sterile. You can't draw in businesses into a sterile location. Falconhead has a shopping center with an empty lot. Why is half of it empty? Half of it is empty because it's sterile, it's boring, and nobody wants to go there. Right next to High Five, there used to be a creamery. One of my competitors. It couldn't make business. It was sterile, boring, and looks like everything else.

I moved to this area because Lake Travis, Apache Shores, also known as the hood, Hudson Bend, and Snyder (ph) are a sleepier Lakeway -- lake-access type of community, and we enjoy just community just the way it is now. I would not like to see a large highway with a giant median come in and destroy the aesthetics of the community that we have built. That's not what I came here for. And, I don't think that that's what many of us are about. Thank you for your time.

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BEN ECKERMANN: Hi. I am Ben Eckermann, E-C-K-E-R-M-A-N-N. So, first of all what I would like to say is that I'm a resident of Falconhead with a family, a four-year-old and a seven-year-old. We enjoy spending time as a family walking, cycling, scootering, and all of those sorts of things. During the day, I commute on the affected areas by car. And, on the weekend, I'm a habitat cyclist. And, no matter where I go, I always try and avoid 620 as much as possible. But, in reality, you have to rely a small amount on 620 in order to get anywhere around here. And so, that's what the background from my comments here.

So, what I would like to say is that, even though, yes, we absolutely need the three lanes in each direction on 620. We need to get the traffic moving. We need to have the divided center turn lanes, or otherwise we will continue to have Russian roulette on accidents, and near accidents every few minutes on 620.

One of the things that really jumped out at me is that what's being proposed here is not really cyclist safe. By that, I mean cyclists like myself are not necessarily professionals. Maybe you're riding on -- especially in the downhill sections 20 or 30 miles an hour. Today, you're able to safely ride back on weekends where traffic isn't so heavy in the shoulder, and all of that is fine. However, when you move to a shared-use path, which is what's proposed, which is essentially a glorified, wide sidewalk, there's no safe way for cyclists to ride along there.

Consider the section right near Caviler Drive from the high school down at Falconhead Boulevard. It's a steep downhill. Cyclists are easily riding 30 miles an hour on that section. If you're coming on and off a shared-use path for a sidewalk for every single driveway in businesses, it's not at all safe. You might be bumping into multiple intersections with some pedestrians. You might also have a lot of cars turning in and out of those driveways, who will definitely not be paying attention to cyclists.

So, wherever possible, I would much rather see bike lanes rather than shared-use paths, whether they're a bike lane in isolation, or a bike lane in combination with a very -- with a much narrower pedestrian sidewalk. I think that either of these solutions could work. And that's really what, to me, seems to make more sense.

So, I would just like for you to consider that. And again, I'm not speaking on behalf of myself alone. Anyone who drives along 620, as well as the nearby roads, you'll see a lot of cyclists, especially on Sunday and Sunday mornings. And they need to think out -- think both of what makes sense to keep them safe, as well as making sense to keeping all of the cars safe and moving, too.

DAVID PEPPARD: Hello. My name is David Peppard, P-E-P-P-A-R-D. I live at [redacted]. I haven't lived here very long, but I lived here long enough to realize that the egress outside of our neighborhood, Falconhead and 620, does not require four lanes. It doesn't require four lanes. It doesn't require three lanes that it has. I have never sat at that light and actually missed when it turned green. Never missed turning left or right and having to wait for another light. I have never been beyond car three at the light. In 26 years, unless they started knocking down the homes and building apartment complexes, or mid-rises and high rises, which I doubt that you could do in our area, we will never need four lanes leaving Falconhead.

So, I think our entrance as far as traffic to the neighborhood is one of the actual prettiest entrances on 620. I also think Vineyard Vase (ph) is nice as well. But I love the aesthetics. I love the beauty. And adding a fourth lane is going to rip out the nice landscaping that we have, and I really encourage

you. And Brock, thank you for your time today. I appreciate that. I think you should go spend some time looking at that entrance. It's a beautiful entrance.

And, I also think that you should redo a traffic study. I think you should also assess how much capacity is left to be built in that neighborhood. It's very small. There's no way four lanes will ever be needed. And if you look probably 10 times a day, someone goes across through the light, goes across the street into those apartment complexes across the road. And there's a dedicated lane for that. It is certainly not needed.

So, my comments are really geared towards just that entranceway at Falconhead. Although this gentleman right here (indicating), I didn't get to hear his name, thank you for being a small business owner in our community. I would like to get the name of your business. I kind of feel some of his sentiment as well. And I think what he is saying should be weighed as well. I just haven't lived here long enough to know the whole spam of 620. My main concern is my neighborhood. But I do also share some of the sentiments that he has expressed. Thank you.

DOUG STRUBAR: Doug Strubar. My property is [redacted]. I've been out here for 35 years. When I came down here, 620 was two lanes with marked exits on either side. So, I've seen some progress. Progress is inevitable. Ya'll have drawn a really nice plan here. It's got sidewalks, and bike lanes, and medians. And, we have seen a lot of predevelopment planning like that. We will also agree that we are passed the predevelopment stage here. Our main focus is moving traffic off of 620.

So, I would say, you know, the bikes -- the recreational bicycle people at -- you know, they may have to step aside. My biggest problem with y'all's plan is there's no way to get onto 620 except maybe three or four spots between the dam and 71 to left onto 620.

So, only -- you may move traffic through this area. You know, we live here. We are going to be coming and going. And we need to turn left to get onto 620. So, I would propose a quick nay or yea vote here to say if we could widen the median where we could have multiple left-hand turns onto 620 – you got 10 people on each side. And that would leave 30 extra feet of a median that allow you to turn left onto 620, and have a merge lane: okay? Not just big lots. And they come back later for, like, the recreational walkers. When you come for rush hour and see how many cars are on the road, and how many bicycles, or how many people are walking. There's not too many. So, we are not going to be inconveniencing too many people.

So, I would like to just take a quick vote of would you give up the sidewalks to be able to make left-hand turns onto 620 with a yea or nay vote. Everybody that would like to turn left off 620, say yea. (Public says "yea.") And, everybody that would like to ride their bicycle and walk on 620 say, nay. Well, I would let the record show that pretty much everybody here disagrees with your plan in the way it's set up now without any left-hand access onto 620. And, I sure appreciate your time.

PATRICK JOHNSTON: My name is Patrick Johnston. I live on Lands End in Hudson Bend. First topic I would like to discuss is civilization fundamentals, life and death. Hudson Bend Road, the light has a well-designed U-turn to get onto a street called Eck Lane, a cute, little road. But when it comes to life and death, there's some sincere concerns down in that area and in principal. A, wildfire potential, EMS fire rescue response. Well, cedars and the slopes area.

Number two, water company is down there with the chemistry potential issues for fire rescue and response time also.

And the third, of course, another first responder. In this area, first responders show up in a big, long fire truck. Not ambulances. So, these are three realistic concerns for EMS and firemen to get down onto Eck Lane quickly. Why do I mention that? Because that U-turn does not appear to be well designed and clearly adequate for a quick response down through there. So that needs to be addressed. I'm an amateur, but I have a reason to believe that the fire department will raise their concerns, and I certainly hope they consider it with you. So, that is the Hudson Bend traffic light well designed, well-planned U-turn, which is probably not good enough. Dig into it, please.

Secondly, at the other end of the construction, Ranch Road 620/71, and Bee Cave Parkway bypass along that. More than likely, inadequate for future growth. Why? Because that is the history of Austin. Always mis-forecasting the growth potential. And, why do I say that? Well, I've been here almost 30 years. Came here in the early '90s. Read the Statesman Editorial in that time frame. We said back in 1930s, the two biggest issues in Austin were how to get traffic east across town and where to get an airport. So, guess what? Going on almost 100 years now, Austin is still having a history of not getting ahead of the game. So, we encourage you to get ahead of the game with that intersection, as I mentioned, that is going to be outgrowing.

We all know Bee Cave 15 to 20 years ago was a cute, little population of 400. Now, it's 15 times bigger or so. And, the next Bee Cave out west somewhere is going to do the same thing. Probably. I'm just guessing. I'm the amateur. So, I'll urge you to be experts. I know you guys here are dependent upon some forecasters in the back room somewhere. A long history of forecasting. So, something has got to be done to forecast bigger and budget bigger. In the context of the movie Jaws, you're going to need a bigger boat. And by that movie, I mean you're going to need a bigger budget because you're somewhat well designed now within your budget.

But, for goodness sake, knowing the history of going on 100 years, please tell the people upstairs, whoever they are, politicians, or experts, or professionals to plan ahead, and get ahead of the game for a change. Thank you very much.

G.
Figures

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Public Hearing Handouts

RM 620 South from SH 71 to Hudson Bend Road
Travis County, Texas
Feb. 20, 2020
6:30 p.m.

PUBLIC HEARING AGENDA

INTRODUCTIONS AND MEETING FORMAT

Greetings and Format of the Hearing
Christopher Bishop, TxDOT Austin District

PROJECT DESIGN PRESENTATION

Description of the Proposed Improvements
Brock Miller, Rodriguez Transportation Group

ENVIRONMENTAL PRESENTATION

Overview of the Environmental Process
Darren Dobson, CP&Y

RIGHT-OF-WAY ACQUISITION AND RELOCATION ASSISTANCE

Christopher Bishop, TxDOT Austin District

BREAK

PUBLIC COMMENTS

ADJOURN

RM 620 SOUTH
(SH 71 TO HUDSON BEND ROAD)

WHY IMPROVEMENTS ARE NEEDED

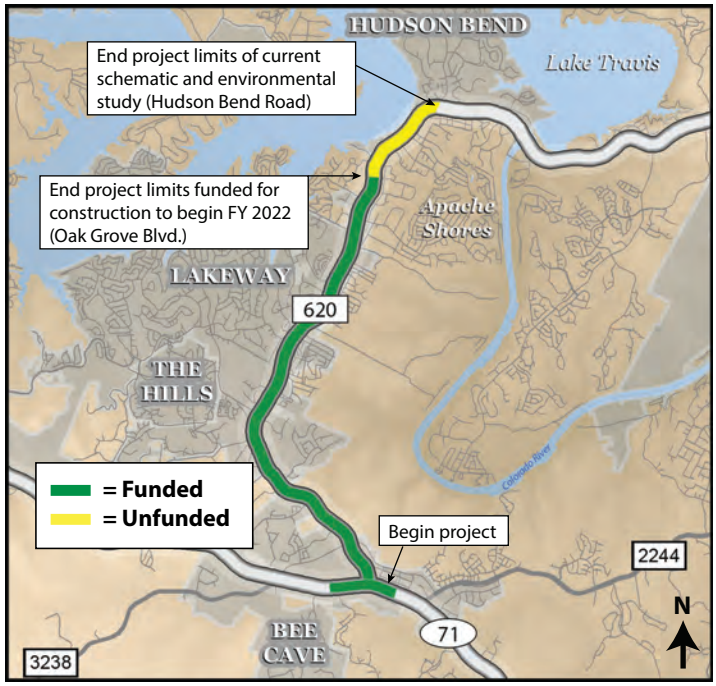
RM 620 South (SH 71 to Hudson Bend Road) in Travis County experiences significant congestion. Along most of its length, RM 620 South functions as both a local thoroughfare and commuter highway. In most cases, it is the sole access to subdivisions, businesses and schools. It is also a primary access route to Lake Travis area outdoor recreation. Travis County's rapid growth has placed increased demand on this already congested highway. Therefore, added travel capacity to improve mobility and safety along the corridor is needed. The Capital Area Metropolitan Planning Organization 2040 Regional Transportation Plan calls for RM 620 to be upgraded to a 6-lane divided highway.

PROJECT OVERVIEW

The Texas Department of Transportation is proposing improvements to RM 620 South between SH 71 and Hudson Bend Road in Travis County. The proposed project will address safety and mobility along this section of RM 620 with the following improvements:

- Widening the existing 4-lane divided rural roadway to a 6-lane divided urban roadway, with one additional travel lane in each direction
- Adding raised medians
- Adding continuous bicycle/pedestrian paths along both sides of the roadway

The proposed project would require the use of approximately 0.4 acre from the City of Bee Cave Central Park, located along Bee Cave Parkway west of RM 620. This park is a designated public property subject to Chapter 26 of the Parks and Wildlife Code and Section 4(f) of 23 CRF 774.3(b).



PROJECT DEVELOPMENT TIMELINE*

Oct. 10, 2018	June 26, 2019	Feb. 20, 2020	Spring 2020	Late 2022
First Open House	Second Open House	Public Hearing	Anticipated Environmental Finding	Construction Start**

**Timeline contingent on environmental finding, right-of-way acquisition and utility relocations*
***Applies to funded project from SH 71 to Oak Grove Boulevard*

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

Contact Information:
Public Information Officer
(512) 832-7000

Austin District Office
7901 N I-35
Austin, TX 78753

February 2020

PUBLIC HEARING
Feb. 20, 2020

SPEAKER REGISTRATION CARD

RM 620 South
From SH 71 to Hudson Bend Road

(please print)

NAME: _____

(optional contact information)

ADDRESS: _____

_____

_____

PHONE: _____

Check each of the following boxes that may apply to you (Texas Transportation Code, §201.811(a)(5)):
☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from this project

PLEASE RETURN THIS CARD TO THE SIGN-IN TABLE

PUBLIC HEARING
Feb. 20, 2020

SPEAKER REGISTRATION CARD

RM 620 South
From SH 71 to Hudson Bend Road

(please print)

NAME: _____

(optional contact information)

ADDRESS: _____

_____

_____

PHONE: _____

Check each of the following boxes that may apply to you (Texas Transportation Code, §201.811(a)(5)):
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RM 620 South Public Hearing

Feb. 20, 2020
Lake Travis High School
3324 Ranch Road 620 S. Austin, TX 78738

COMMENT FORM

(optional contact information)

Name: _____

Address:

_____

_____

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or other item about which I am commenting

Comments:

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Comments may be submitted at this public hearing; mailed to Matthew Cho, P.E., Transportation Engineer, Advanced Project Development, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761-5426; faxed to (512) 832-7157 (Attn: Matthew Cho, P.E., Transportation Engineer, Advanced Project Development); submitted by email to Matthew.Cho@txdot.gov or by visiting the TxDOT website at www.txdot.gov and entering "RM 620 South" in the search area. Comments must be received on or before **March 6, 2020** to be included in the official hearing record.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

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

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Public Hearing Exhibits

TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

Public Hearing
RM 620 South
SH 71 to Hudson Bend Road
Open House – 5:30 p.m.
Public hearing with formal presentation – 6:30 p.m.
Public comment to follow

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

Why Are We Here?

- To receive public comment on:
  - The Draft Environmental Assessment
  - The proposed Build Alternative for improving RM 620
- Share project information and updates

Project Purpose
What are we trying to do?

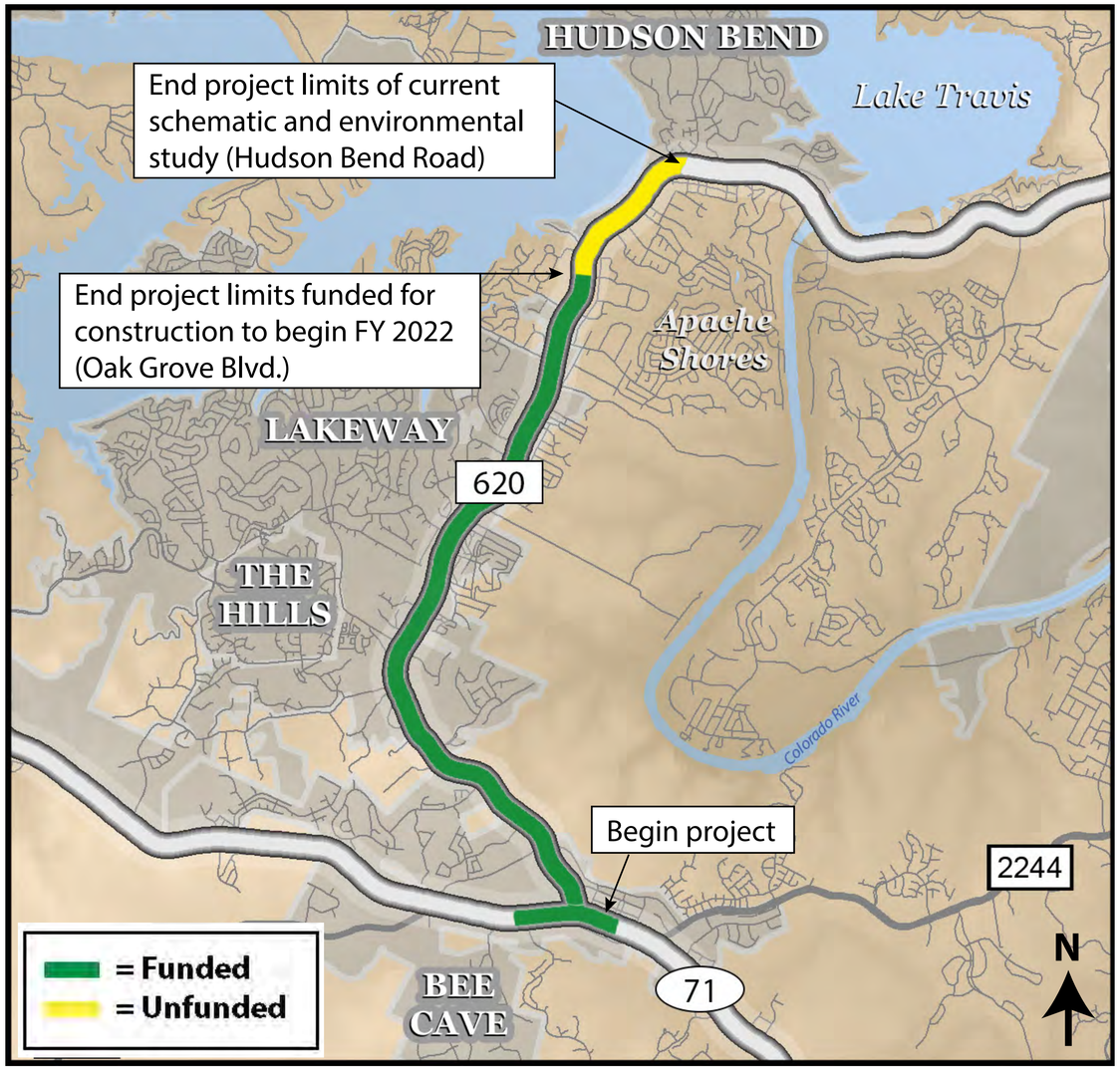
- Improve safety
- Improve mobility
- Accommodate existing and future traffic demand

Proposed Right of Way (ROW)

- Approximately 34.3 acres of new ROW
- No required displacements
- All ROW acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended

TEXAS DEPARTMENT OF TRANSPORTATION

RM 620 South – Project Location Map

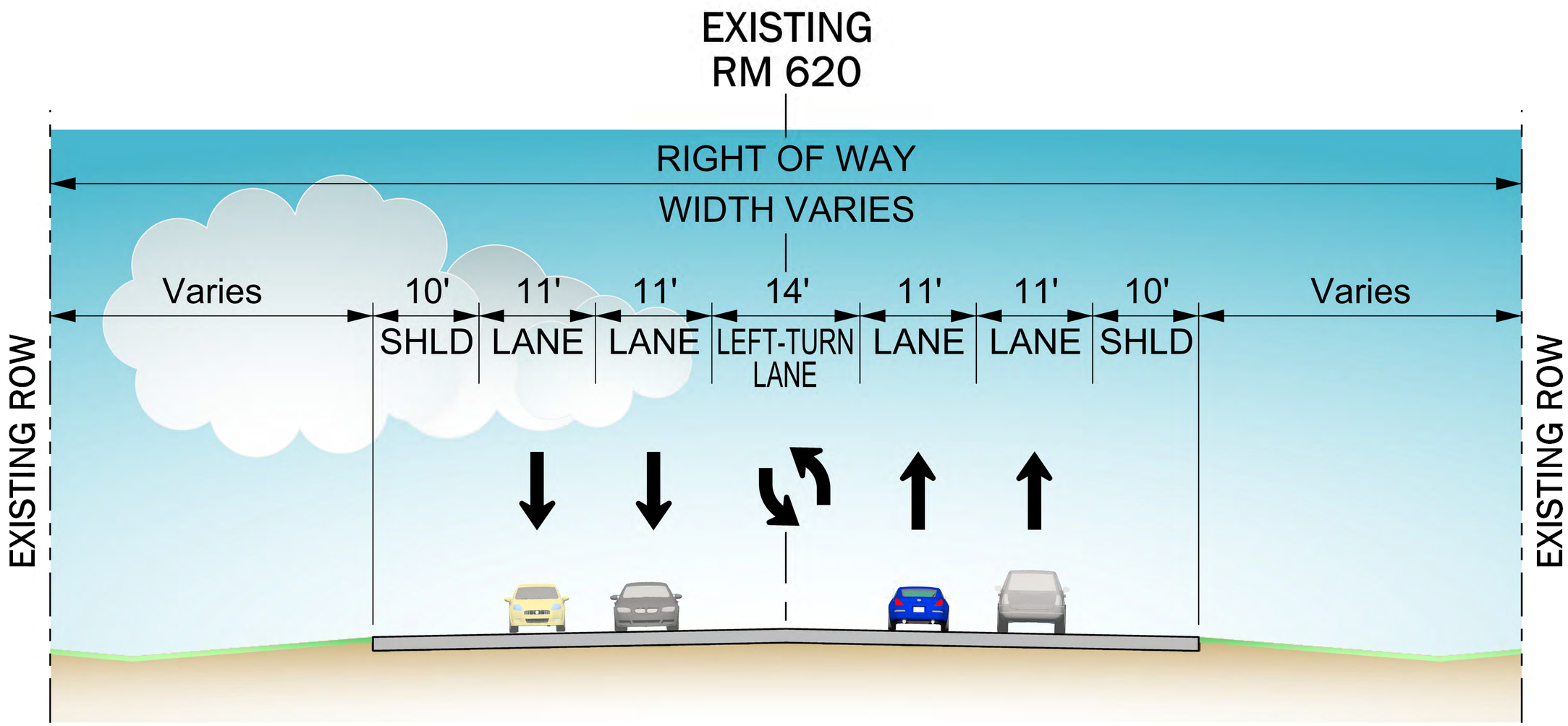


Proposed Improvements

- Widening the existing 4-lane divided rural roadway with a continuous left-turn lane to a 6-lane divided urban roadway
  - Adding a third lane in each direction from SH 71 to Oak Grove Boulevard (the limits from Oak Grove Boulevard to Hudson Bend Road not currently funded for construction)
- Adding raised medians
- Adding continuous bicycle/pedestrian paths along both sides of the roadway

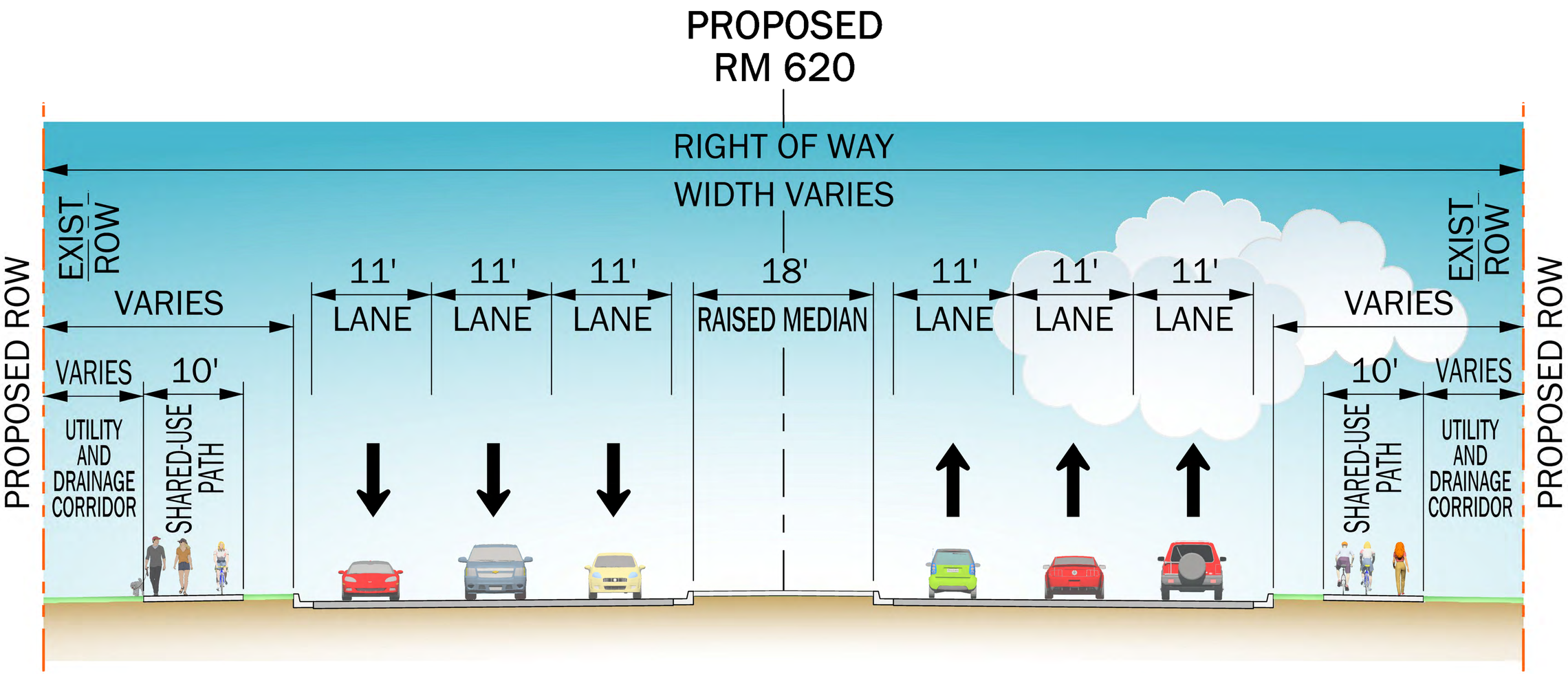
Benefits

- Improved safety and mobility
  - Additional travel lane in each direction
  - Raised median
    - Where demand for mid-block turns is high, a raised median improves safety by separating traffic flows and controlling left-turn and crossing maneuvers (reduces the number of conflict points)
- Improved bicycle/pedestrian accommodations



EXISTING TYPICAL SECTION - RM 620

FROM SH 71 TO HUDSON BEND ROAD



PROPOSED TYPICAL SECTION - RM 620

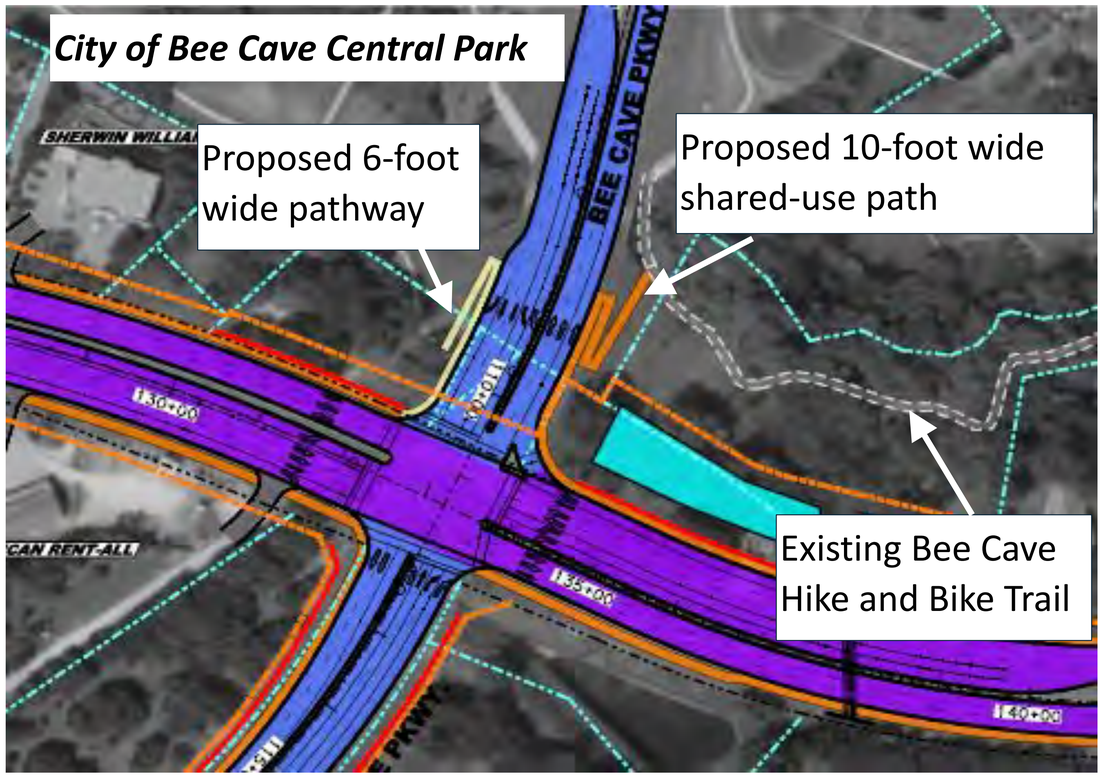
FROM SH 71 TO HUDSON BEND ROAD

Environmental Assessment

- Agency coordination and extensive public involvement
- Purpose and need for the project
- Evaluation of potential impacts
- Detailed description of the affected environment
  - Natural resources
  - Human environment
- Identification of recommended alternative

City of Bee Cave Central Park

- Section 4(f) and Chapter 26 regulations apply
- Use of approximately 0.4 acre of park property to construct turn lanes
- Impacts existing 5-foot bicycle/pedestrian path in park
- Mitigation incorporated into project design
- Section 4(f) de minimis determination



What is the No Build Alternative?

The No Build Alternative would not allow for any new travel lanes, bicycle/pedestrian accommodations, raised center medians, or other elements of the proposed RM 620 South project

- RM 620 would continue to exist as it does today and would continue to have standard, routine maintenance over the next 30 years

- The annual average daily traffic along RM 620 within the project limits is anticipated to increase by almost 40% between years 2023 and 2043, according to the TxDOT Transportation Planning and Programming Division

The No Build, or “Do Nothing” Alternative serves as the baseline against which the Build Alternative is evaluated and it remains an option for final approval.

Next Steps

What happens after the public hearing?

- Receive public and agency comments until March 6, 2020
- Consider public and agency comments
- Complete and submit Final Environmental Assessment to the TxDOT Environmental Affairs Division

As assigned by the Federal Highway Administration (FHWA), the TxDOT Environmental Affairs Division will then determine whether the Build Alternative (TxDOT's Recommended Alternative) moves forward.

If the Build Alternative is approved to move forward into construction, the earliest the funded portion of the project could break ground is late 2022

TEXAS DEPARTMENT OF TRANSPORTATION

We want your input!

You may make a verbal comment during the public hearing. Written comment forms are available this evening as well. You can also mail, email, or submit comments online by Friday, March 6, 2020 to:

Matthew Cho, P.E.

TxDOT Austin District

P.O. Box 15426

Austin, Texas 78761-5426

Email: Matthew.Cho@txdot.gov

For more information, visit the TxDOT website at www.txdot.gov and search keywords "RM 620 South"

RTG RODRIGUEZ TRANSPORTATION GROUP
1111 E. 5TH ST. SUITE 204, AUSTIN, TEXAS 78702

Texas Department of Transportation

RM 620 PROPOSED ROADWAY PLAN VIEW, ROLL No. 1

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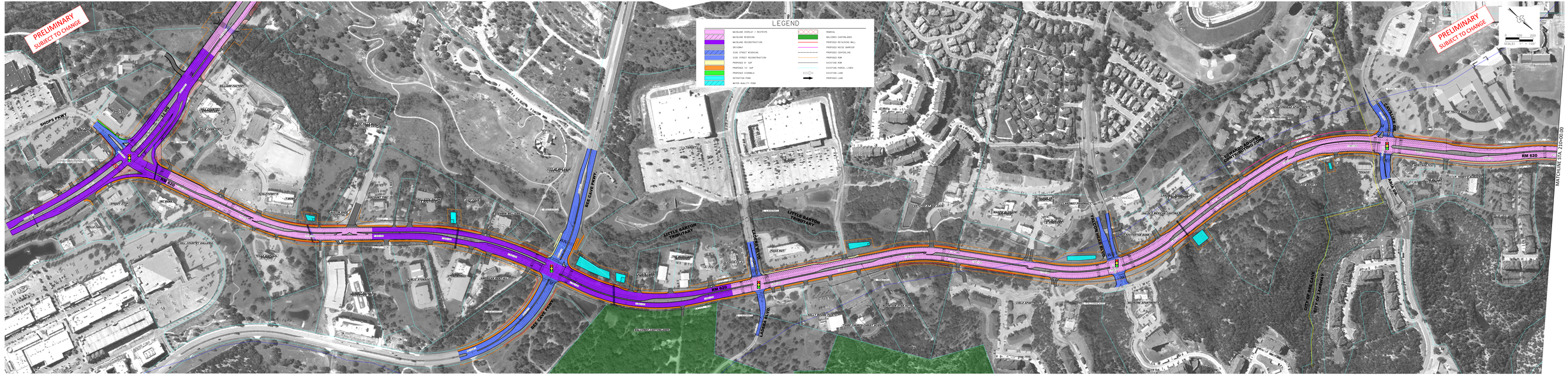

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Texas Department of Transportation

RM 620 PROPOSED ROADWAY PLAN VIEW, ROLL No. 1

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RODRIGUEZ TRANSPORTATION GROUP
PREPARED
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1221 S. MOPAC EXPY. LANE, SUITE 200, AUSTIN, TEXAS, 78703

Texas Department of Transportation

RM 620 PROPOSED ROADWAY PLAN VIEW, ROLL No. 2

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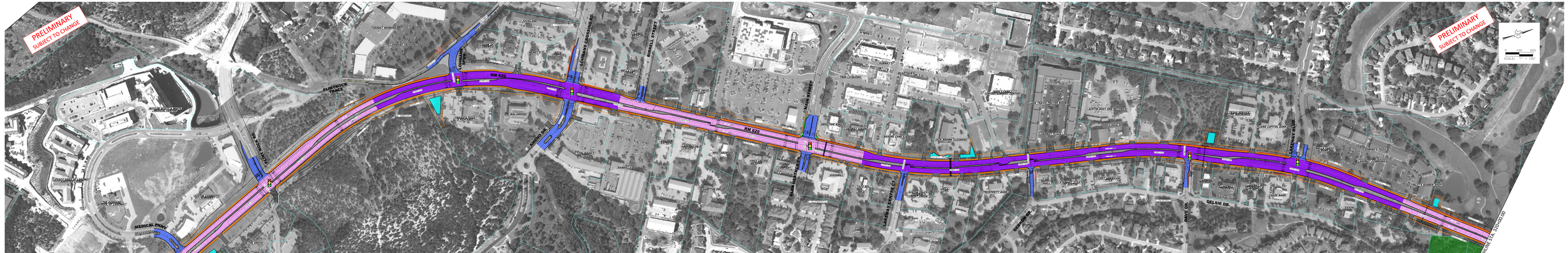

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PREPARED
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RM 620 PROPOSED ROADWAY PLAN VIEW, ROLL No. 2

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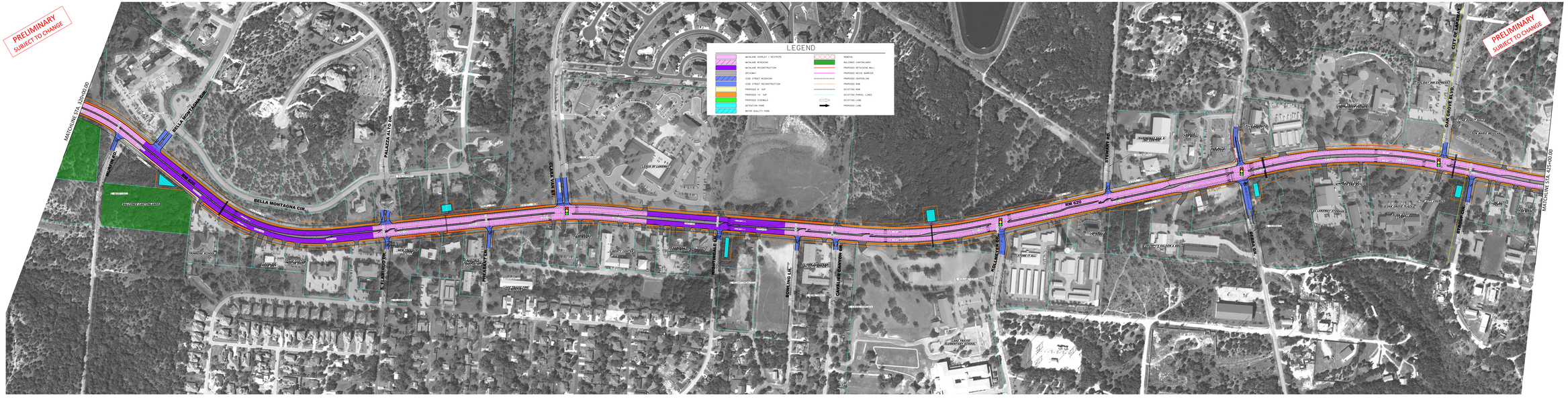
PRELIMINARY
SUBJECT TO CHANGE



PRELIMINARY
SUBJECT TO CHANGE

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RODRIGUEZ TRANSPORTATION GROUP
PHONE 512-476-5627
1111 E. 5TH STREET, SUITE 204, AUSTIN, TEXAS, 78702

Texas Department of Transportation

RM 620
PROPOSED ROADWAY
PLAN VIEW, ROLL No. 3

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RM 620
PROPOSED ROADWAY
PLAN VIEW, ROLL No. 3

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RM 620 PROPOSED ROADWAY PLAN VIEW, ROLL No. 4

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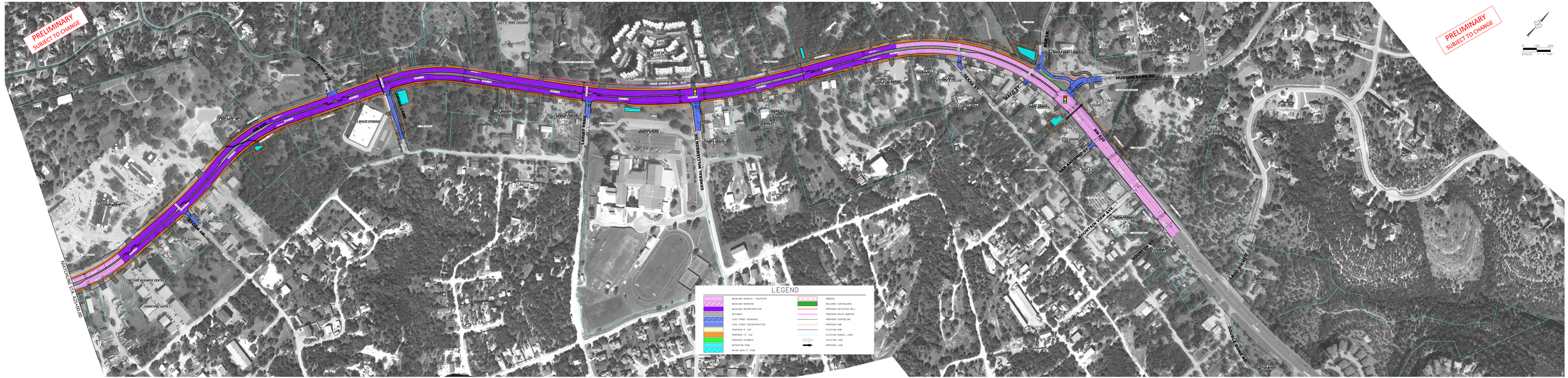

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RM 620 PROPOSED ROADWAY PLAN VIEW, ROLL No. 4

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RM 620 PROPOSED ROADWAY PLAN VIEW, ROLL No. 5

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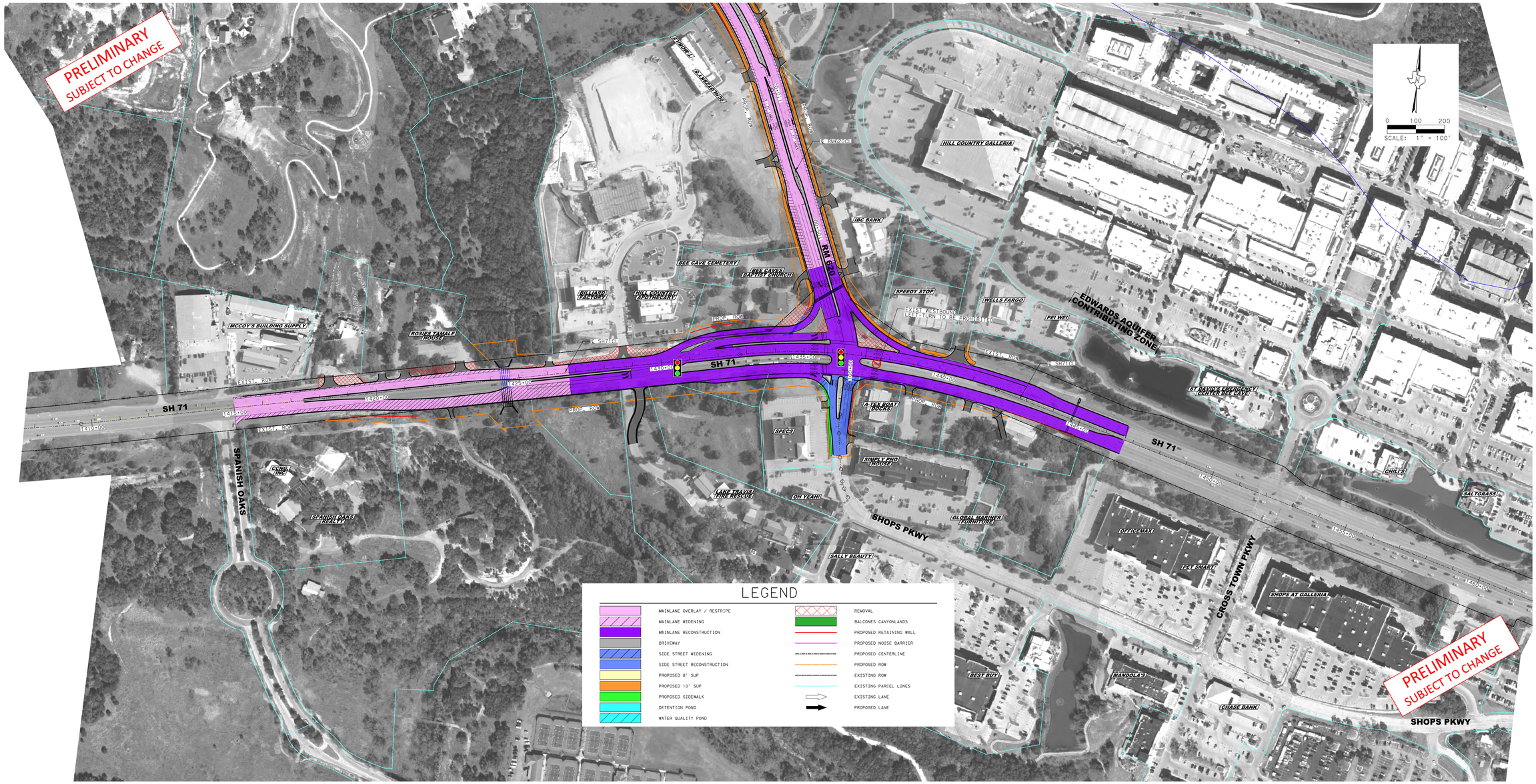

RTG
RODRIGUEZ TRANSPORTATION GROUP
FIRM #587
11211 TAYLOR DRAPER LANE, SUITE 100, AUSTIN, TEXAS, 78759
Texas Department of Transportation
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Public Hearing Presentation

RM 620 South Improvement Project

From SH 71 to Hudson Bend Road

Public Hearing

Feb. 20, 2020

Public Hearing Purpose

- Provide an update on RM 620 South project
- Present Draft Environmental Assessment and the Recommended Alternative
- Receive public input

Public Hearing Agenda

- Introduction
- Project design presentation
- Environmental presentation
- 15-minute recess
- Public comments

Your comments are important to us!

Comment Period Deadline

Submit comments by

FRIDAY, MARCH 6, 2020

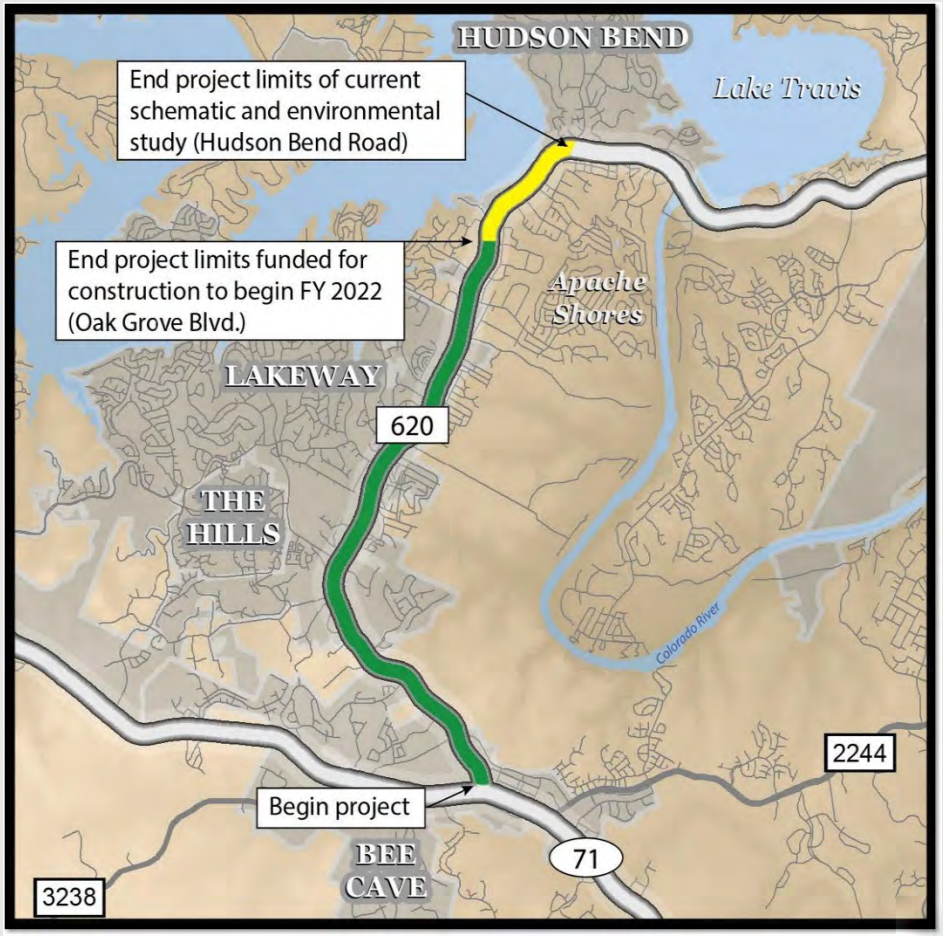
Project design presentation

Brock Miller, P.E.

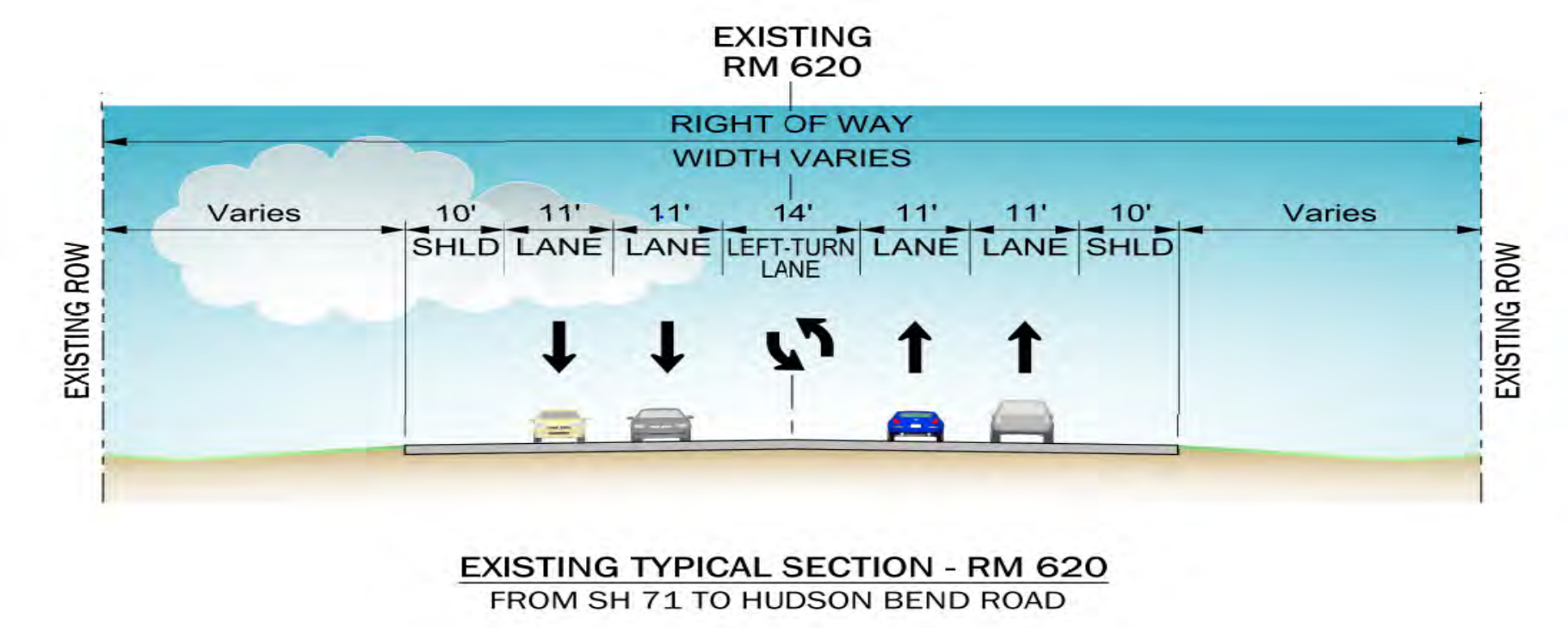
RTG - consultant project manager

Project Location, Need and Purpose

- Project Limits
  - SH 71 to Hudson Bend Road
  - Project length – 9.2 miles
  - Funded Section: SH 71 to Oak Grove Boulevard
- Project Need
  - Existing capacity inadequate to meet current/future traffic volumes
  - Congestion, reduced mobility and safety issues
- Project Purpose
  - Improve safety
  - Improve mobility
  - Accommodate existing and future traffic demand

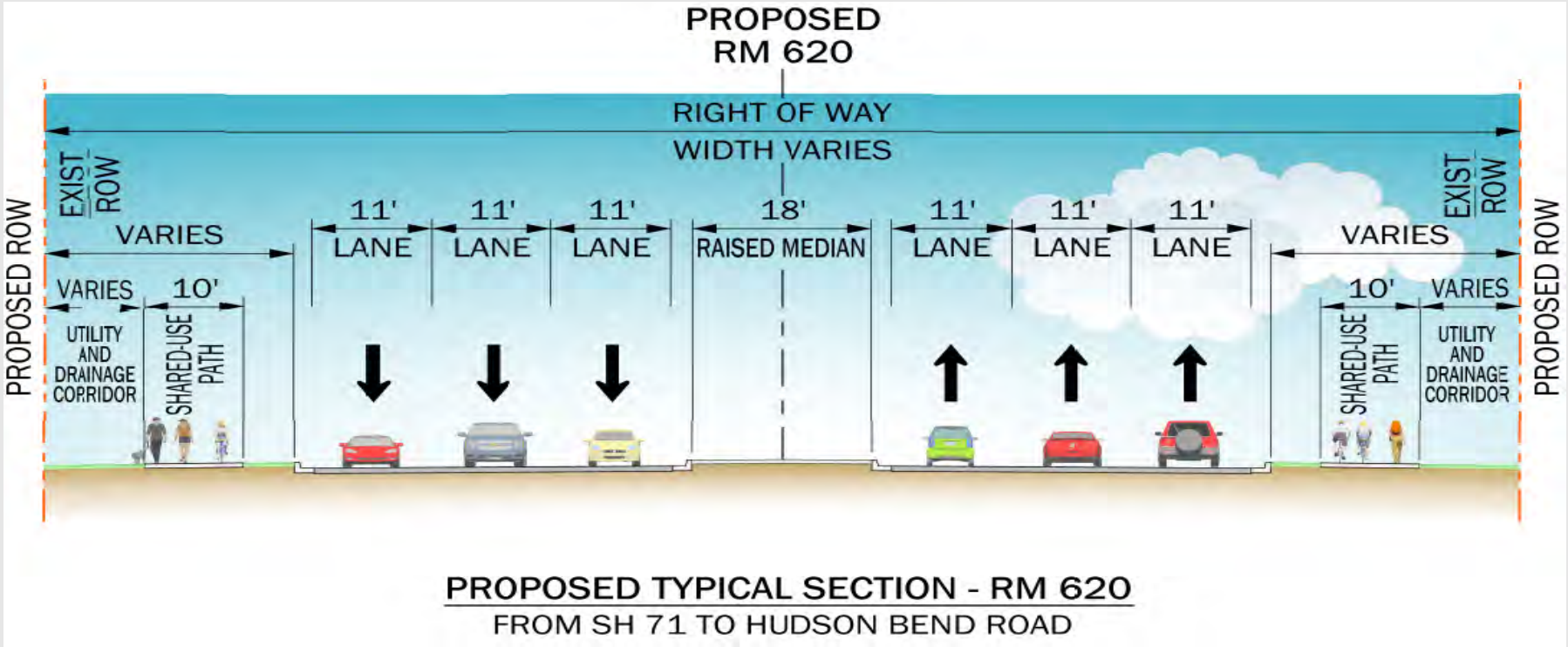


Existing Roadway



- Current Roadway
  - Two, 11-foot mainlanes with 10-foot shoulders in each direction
  - Mainlanes separated by 14-foot continuous center-turn lane
  - No bike lanes or sidewalks

Proposed Roadway



- Proposed improvements
  - Add 11-foot mainlane in each direction
  - Replace continuous center-turn lane
  - Add 18-foot raised median
  - Add 10-foot bicycle/pedestrian paths

Utility Adjustments

- Underground and overhead utilities
  - Known existing utilities have been identified and mapped
  - Conflicting utilities will need to be adjusted or relocated prior to roadway construction

Projected Schedule and Cost

- Anticipated Construction Start: Late 2022

- Estimated Total Project Cost: $75 Million

Environmental presentation

Darren Dodson

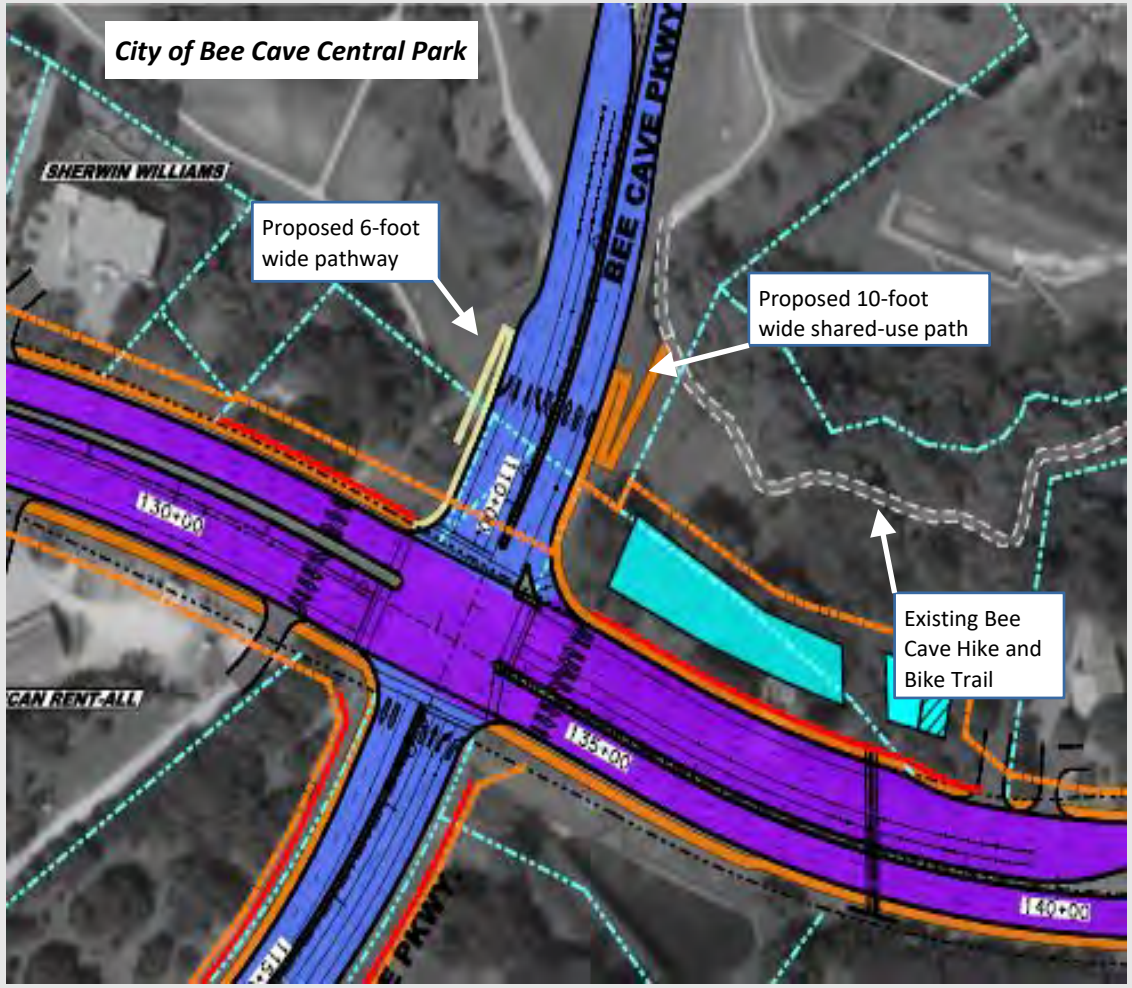
CP&Y - consultant environmental manager

Environmental Review/Impacts Addressed

- Right of way
- Traffic noise
- Community/socio-economic
- Air quality
- Visual/aesthetics
- Archeological resources
- Historic resources
- Water quality
- Wetlands/waters of U.S.
- Biological resources
- Hazardous materials
- Indirect and cumulative effects
- Section 4(f) (land from publicly owned parks, recreation areas)
- Chapter 26 resources (protection of public parks and recreational lands)

Section 4(f) and Chapter 26

- City of Bee Cave Central Park
  - Section 4(f) and Chapter 26 regulations apply
  - Use of approximately 0.4 acre of park property to construct turn lanes
  - Impacts existing 5-foot bicycle/pedestrian path in park
  - Mitigation incorporated into project design
  - Section 4(f) de minimis determination



Threatened/Endangered Species

- Proposed project would impact habitat for federally endangered Golden-cheeked Warbler

- Project May Affect, but is Not Likely to Adversely Affect the species. Informal consultation is in progress with U.S. Fish and Wildlife Service

Traffic Noise

- Traffic Noise Analysis completed according to TxDOT and FHWA guidelines
- 23 noise receivers are expected to be impacted
- Noise barriers would be feasible/reasonable for three of the impacted receivers:
  - Falconhead Apartments
  - Villas on Travis Residential Apartments (north section)
  - Villas on Travis Residential Apartments (south section)

Water Resources

- **Floodplains/Edwards Aquifer**
  - Portions of project within FEMA 100-year flood hazard areas associated with an unnamed tributary to Little Barton Creek
  - Project would not violate applicable floodplain regulations or ordinances
  - Southern portion of project area lies in Edwards Aquifer Contributing Zone; requires TCEQ Contributing Zone Plan

- **Waters of the U.S., including Wetlands**
  - Tributaries to Little Barton Creek, Honey Creek, and two wetland features were evaluated
  - Proposed project would permanently fill 0.04 acre of streams; no fill within wetlands or other special aquatic sites
  - Requires a USACE permit without pre-construction notification; compensatory mitigation not required

Conclusion: Studies, analyses, and evaluation of the proposed project indicate no significant impacts.

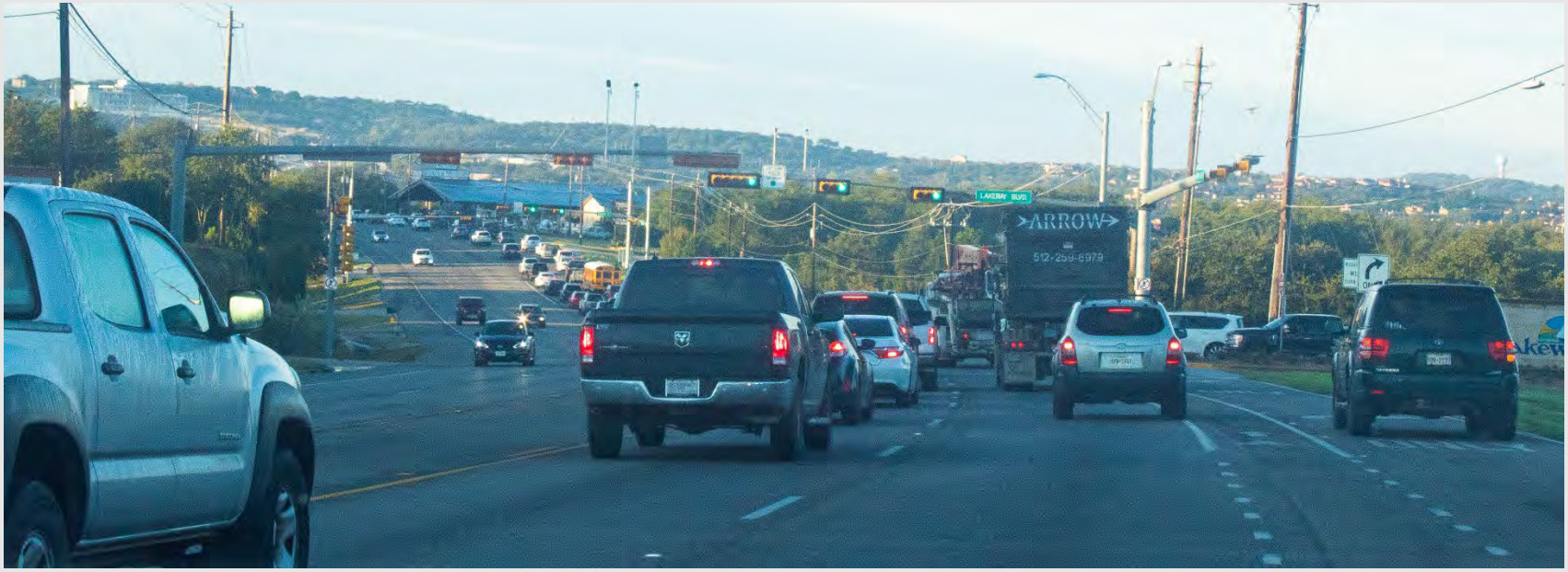
Next Steps

- Public comment period ends March 6, 2020
- Anticipated environmental decision (Spring 2020)
- Prepare detailed design
- Acquire right of way
- Utility construction
- Roadway construction

Proposed Right of Way

- Approximately 34.3 acres of new ROW
- No required displacements
- TxDOT ROW personnel available for questions
- All ROW acquisition would be completed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended

Your comments are important to us!



RECESS

15 minutes

Public Comments

- Comment Period
  - Please note that we will not attempt to respond to your comments at this time
  - All comments will be fully considered and responded to in the project record which is available on the TxDOT project website

Please limit your comments to three (3) minutes

Questions/Comments

- Address questions/comments to:
  - Mailing Address:

    TxDOT Austin District Office
    Attn: Matthew Cho, P.E.
    TxDOT Austin District
    P.O. Box 15426
    Austin, Texas 78761-5426
  - Email:

    Matthew.Cho@txdot.gov

- Project information available at: www.txdot.gov
  Search: "Public Hearings and Meetings Schedule"

- **Written comments must be postmarked by Friday, March 6, 2020**

- TxDOT addresses all comments; prepares Final Environmental Assessment

Thank you for your interest in the RM 620 South Improvement Project

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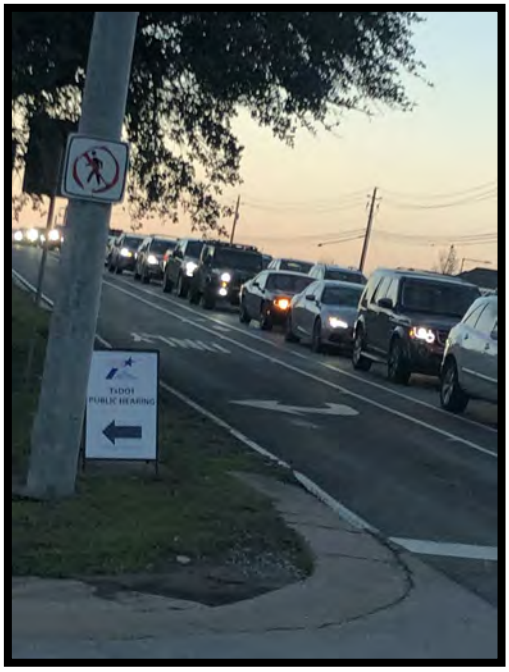
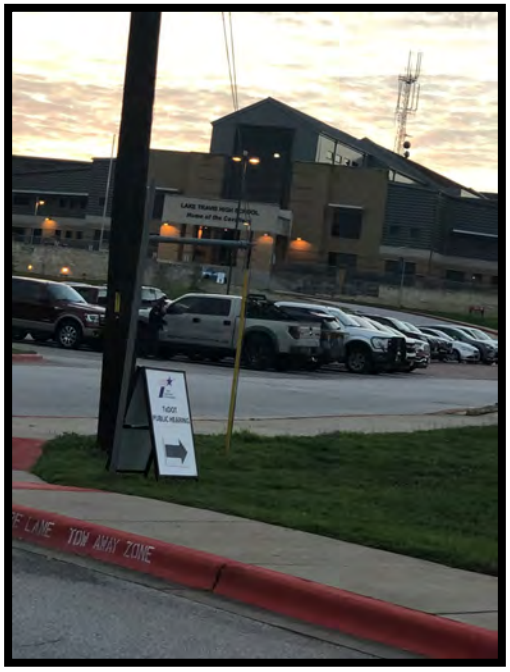
Public Hearing Photos

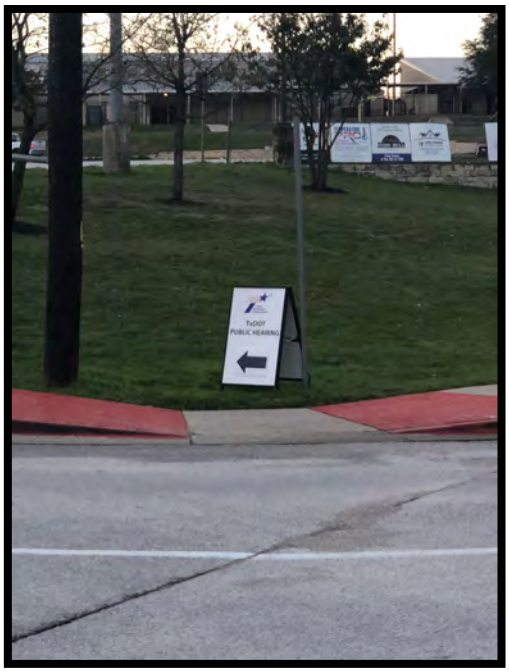
RM 620 SOUTH – PUBLIC HEARING

Lake Travis High School

February 20, 2020







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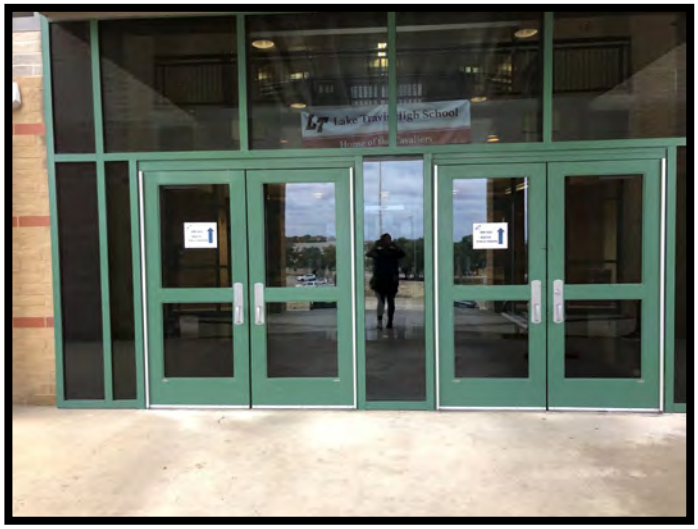

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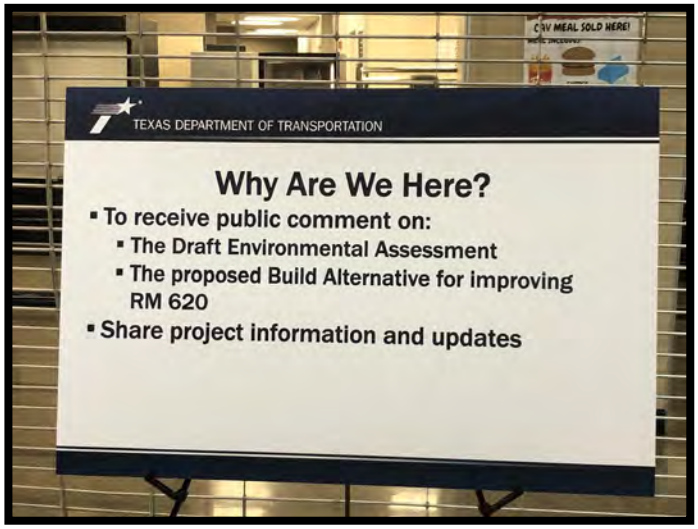

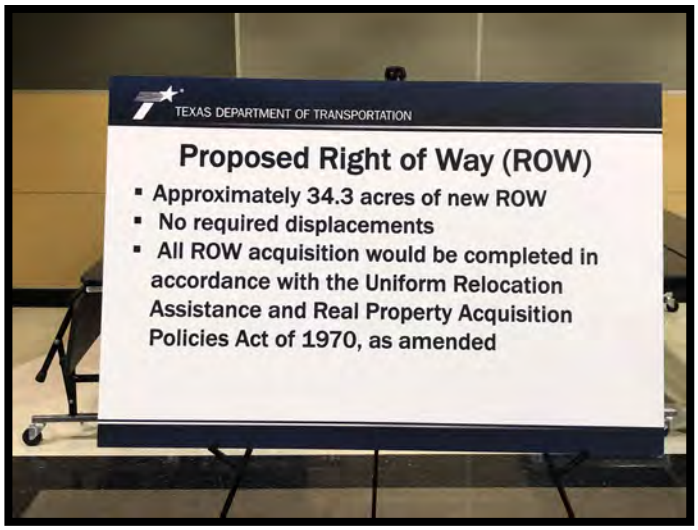

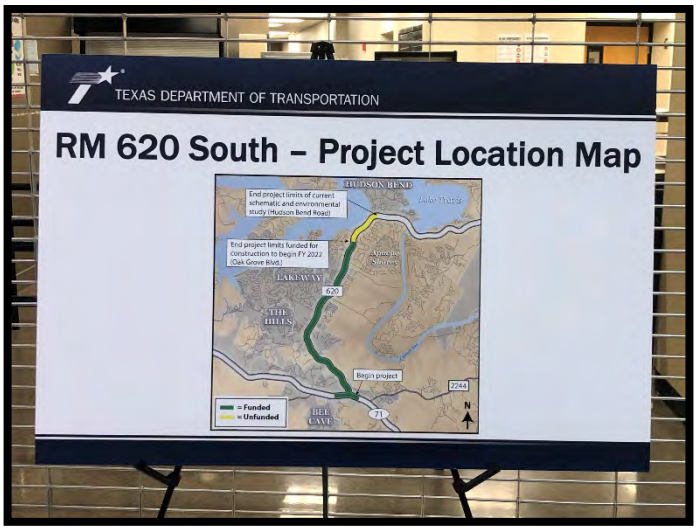

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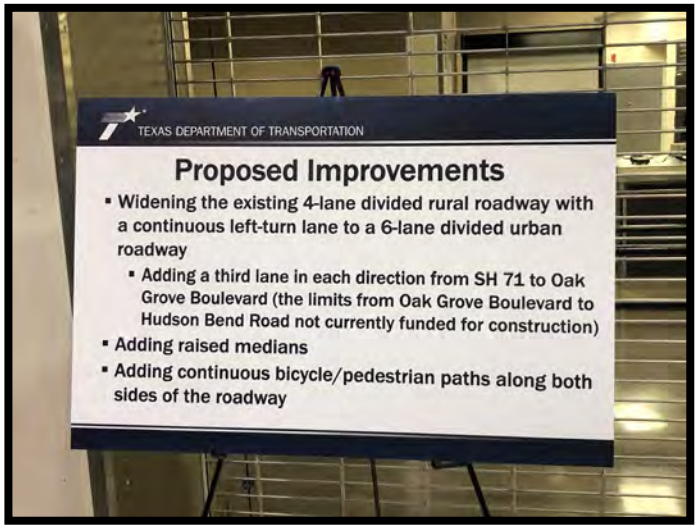

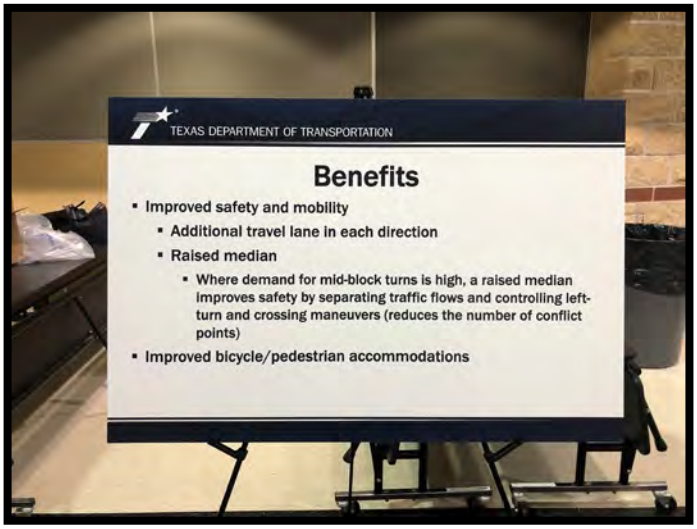

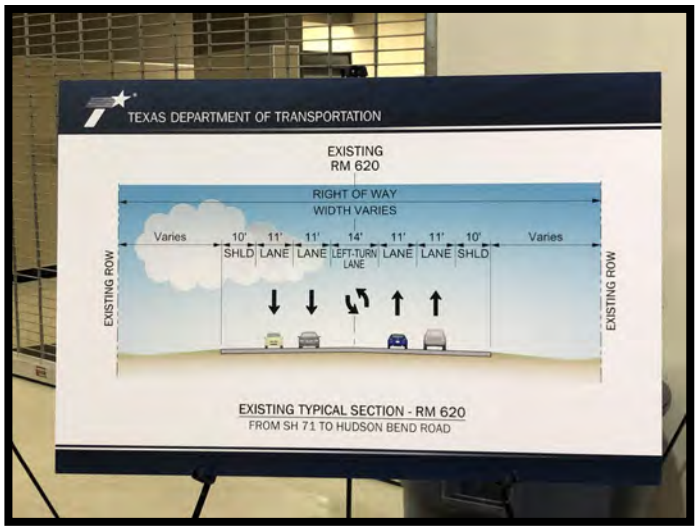

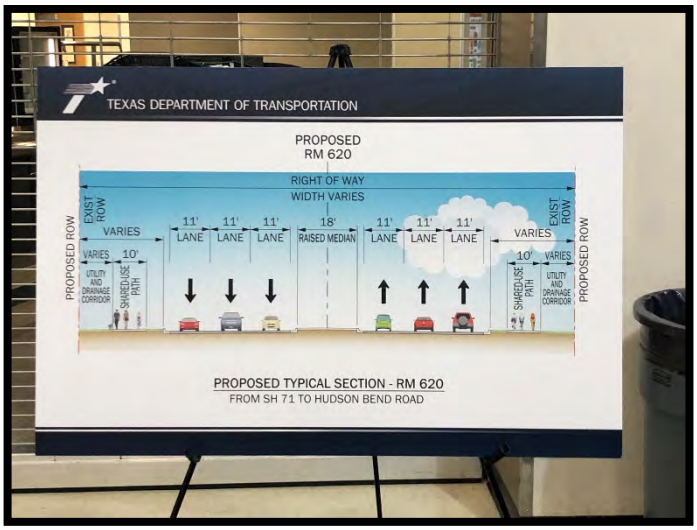

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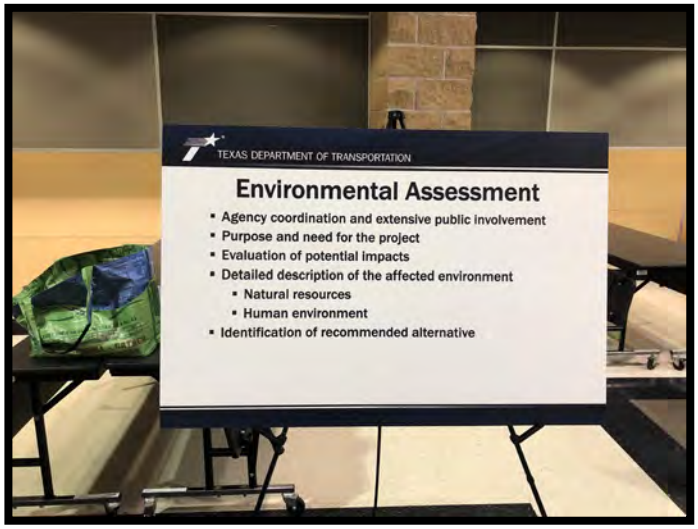

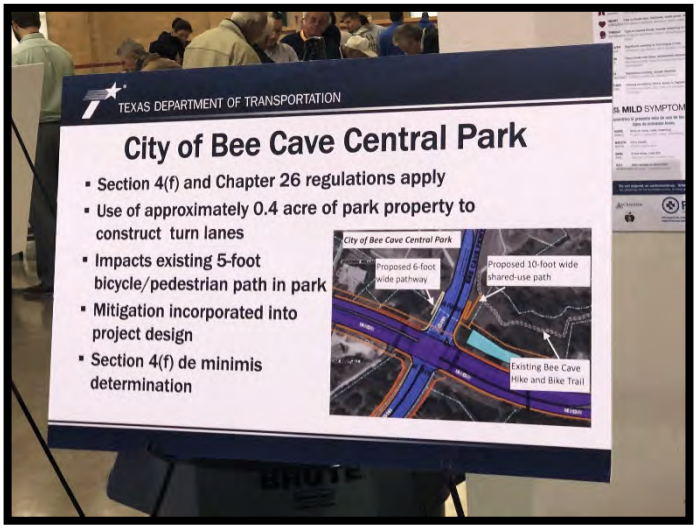

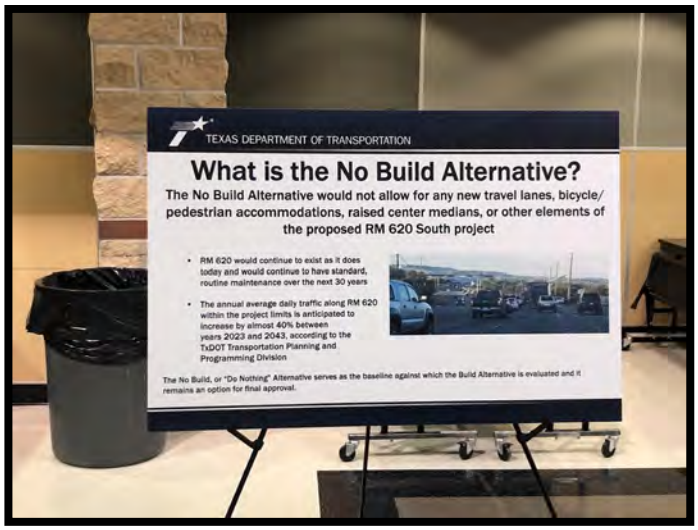

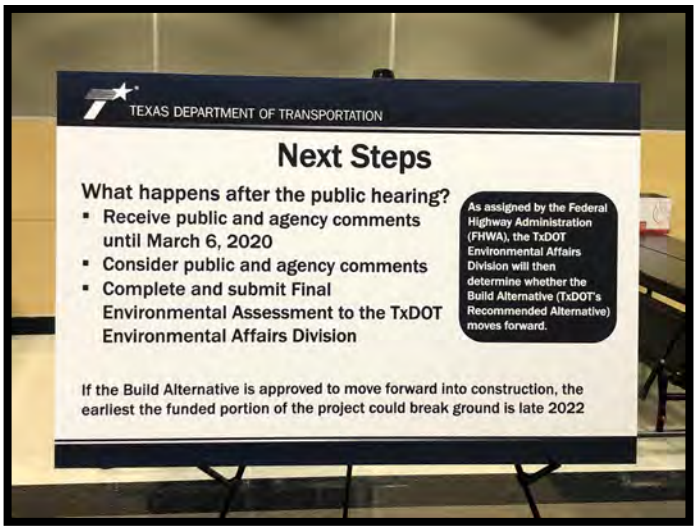

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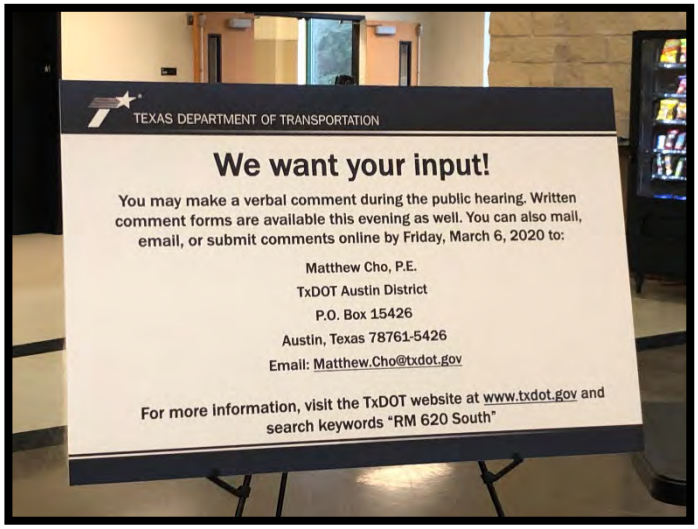

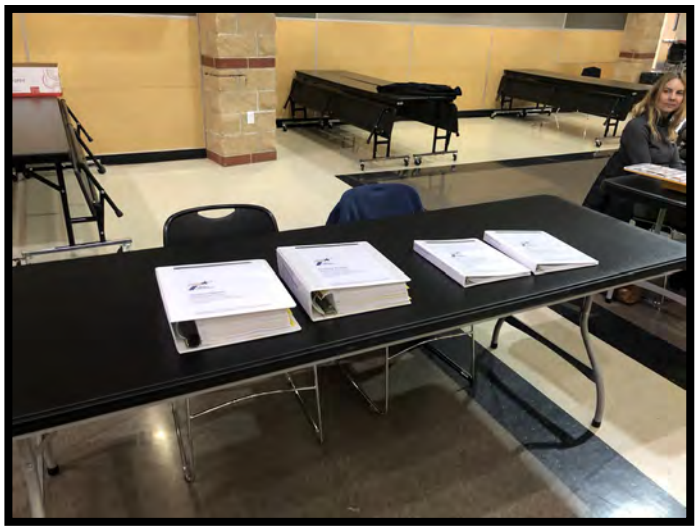

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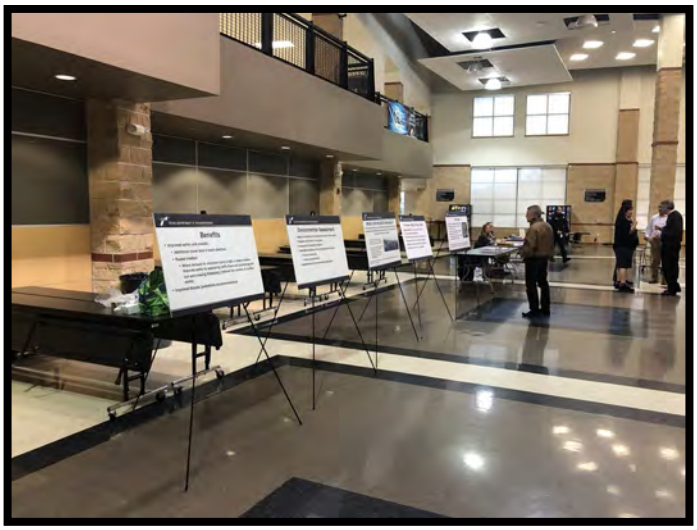

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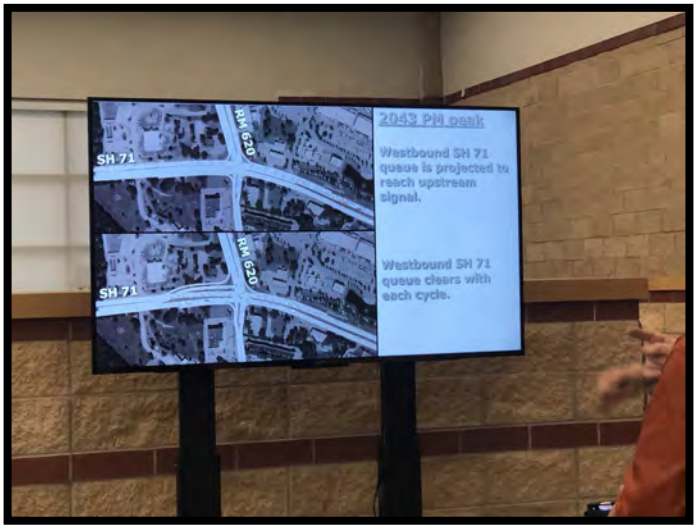

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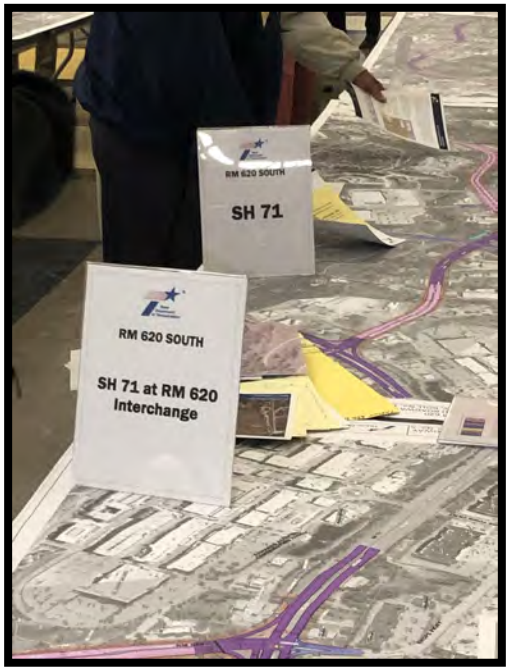

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